2027 Active Transportation Program

Central Workshop | December 10, 2025
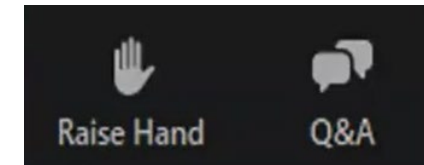
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WORKSHOP LOGISTICS

We welcome comments from the public as part of each item at this meeting.

You should see the webinar control panel, likely located on the bottom of your screen. There you will find the Raise Hand and Q&A tabs.

We encourage you to use the Raise Hand feature as early into the item as you can, to give the system time to acknowledge you.

Alternately, you may use the Q&A tab to submit your comment. Commission staff will read the comment on your behalf.

As a reminder, each registered attendee is provided a unique link and phone number to access the webinar. These should not be shared with other participants, as they are registered to a specific attendee and can create confusion for staff when making comments.

Please state your name and organization at the start of your comment.

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Workshop Principles

- Be respectful of other viewpoints

- Keep a Statewide perspective

  □ Remember the program serves a large variety of applicants

- Propose ideas in a public setting

Today's Workshop Agenda

- Introductions and Brief Program Overview

- November 19 Workshop Recap

- 2027 ATP Application Questions

- Presentation on updates to the Count Guide

- Continue "Clarify and Reduce Redundancies" Updates

- New sections

- Conclude Mid-Cycle Fund Estimate discussion (*discussion started November 19th*)

- Action Items

ACTIVE TRANSPORTATION PROGRAM (ATP)

ATP funds projects that encourage increased use of active modes of transportation, such as biking and walking.

- **Funding:**
  - Reimbursement program
  - Federal and State funds
  - Approximately $550 million for 4 years
  - FYs 2027-28, 2028-29, 2029-30, 2030-2031

- **Eligible Applicants:**
  - Local, Regional or State Agencies
  - Caltrans
  - Transit Agencies
  - Natural Resources or Public Land Agencies
  - Public Schools or School Districts
  - Tribal Governments
  - Private Non-Profit, Tax-Exempt Organizations
  - Any other entity with transportation oversight

- **Distribution:**
  - 50% Statewide Component
  - 10% Small Urban and Rural Component
  - 40% Metropolitan Planning Organization Component

- **Eligible Projects:**
  - Infrastructure: Capital projects that further goals of the program.
  - Non-infrastructure: Education and encouragement programs that further the goals of the program.
  - Plans: Development of a community-wide bicycle, pedestrian, Safe Routes to School or active transportation plan that encompasses a disadvantaged community.
  - Infrastructure + Non-Infrastructure: Capital projects with education or encouragement components.

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ATP OVERVIEW: Cycles 1-7

1,230 PROJECTS PROGRAMMED
FOR $3.9 BILLION
IN ATP FUNDS SINCE CYCLE 1

$1.9 BILLION ALLOCATED
AS OF FISCAL YEAR 2024-25

TOTAL PROJECT COSTS VALUED AT
OVER $7.4 BILLION

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Cycle 8 Engagement

- Central Workshops – Virtual*****

- Branch Workshops –Virtual*****

  - Request period closed October 31, 2025

  - Locations TBD

- Site Visits – Virtual

  - Register for a site visit using the online form: https://forms.gle/xmu2qJZ1MzoHgV7s7

- Application Debriefs – Virtual

* Some workshops may be hybrid

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November 19, 2025
Workshop Recap

Workshop Recap: November 19, 2025

- **New Section:**

  - Part VI – MPO Component
    20. MPO Regional Guidelines
    21. MPO Competitive Project Selection

- **Clarified and Simplified Language:**

  - Part VIII – Project Delivery
    34. Amendment Requests (A. Scope Changes)

- **Stakeholder Suggestion for New Process:**

  - Mid-Cycle Fund Estimate

2027 ATP Application

Application Changes Overview

- Overall Goals
  - Align application with changes to the guidelines
    - Add new **un-scored** questions to Part A4: Project Details to capture Streets and Highways Code Section 2384 (b) regarding Class III bike routes and sharrows
    - Remove outdated information (Justice40 requirements)
  - Align application with scoring rubrics
  - Clarify language
  - Incorporate Submittable feedback from applicants and evaluators
  - Shorten Submittable application format

- <u>Goal for today:</u> Discuss Part B narrative questions for Infrastructure and Combination applications

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Scoring Topic	Large Inf. / Inf. + NI	Medium Inf. / Inf. + NI	Small Inf. / Inf. + NI	Plan	Non-Infrastructure Only
Benefits to Disadvantaged Communities (DAC)	10	10	10	30	10
Need	38	40	52	20	40
Safety	20	25	25		10
Public Participation & Planning	10	10	10	25	15
Scope & Plan Layout Consistency and Cost Effectiveness	7				
Scope & Plan Layout Consistency		5	3		10
Context Sensitive & Innovation	5	5			5
Transformative Projects	5				
Evaluation & Sustainability					10
Leveraging	5	5			
Implementation & Plan Development				25	
Corps	(0 or -5)	(0 or -5)	(0 or -5)		(0 or -5)
Past Performance	0 to -10	0 to -10	0 to -10	0 to -10	0 to -10
Total	100	100	100	100	100

Part B: Narrative Questions

Question 1: Disadvantaged Communities
All Application Types (Infrastructure, Combination, Non-Infrastructure & Plan)

- **Part B: Identification of Disadvantaged Community**

  - ☐ Median Household Income (MHI)

  - ☐ CalEnviroScreen

  - ☐ Healthy Places Index (HPI)

  - ☐ Free or Reduced Price Meals (FRPM)

  - ☐ ~~Climate and Economic Justice Screening Tool (CEJST)~~

  - ☐ ~~USDOT Equitable Transportation Community Explorer~~

  - ☐ Tribal Project

  - ☐ Regional Definition

  - ☐ Other

Question 1: Disadvantaged Communities
All Infrastructure & Combination Application Types (Large, Medium & Small)

- Part C: Direct Benefit

  - EXISTING LANGUAGE: *Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network and how the improvements meet an important need of the disadvantaged community.* *(narrative field, 500-word limit)*

  - UPDATED FORMAT: Describe how the improvements meet an important need of the disadvantaged community. Explain how the project closes a gap, provides connections to, and/or addresses a deficiency in an active transportation network. *(narrative field, 500-word limit)*

Question 1: Disadvantaged Communities
All Infrastructure & Combination Application Types (Large, Medium & Small)

- **Part C: Direct Benefit**

  - **EXISTING LANGUAGE:** *Illustrate and provide documentation for how the project was requested or supported by disadvantaged community residents. Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community.* *(narrative field, 500-word limit)*

  - **UPDATED FORMAT:**

    - Illustrate and provide documentation for how the project was requested or supported by disadvantaged community residents. *(narrative field, 500-word limit)*

    - Address any issues of displacement that may occur as a result of this project, if applicable. If displacement is not an issue, explain why it is not a concern for the community. *(narrative field, 200-word limit)*

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Question 2: Potential to Increase Walking and Biking
All Infrastructure & Combination Application Types (Large, Medium & Small)

- **Part A**

  - **EXISTING LANGUAGE:** *Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome?* *(narrative field, 900-word limit)*

  - **UPDATED:** Describe the community **context** and the issue(s) that this project will address **to increase walking and biking and induce mode shift.** How will the proposed project benefit the non-motorized users of all ages and varying abilities? **Consider children**, older adults, students, **working professionals** and persons with disabilities. What is the project's desired outcome and how will the project best deliver that outcome? *(narrative field, 900-word limit)*

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Question 2: Potential to Increase Walking and Biking

Large Infrastructure and Combination Application Types

- **Part B – Describe how the proposed project will address the active transportation need.**

  - *Does the proposed project close a gap?*

    - *Describe how the project links, connects to, or encourages the use of existing routes to important or community-identified destinations where an increase in active transportation modes can be realized, inducing but not limited to: schools, school facilities... Specific destinations must be identified.* (narrative field, 150-word limit)

  - *Does this project create new routes?*

    - *Describe how the project links, connects to, or encourages the use of existing routes...* (narrative field, 150-word limit)

  - *Does this project remove a barrier to mobility?*

    - *Describe how the project links, connects to, or encourages the use of existing routes...* (narrative field, 150-word limit)

  - *Does this project add improvements to other existing routes?*

    - *Describe how the project links, connects to, or encourages the use of existing routes...* (narrative field, 150-word limit)

  - UPDATED FORMAT & LANGUAGE: <u>Considering each category(s) selected,</u> describe how the project links, connects to, or encourages the use of existing routes to important or community-identified destinations where an increase in active transportation modes can be realized, including but not limited to schools, school facilities... Specific destinations must be identified. *(narrative field, <u>600</u> word limit)*

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Question 2: Potential to Increase Walking and Biking
All Infrastructure Application Types

- Added the following details in the question footnotes:
  - **Part A**
    - How will students of all ages (including but not limited to K-12 and college/university) use and have access to the project? Discussion of students <u>is not</u> limited to Safe Routes to School projects.
  - **Part B**
    - Will the project increase the proportion of student trips accomplished by active transportation? Discussion of students <u>is not</u> limited to Safe Routes to School projects.

A. Statement of Project Need (0-19 points)

Describe the community and the issue(s) that this project will address. How will the proposed project benefit the non-motorized users of all ages and varying abilities, including students, older adults, and persons with disabilities? What is the project's desired outcome and how will the project best deliver that outcome? (required)

Limit: 900 words

Discuss:
- Destinations and key connectivity the project will achieve.
- How the project will increase walking and/or biking.
- The lack of mobility. Does the population have limited access to cars, bikes, and transit? Does the project have an unserved or underserved demand?
- How will students of all ages (including but not limited to K-12 and college/university) use and have access to the project? Discussion of students <u>is not</u> limited to Safe Routes to School projects.

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Question 3: Safety
All Infrastructure & Combination Application Types (Large, Medium & Small)

- **Part A**

  - **EXISTING LANGUAGE:** *Referencing the project-area collision summaries/data provided in questions 1 and/or 2, discuss the extent to which the proposed project limits represents on of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety concerns of students, older adults, and persons with disabilities in your response.* *(narrative field, 900-word limit)*

  - **UPDATED:** Referencing the project-area collision summaries~~/~~ **and** data provided in **sub-**questions 1 and~~/or~~ 2, **provide an analysis of the past collision data to identify the specific crash-type trends that will likely occur in the future if no action is taken. D**iscuss the extent to which the proposed project limits represents on of the agency's top priorities for addressing ongoing safety and discuss how the proposed safety improvements correspond to the types and locations of the past collisions. Consider the safety ~~concerns of~~ **threats to vulnerable and underserved communities, including disadvantaged communities (if applicable), children,** students, older adults, and persons with disabilities in your response. *(narrative field, 900-word limit)*

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Question 3: Safety
All Infrastructure & Combination Application Types (Large, Medium & Small)

- **Part A**
    - Added the following details in the question footnote:
        - Influence Area Guidance
            - A project's expected safety "Influence Area" (i.e., where a project has the potential to mitigate) must be reasonable.
            - The project's "Influence Area," as defined by the applicant and shown in the output documents, must be consistent with the project maps/plans attached to the application.

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Question 3: Safety
All Infrastructure & Combination Application Types (Large, Medium & Small)

- **Part B**

  - **EXISTING LANGUAGE:** *Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities. Referencing the information you provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of pedestrian and/or bicyclist collisions.*

  - **UPDATED:** Describe how the project improvements will remedy (one or more) potential safety hazards that contribute to **active transportation users (including walking, biking and rolling)** ~~pedestrian and/or bicyclist~~ injuries or fatalities. Referencing the information ~~you~~ provided in Part A, demonstrate how the proposed countermeasures directly address the underlying factors that are contributing to the occurrence of **active transportation user** ~~pedestrian and/or bicyclist~~ collisions.

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Question 4: Public Participation and Planning
Large Infrastructure and Combination Application Types

- **EXISTING LANGUAGE:** *What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes?* *(narrative field, 400-word limit)*

- UPDATED: What is/was the process of defining future policies, goals, investments and designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes? Did the alternatives take the wide range of active transportation users into consideration (i.e., children, older adults, wheelchair users, and people with visual impairments)? *(narrative field, 400-word limit)*

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Question 4: Public Participation and Planning
Medium Infrastructure and Combination Application Types

- **EXISTING LANGUAGE:** *What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to influence beneficial outcomes?* *(narrative field, 500-word limit)*

- **UPDATED:** What is/was the process of defining designs to prepare for future needs of users of this project? How did the applicant analyze the wide range of alternatives and impacts on the transportation system to includes beneficial outcomes? Did the alternatives take the wide range of active transportation users into consideration (i.e., children, older adults, wheelchair users and people with visual impairments)? *(narrative field, 500-word limit)*

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Question 5: Context Sensitive Bikeways/Walkways and Innovative Elements
Large & Medium Infrastructure and Combination Application Types

- **EXISTING LANGUAGE:** *How are the recognized best solutions employed in this project appropriate to maximize user comfort and for the local community context?* *(narrative field, 700-word limit)*

- **UPDATED:** How are the recognized best solutions employed in this project appropriate to maximize user comfort and for the local community context? **Describe how the recognized best solutions included consideration of children, older adults and persons with disabilities to walk, bike and roll safely to key destinations?** *(narrative field, 700-word limit)*

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Question 6: Transformative Projects
Large Infrastructure and Combination Application Types

- **EXISTING LANGUAGE:** *Describe how your project will transform the non-motorized environment.* *(narrative field, 750-word limit)*

- UPDATED: Describe how your project will transform the non-motorized environment. How will the project encourage vulnerable users (i.e., children, older adults and persons with disabilities) to walk, bike and roll? *(narrative field, 750-word limit)*

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Presentation: Updates to the Count Methodology Guide

Julia B. Griswold, PhD
Director, Safe Transportation Research and Education Center
University of California, Berkeley

ATP Count Methodology Guidance

- User counts serve as a project performance metric for the ATP

- User counts are required for all ATP-funded projects except Plans

- Interim Count Guidance from 2019 sets requirements for:
  - Types of counts and methods
  - Duration, number of locations, schedule
  - How to estimate annual average daily bike/ped traffic (AADBT/AADPT)
  - How to estimate project volumes
  - Data collection for Non-Infrastructure (NI) projects:
    - Safe Routes to School (SRTS)
    - Community-wide or Jurisdiction-wide NI

UC Berkeley SafeTREC

Stakeholder Engagement

- Online survey on count practices

- Stakeholder interviews with select survey respondents

- Technical Advisory Committees (TACs):
  - CAT Data Portal TAC
  - ATP TAC

- Feedback:
  - AADBT/AADPT estimates are difficult to calculate
  - School tallies for SRTS are onerous

UC Berkeley SafeTREC

Proposed Count Requirements

ATP Project Types	Minimum Required # Locations		Recommended Count Type & Method	Alternative Method	Duration
Infrastructure	Small	1	Manual Count from Video	Automated (e.g., tubes, infrared, video/lidar analytics, etc.)	One Week (7 continuous days at each location)
	Medium	2			
	Large	3			
Safe Routes to School Non-Infrastructure	1 Set of Tallies per school		Classroom Student Travel Tallies (at each school in project)	Manual Count from Video or Automated (e.g., tubes, infrared, video/lidar analytics, etc.)	Two Days for Tallies (averaged) or if conducting counts follow Duration for counts
Community-Wide/ Jurisdiction-Wide Non- Infrastructure	NA (Survey or Modeling)		Surveys/Modeling	NA	NA

UC Berkeley SafeTREC

Count Data Collection Timeline

Project Milestone	Time Period
Before	0-6 months before construction or project implementation
Near-term After	6-18 months after project completion (same month as before counts)
Long-term After	5 years after project completion (same month as before counts)

UC Berkeley SafeTREC

Infrastructure Project Count Changes

Requirement	Interim Guidance	Updated Guide
Recommended Count Type & Method	Automated or Manual Count from Video	Manual Count from Video
Alternative Count Type & Method	Manual In-Field Peak Period	Automated
Alternative Duration	AM/PM Peak on TWTh Midday on Weekend	One week
Number of Count Locations	1 to 7 based on project size	1 to 3 based on project size

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Other Changes

- No judgement calls or calculations for no. of count locations
- Simplified criteria for selecting count locations
- Counts must be uploaded to CAT Data Portal
- AADPT and AADBT to be calculated in CAT Data Portal
- No estimation of project counts
- Automated counts must be validated

UC Berkeley SafeTREC

2027 ATP Guidelines:
Clarify and Simplify Language

Clarify and Simplify Language
Part I: Introduction

1. Purpose and Goals

The primary purpose of the Active Transportation Program (ATP) is to encourage increased use of active modes of transportation, such as biking and walking. The program goals are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase safety and mobility for nonmotorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

In addition to the above listed goals, the ATP also considers state goals and provisions set forth in the Climate Action Plan for Transportation Infrastructure (CAPTI).

The Commission encourages applicants to apply for projects that provide a transformative benefit to a community or a region. The Commission hopes to fund one or more transformative projects that significantly expand the active transportation opportunities in a community or a region.

In alignment with the Commission's Racial Equity Statement, applicants are encouraged to create mobility opportunities for all Californians. The Commission hopes to fund projects that create accessible facilities designed to be usable by persons with or without disabilities. The Commission encourages projects that contribute to accessible mode shift and facilities that empower people to roll, walk, and bike to their destinations.

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Clarify and Simplify Language
Part VIII: Project Delivery

29. ~~Bureau of Indian Affairs (BIA)/Federal Transit Administration (FTA) Transfers~~
~~An implementing agency may request to transfer programmed ATP funds to the Bureau of Indian Affairs (BIA) or the Federal Transit Administration (FTA) if the BIA or FTA has greater expertise to administer a project, or if there may be cost savings associated with a project that has multiple components. The implementing agency shall notify Caltrans as early as possible following programming, so that funding eligible for transfer from the Federal Highway Administration (FHWA) to the BIA or FTA can be assigned to the project in a timely manner. Caltrans shall make a recommendation to the Commission regarding the readiness of the project for allocation using the same criteria used by the BIA or FTA. The implementing agency should submit the BIA or FTA transfer form to Caltrans along with their allocation request. Caltrans shall add a "BIA Transfer" or "FTA Transfer" notation to the vote box for projects that will require a BIA or FTA Transfer. Projects with BIA and FTA transfers must comply with the Active Transportation Program Guidelines and the SB 1 Accountability and Transparency Guidelines.~~

Clarify and Simplify Language
Part VIII: Project Delivery

29. Tribal Governments – Contracting and Allocations

There are 109 federally recognized tribal governments (Tribes) in California. Tribes that are awarded funding have several options for contracting with Caltrans, as described below. There may be other contracting methods besides those described below, and Tribal governments are encouraged to work with Caltrans to explore their options. Commission staff must be notified of the preferred contracting option since the allocation of funds may be different for each option.

(1) Contracting with Tribes Directly – The authority Caltrans uses to contract with Tribes directly comes from California Streets and Highways Code section 94. At this time, Caltrans requires Tribes to provide a limited waiver of sovereign immunity with a restricted grant agreement.

The ATP funds will be allocated to the Tribe directly in accordance with these guidelines. The Tribe is the implementing agency responsible for project delivery and completion of the ATP reporting requirements.

(2) Partnering with a Regional or Local Agency – Another mechanism for contracting with Caltrans is to collaborate with a metropolitan planning organization, regional transportation planning agency, City, or County with a current Local Administering Agency-State Master Agreement (Master Agreement). This option is usually the quickest option to allow projects to get started.

The ATP funds will be allocated to the partnering agency in accordance with these guidelines. The partnering agency is the implementing agency responsible for project delivery and completion of the ATP reporting requirements.

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(3) Transferring Funds - Pursuant to 23 U.S.C. 202(a)(9) – Section 202(a)(9) of title 23, United States Code encourages cooperation between States and Tribes by allowing any funds received from a State, county, or local government to be credited to appropriations available for the Tribal Transportation Program.

Caltrans has successfully used the federal Section 202(a)(9) process to transfer grant funds to Tribes. In order to use this transfer process, an agreement is required with the Federal Highway Administration (FHWA) or the Bureau of Indian Affairs (BIA), the Tribe, and the State that clearly identifies the project and the roles and responsibilities of all parties. Each interagency fund transfer includes 1) a fund transfer template and 2) an addendum outlining the specific terms. This option requires involvement and approval by the Caltrans Legal Department and the funds must be used for the intended purpose of the awarded Active Transportation Program funds.

A project that will be transferred to the BIA must allocate every phase of the project in one allocation, per the BIA's request. The Tribe must submit the BIA 202(a)(9) agreement to Caltrans along with the allocation request. At the time of allocation, Caltrans must add a "BIA Transfer" notation to the vote box along with the funding programmed to each project phase. Once a project has been transferred to the BIA, the State relinquishes reporting requirements to the BIA.

When considering this contracting option, Tribes should be aware that Caltrans has encountered repeated, multi-year delays in executing interagency funds transfer agreements with the BIA. Utilizing this option may cause significant delays in starting the ATP funded project phases.

(4) Caltrans Tribal Agreement - To expedite Tribal contracting, Caltrans has developed a Caltrans Tribal Agreement specific to Tribal governments. To enter into this contracting agreement, a tribal government must agree to 1) a pre-award audit, and 2) a limited waiver of the Tribe's sovereign immunity to deliver the project with the scope of the application, any approved scope amendments, and remain fiscally responsible for any damages incurred as a result of delivering the project. Tribal governments are encouraged to reach out to Caltrans Division of Local Assistance to execute this contract as soon as possible to ensure timely allocation of funds.

The ATP funds will be allocated to the Tribe directly as outlined in these guidelines. The Tribe is the implementing agency responsible for project delivery and completion of the ATP reporting requirements.

C. Project Segmenting

The Commission will consider project segmenting requests that aid in the overall delivery of the project. ~~It may be necessary to scale a project into segments because of size, funding, or delivery schedule.~~

When preparing a request to segment a project, agencies should consider the following:

- Each project phase must remain programmed in the fiscal year in which it was originally programmed. ~~In segmenting a project, phases or segments may not be reprogrammed to later years.~~
- An agency may only request to segment a project once during the life of a project.
- Segmenting must be approved prior to construction allocation. An allocated phase cannot be segmented.
- All segments must be fully funded.
- The implementing agency must continue to report on the project until all segments are completed.

~~An agency wishing to segment a project~~ Segmenting amendments must be submit~~ted a request~~ to Caltrans ~~that~~ and includes the following:

- An explanation of the proposed project segmentation.
- The reason for the proposed project segmentation.
- A map clearly showing each project segment.
- Identify the scope, funding plan, and schedule for each segment. This includes segments without ATP funding but delivering any portion of the project scope that was originally programmed.
- Discuss how each segment of the project will be delivered and an estimated timeline for completing the overall project and each segment.
- Separate PPRs for each project segment.

Caltrans will review the proposed project segmenting request and forward the proposal along with Caltrans' written analysis and recommendation to Commission staff for the Commission's consideration.

Clarify and Simplify Language
Part IX: Reporting

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
39. Project Reporting	39. Project Reporting	• Clarified policy • Added clarification on reporting for projects transferred to the BIA/FHWA

39. Project Reporting

The purpose of all required reports is to ensure that the project is executed on time and within budget, and that it delivers the scope and benefits identified in the project application. The ATP adheres to the ~~program~~ accountability _and reporting_ requirements set forth in the SB1 Accountability and Transparency Guidelines~~. The reporting provisions specified in the SB 1 Accountability and Transparency Guidelines~~which apply to all projects programmed in the ATP.

All implementing agencies must submit regular progress reports, a completion report, and a final delivery report to Caltrans. Implementing agencies should refer to the Local Assistance website for details. Implementing agencies must submit photographs of the completed project as part of the Completion Report. Photos showing people using the completed facility are best. If there are recognizable faces in the photos, the agency must include a photo release waiver with the report. Photographs of the completed project should be at least 300 dots per inch (DPI). Implementing agencies will also be encouraged to submit photographs of the project with progress reports when significant project milestones are achieved.

An agency implementing a project _programmed_ in the MPO ~~Component selected portion of the program~~ is required to ~~also~~ submit copies of all its reports to the ~~MPO~~metropolitan planning organization. However, all agencies are encouraged to submit copies of their reports to their metropolitan planning organization~~MPO~~ or ~~RTPA~~regional transportation planning agency.

Projects with a Bureau of Indian Affairs or Federal Transit Administration transfer must comply with the reporting requirements set forth by the Bureau of Indian Affairs or the Federal ~~Transit~~ Highway Administration. Projects transferred to the Bureau of Indian Affairs are not required to report to Caltrans. The implementing agency is encouraged to notify Caltrans when the project is completed.

Caltrans will track the delivery of ATP projects and submit to the Commission the required reports showing the delivery of each project phase.

Clarify and Simplify Language
Quick Build Projects Appendix

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
Appendix D: Guidance for 2025 ATP Quick-Build Projects	Appendix D: Guidance for Quick-Build Projects: Quick-Build Projects in the MPO Component	• Updated Appendix to reflect QB Pilot Program ending in Statewide and Small, Urban, & Rural Components

X. ~~-~~ **Appendix D: Guidance for Quick Build Projects**

~~Guidance for the 2025 ATP~~ **Quick-Build Projects** in the MPO Component

The ~~2025~~ 2027 ATP will include a Quick-Build Project Pilot Program in the MPO Component. Quick-Build Projects must be submitted directly to the metropolitan planning organization as part of their supplemental call for projects. Quick-Build projects will not be considered in the statewide competition.

~~evaluated separately from other project types. The Commission included Quick Build Project Pilot Programs in the 2021 and 2023 ATP cycles. While the pilot programs showed that there is interest in and need for these projects, more program refinement is needed before formally integrating quick build projects into the overall ATP. Specifically, Commission staff continues to work with stakeholders to strengthen understanding of the quick build concept and refine evaluation criteria. The Commission anticipates dedicating a maximum of $7,000,000 to quick build projects in the 2025 ATP. The Commission may select several quick build projects, or none.~~

Clarify and Simplify Language
Quick Build Projects Appendix

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
Appendix D: Guidance for 2025 ATP Quick-Build Projects	Appendix D: Guidance for Quick-Build Projects: Quick-Build Projects in the MPO Component	• Updated Appendix to reflect QB Pilot Program ending in Statewide and Small, Urban, & Rural Components

Funding Overview

ATP funding is available for the construction phase only. As noted above, if the project is expected to be delivered using the design-build method, the applicant may include the cost of design in the construction phase. Applicants must specify the delivery method that they wish to use in the application. The project must have environmental clearance or categorical exemption at the time of programming. A project that is in a plan that cleared CEQA and NEPA, where applicable, qualifies.

~~Funding will be available for programming in fiscal years 2025-26 and 2026-27.~~

Time Extensions

The Commission will only consider quick-build project time extensions in unforeseen and extraordinary circumstances beyond the control of the implementing agency. The agency must justify the extension request. Implementing agencies may request to extend a delivery deadline for project allocation, contract award, and project completion as described in Section 31 of these Guidelines. ~~Approved~~ However, time extension requests for Quick Build projects are limited to three (3) months per delivery deadline, ~~including allocation, award, and completion.~~

Application Requirements

To be considered for the ~~2025~~ 2027 ATP MPO Component Quick-Build Pilot Program, applicants must adhere to submittal requirements outlined in their metropolitan planning organization's Regional ATP Guidelines. ~~meet with Commission staff prior to application submittal to determine eligibility. Potential applicants must email ATP@catc.ca.gov by May 17, 2024 to schedule a meeting.~~

~~The Quick Build Program application will be available on the online application portal on the CTC website. Applications must be submitted by June 17, 2024.~~

CALIFORNIA TRANSPORTATION COMMISSION

New Section
Part VIII: Project Delivery

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
		• Added section to discuss alternate delivery methods • Consistent with other CTC program guidelines • May be updated with additional delivery methods

27. De

The Commission supports innovative delivery methods. Projects using an alternative delivery method such as design-build, progressive design-build, design sequencing procurement, or Construction Manager General Contractor (CMGC) should be identified in the application, before programming, or as soon as possible before allocation. Due to the non-traditional nature of alternative delivery methods, it is possible that projects using alternative delivery methods might not follow the same procedures as projects utilizing design bid-build delivery. Flexibility may be requested and approved consistent with programming and allocation capacity, program guidelines, and state and federal law.

For a project expected to use design-build or design-sequencing delivery method, the Commission will program the ATP funds in the Construction phase of the project. The allocation, however, may be a combined amount to include Design, Right-of-Way, and Construction.

When using the CMGC delivery method, the project will be programmed and allocated in the same manner as design-bid-build. During the environmental or design phase, CMGC contract costs are considered environmental or design phase expenditures. As the project advances in the design phase, it may be desirable to separate the project into packages for efficiencies in the Construction delivery. If this is the case, the project may be separated into distinct delivery contracts and the Commission must be notified as soon as possible. The delivery dates and the scope of work must be consistent with the approved baseline agreement.

Delete Appendix

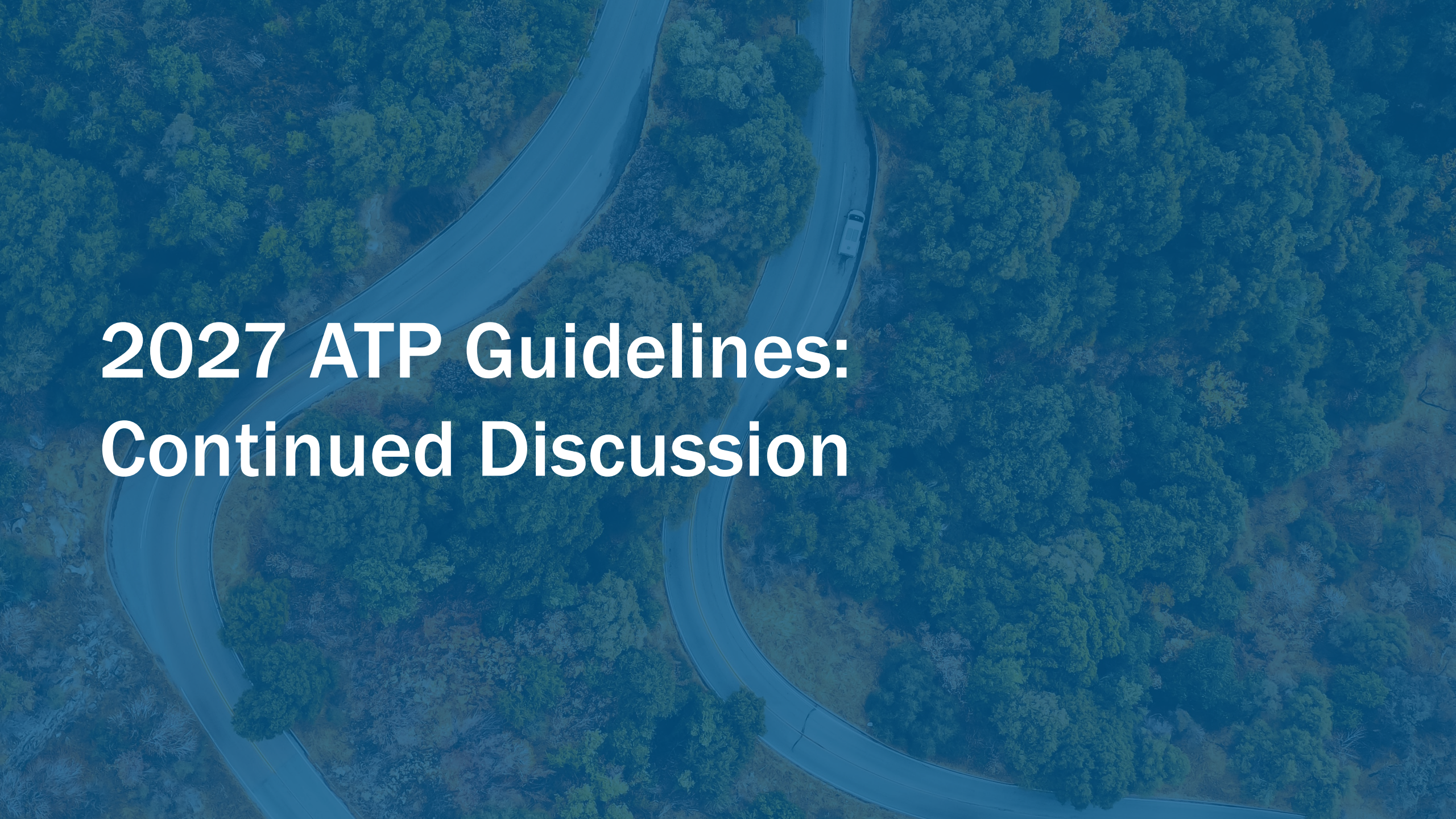| 2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
Appendix C: California Conservation Corps ATP Program	N/A	• Deleted section because no new funds are available for this program

Active Transportation Program Guidelines California Conservation Corps and Certified Local Community Conservation Corps

These guidelines are the policies and procedures specific to the most recently adopted Active Transportation Program (ATP) that is directed to the California Conservation Corps and certified Local Community Conservation Corps. The final fiscal year for California Conservation Corps and certified Local Community Conservation Corps was fiscal year 2021-22. The 2025 Active Transportation Program does not direct any funding to the California Conservation Corps and Certified Local Community Conservation Corps.

Authority and Purpose
Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, directs $100 million annually from the Road Maintenance and Rehabilitation Account to the ATP beginning in the 2017-18 fiscal year. In addition, Assembly Bill 97 (Ting, Chapter 14, Statutes of 2017) directs $4 million of the $100 million annually, beginning in the 2017-18 fiscal year for the next five years, to the California Conservation Corps for active transportation projects to be developed and implemented by the California Conservation Corps and certified Local Community Conservation Corps. The availability of these funds is subject to annual appropriation by the Legislature. Not less than 50% of these funds shall be in the form of grants to certified Local Community Conservation Corps, as defined in Section 14507.5 of the Public Resources Code. Unless otherwise specified in these guidelines, the Commission will follow the most recently adopted ATP Guidelines.

2027 ATP Guidelines:
Continued Discussion

Discussion Item:
Stakeholder Suggestion for New Process

Mid-Cycle Fund Estimate

In August of each odd numbered year, project savings, including funds recovered from lapsed project phases and canceled projects will be redistributed per the statutory funding split: 50% to Statewide Component, 40% to MPO Component, and 10% to Small Urban and Rural Component.

At that time, recovered funds for the Statewide and Small Urban and Rural Components may be distributed in the following ways:

1. Projects adopted into the contingency list for each component may be programmed into the current program cycle and may not exceed the total funds available.
   - Only fully funded projects may be adopted into the program.
   - The Commission may choose to prioritize projects based on the project delivery schedule.
2. If the Mid-Cycle Fund Estimate for each component is not enough to fully fund the projects adopted into the contingency list for each component, the savings will be made available in the subsequent program cycle.

Funds recovered for the MPO component will be made available in the MPO Component in the subsequent program cycle.

Changes from Current Process:

- A mid-cycle fund estimate would be approved by the Commission.

- Savings would be redistributed mid-cycle to each component

- State would adopt contingency lists

  - For Statewide and Small Urban & Rural Components

  - State can only adopt projects from the contingency list after adoption of a mid-cycle fund estimate

Workshop Recap:
Action Items

Next Steps

Central Workshop

January 14, 2026

9:30am – 12:30am

Focus: ATP Application

[Register Here!](#)

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