

2027 Active Transportation Program

Central Workshop | January 14, 2026

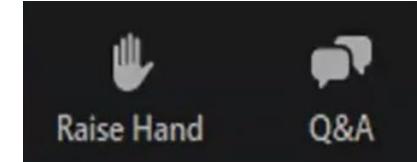


CALIFORNIA
TRANSPORTATION
COMMISSION

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.

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

- December 10 Workshop Recap
- Branch Workshops
- Conclude project savings discussion (*discussed November 19 and December 10*)
- Finish “Clarify and Reduce Redundancies” Guidelines Updates
- 2027 ATP Application Questions
- Action Items

The background of the slide is a high-angle aerial photograph of a two-lane asphalt road winding through a dense forest. The road has a solid yellow center line and dashed white edge lines. A single white car is visible on the road, positioned near the center. The surrounding terrain is covered in a mix of green and brown vegetation, suggesting a transition between forest and perhaps a more open or dry area. The lighting is bright, casting soft shadows of the trees onto the road surface.

December 10, 2025 Workshop Recap

Workshop Recap: December 10, 2025

- 2027 ATP Application:
 - Part B narrative questions for Infrastructure and Combination applications
- Presentation: Updates to the Count Methodology Guidance
- New/Deleted Sections:
 - Part VIII – Project Delivery (**New**)
 - Appendix C: California Conservation Corps ATP Program (**Deleted**)
- Clarified and Simplified Language:
 - Part I – Introduction
 - 16. Purpose and Goals
 - Part VIII – Project Delivery
 - 29. Tribal Governments – Contracting and Allocations
 - Amendment Requests (C. Project Segmenting)
 - Part IX: Reporting
 - 39. Project Reporting
 - Appendix D: Guidance for 2025 ATP Quick-Build Projects
- Discussion: Stakeholder Suggestion for New Process
 - Mid-Cycle Fund Estimate continued discussion

The background image is an aerial photograph of a winding road through a dense forest. The road curves from the bottom left towards the top right, with a white car visible on the upper section. The surrounding terrain is covered in green and brown vegetation, with some lighter-colored ground visible between the trees.

Branch Workshops Announcement

Cycle 8 Engagement: Branch Workshops Overview

What is a Branch Workshop?

- Branch Workshops provide technical assistance, including:
 - An overview of the ATP
 - Tips and suggestions for each application question
 - (based on the scoring rubrics)
- There are **no decisions** regarding changes to the 2027 ATP Guidelines, scoring rubrics, or applications.
- CTC staff will be available for optional virtual site visits.

Cycle 8 Branch Workshops

- **How many:** 3 virtual Branch Workshops
 - February 9th (Northern CA)
 - February 23rd (Central CA)
 - February 25th (Southern CA)
- **Workshop Agenda:**
 - **1st hour**
 - ~15 minutes discussing ATP basics
 - ~45 minutes walking through the application questions
 - **2nd hour**
 - Q&A
 - Virtual Site Visits

Cycle 8 Engagement: Branch Workshops

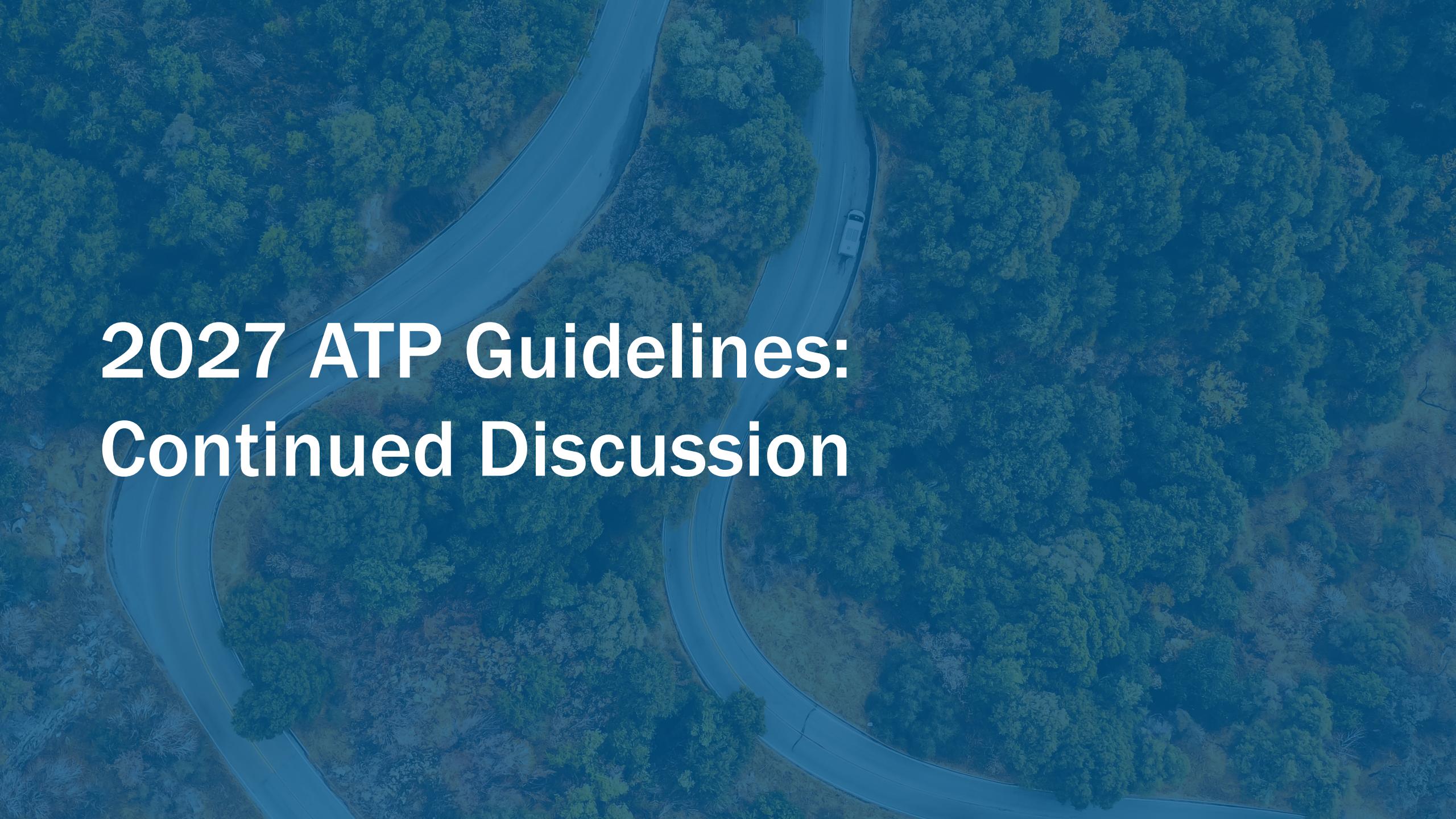
- Branch Workshops are open to anyone who is interested in attending.
 - Each workshop will focus on information most relevant to the region
- Agencies who requested a Branch Workshop:
 - CTC staff will provide an analysis of the agency's previous submittals in the ATP.
 - The analysis will be distributed privately.
- Region-Specific Site Visits: CTC staff available for remainder of the day for virtual site visits.
 - Agencies must reach out to Jaeden Gales to schedule. (Jaeden.Gales@catc.ca.gov)
 - Site visits will be held the same day as the regional Branch Workshop.
 - 1/2-hour time slots available
 - Agencies may focus on project specific questions or discuss the analysis of their past applications.

Cycle 8 Engagement: Branch Workshops

Registration Links:

- February 9th 9:00am-11:00am (Northern CA): [Register here](#)
- February 23rd 9:00am-11:00am (Central CA): [Register here](#)
- February 25th 9:00am-11:00am (Southern CA): [Register here](#)
 - Northern CA include the following Caltrans Districts: 1, 2, 3, and 4
 - Central CA include the following Caltrans Districts: 5, 6, 9, and 10
 - Southern CA include the following Caltrans Districts: 7, 8, 11, and 12

Please reach out to Jaeden Gales by 01/22/26 if you have scheduling conflicts with the Branch Workshop

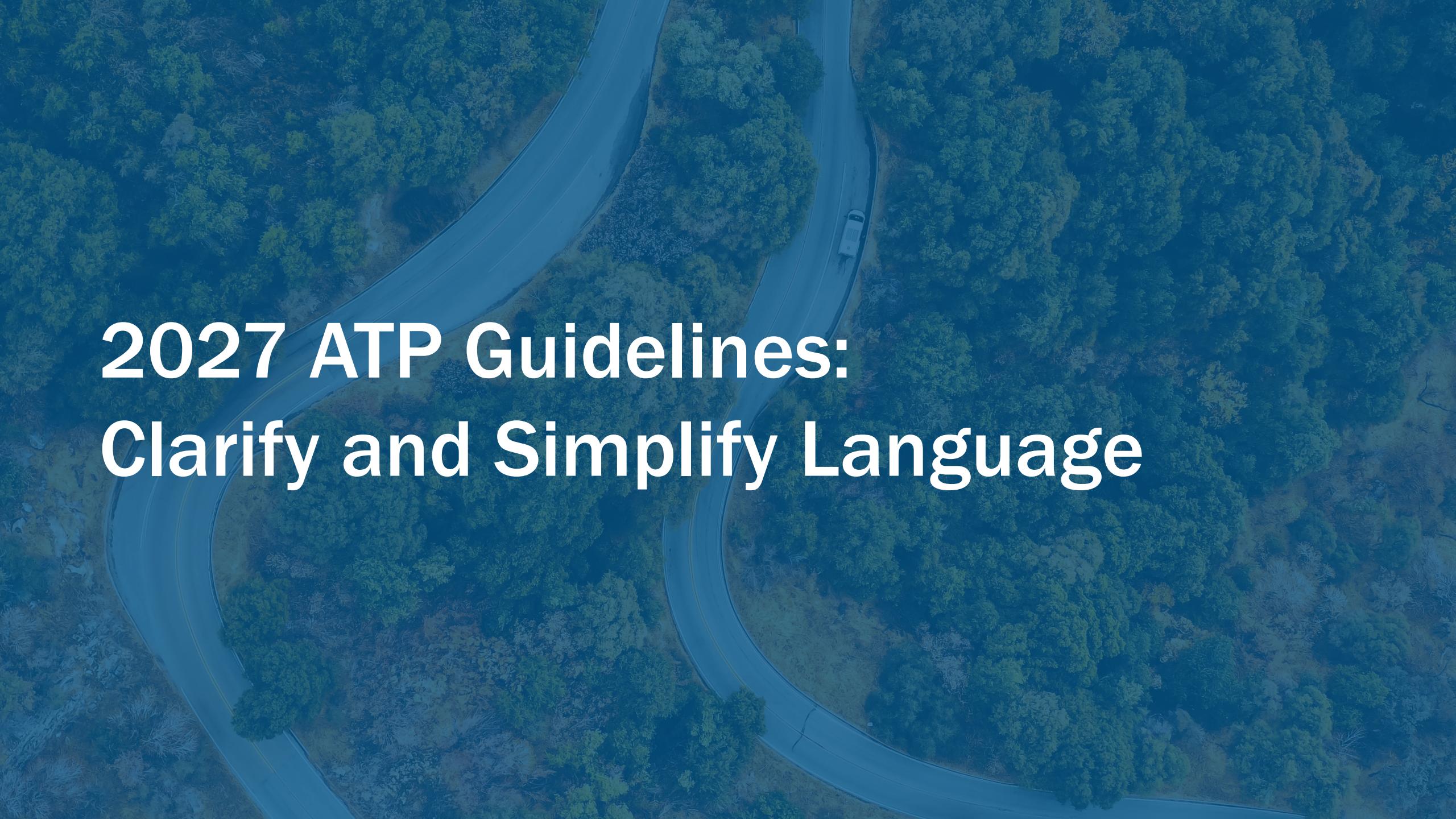
The background of the slide is a high-angle aerial photograph of a two-lane asphalt road. The road curves through a dense forest of green and yellow trees, suggesting autumn. The asphalt is a dark grey color, and the surrounding terrain is a mix of brown and green earth. A single white car is visible on the road, providing a sense of scale to the vast landscape.

2027 ATP Guidelines: Continued Discussion

Discussion Item: Stakeholder Suggestion for New Process

Redistributing Project Cost Savings:

- Cycle 8: No changes from current process.
- Cycle 9: Propose updates on how recovered funds are redistributed in the program.
 - Introduce during Cycle 9 engagement and Central workshops

The background of the slide is a high-angle aerial photograph of a two-lane asphalt road. The road curves through a dense forest of green and brown trees. A single white car is visible on the road, which has a yellow center line and white shoulder lines. The overall scene is a natural, outdoor setting.

2027 ATP Guidelines: Clarify and Simplify Language

Clarify and Simplify Language

Part VIII: Project Delivery

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
29. Amendment Requests	33. Amendment Requests	<ul style="list-style-type: none">• Not a new policy.• Added more information• Not shown in tracked changes because it is all new language

D. Caltrans Supplemental Funds Request

ATP funding may be used to fund cost for projects nominated by Caltrans for on-system work. Approved cost increase requests will be funded with available savings or from the subsequent program cycle. Available ATP funding will be adjusted accordingly from the Component in which the project is programmed (Statewide, Small Urban and Rural, or MPO Components).

For projects jointly nominated by Caltrans and another local agency, the Commission expects the local agency to be responsible for cost increases, and this should be memorialized in an agreement and in the Baseline Agreement, if applicable, and adhered to by all parties involved.

For projects programmed in the MPO Component, the Commission expects collaboration and partnership between Caltrans and the metropolitan planning organization to explore every option including a scope change or securing local or federal funds before requesting additional ATP funds.

Clarify and Simplify Language

Part IX: Reporting

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
XI. Program Evaluation	Part IX. Reporting	<ul style="list-style-type: none">Consolidated all sections regarding reporting under a new section title.

IX. Program Evaluation Reporting

The Active Transportation Program will be evaluated for its effectiveness in increasing the use of active modes of transportation in California. ~~Applicants that receive funding for a project must collect and submit data to Caltrans as described in the “Project Reporting” section.~~

The Commission will include in its annual report to the Legislature a discussion on the effectiveness of the program in terms of planned and achieved improvement in mobility and safety; and will include a summary of its activities relative to the administration of ATP.

~~Successful applicants, including those selected in the MPO Component, are required to submit project reports and performance metrics for each of their programmed projects, as noted in the sections below. Consequences for noncompliance are outlined below:~~

Consequences

~~Caltrans will provide a written warning to an implementing agency that is currently not in compliance with the reporting requirements outlined in these guidelines. Caltrans will also establish a corrective action plan with the agency to ensure timely collection of user counts.~~

~~Agencies that fail to provide the performance metric data listed above may face disciplinary consequences including, but not limited to:~~

Consequences for noncompliance include:

- A written warning
- Placement on a watch list presented to the Commission
- A required appearance before the Commission

~~Agencies that continue to fail to never provide performance metric data may be subject to for an awarded project may have further consequences:~~

- Ineligibility for future allocations and programming actions
- Reduced reimbursements.

Clarify and Simplify Language

Part IX: Reporting

A. Policy on User Counts

The Commission's Policy on User Counts was adopted to ensure that implementing agencies collect user counts in accordance with these Guidelines and the Count Methodology Guide (Count Guide). User counts help to inform the ATP's progress toward achieving its statutory goal of increasing walking and biking.

Implementing agencies must comply with the Count Guide which provides standard expectations for estimating user data for each type of ATP project. In addition, the Count Guide seeks to follow national best practices and accommodate existing regional pedestrian and bicycle count methodologies across California.

The Count Guide was developed by Caltrans in collaboration with the ATP Technical Advisory Committee. Caltrans will update the Count Guide if needed. In addition, Caltrans will issue a reminder to agencies to submit user counts by the deadline provided by Caltrans.

Submittal Requirements

Every project with programmed construction funds, including non-infrastructure and combination projects, are required to submit before and after user counts and report them in accordance with the Count Guide. Agencies that receive ATP funds to create a plan are not required to conduct counts.

User counts must be submitted three times, once before the start of construction, a second time at construction completion, and a third time five years after construction completion, in accordance with the Count Guide.

Clarify and Simplify Language

Part IX: Reporting

~~Successful applicants must provide user counts for each awarded infrastructure project.~~

~~The Interim Count Methodology Guidance (Interim Guidance) was developed by Caltrans in collaboration with the ATP Technical Advisory Committee. The Interim Guidance must be used for all projects programmed in the ATP that receive construction phase funding. The Interim Guidance is available on the Caltrans website.~~

~~The Interim Guidance provides relevant information to ensure consistency when conducting user counts, surveys, and evaluation requirements for active transportation projects. The Interim Guidance covers various topics such as how to determine the correct type of count data collection for a project, how to determine count locations, and when to conduct user counts. The timeframes for conducting user counts are outlined in Section 4 of the Interim Guidance.~~

New Section

Appendix C: Guidance for Non-Infrastructure Projects

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
N/A	Appendix C: Guidance for Non-Infrastructure Projects	<ul style="list-style-type: none">Provides details on ATP expectation for NI applicationsWorked with Caltrans to provide an overview of the ATP non-infrastructure expenditure and cost guidance

Appendix C: Guidance for Non-Infrastructure Projects

An eligible applicant can apply for a non-infrastructure (NI) project either as a stand-alone project, or in combination with an infrastructure project. Eligible NI projects are programs that provide education and encouragement activities that further the ATP's goals. NI projects can benefit school students, older adults, or entire communities.

To be eligible for the ATP, a NI project must:

- Be a start-up program or a new component of an existing program.
 - A project is a start-up when no program currently exists.
 - NI projects proposing to add components to an existing program must demonstrate how the original program is continuing without ATP funding.
- Demonstrate how the proposed program is sustainable and will be continued after ATP funding is exhausted.

Applicants applying for a NI project are required to complete Exhibit 25-R: "ATP Non-Infrastructure Work Plan", to document the tasks and expenditures of the proposed project.

Applicants must use the [Active Transportation Program: Non-Infrastructure Program Expenditure and Cost Guidance](#) (NI Guidance) to develop the scope for a NI project.

New Section

Appendix C: Guidance for Non-Infrastructure Projects

2025 Guidelines Section Name	2027 Guidelines Section Name	Updates
N/A	Appendix C: Guidance for Non-Infrastructure Projects	<ul style="list-style-type: none">• overview of the ATP non-infrastructure expenditure and cost guidance

NI Guidance: A Brief Overview

The [NI Guidance](#) was developed to assist agencies in identifying eligible and ineligible NI activities and expenditures when applying to the ATP. In addition to referencing the NI Guidance to apply for a project, the NI Guidance must be used for awarded NI projects to ensure compliance as the program is being implemented. All NI projects are expected to follow the most recently published NI Guidance. The NI Guidance can be found on the [Caltrans ATP General and Technical Information](#) website. (View under the Non-Infrastructure Information heading).

The following information can be referenced in the NI Guidance:

- “Section I: Guidance Overview” focuses on procedures for NI projects, including sustainability expectations since all NI projects must demonstrate continuity. The overview also includes information on consultants and the bid procedures for selecting, educating, and training consultants, as well as information on the pre-approval and item-eligibility request process.
- “Section II: Detailed Guidance” on Items and Costs includes the parameters for eligible non-infrastructure expenses. This section correlates to the Exhibit 25-R, “ATP Non-Infrastructure Work Plan”.

- “Section III: Ineligible Expenses” describes items that cannot be purchased with ATP funds. Select examples of ineligible items include electronic office equipment, cameras, salaries and stipends for volunteers, among others.
- “Appendices” provide supplemental guidance on recommended procedures, best practices, and references resources for specific components of NI projects, should these components be included in the project.
 - Appendix A: Media Campaign Guidance
 - Appendix B: Open Streets and Demonstration Project References
 - Appendix C: Helmet Distribution Criteria
 - Appendix D: Program Sustainability

Scope Change Requests for NI Projects

If the implementing agency needs to update the scope of the NI project, a scope change request must be submitted in accordance with the [scope modification process for NI projects](#). The instructions can be found on the [Caltrans ATP General and Technical Information](#) website. (View under the Scope Change and Funding Distribution Change heading).

An aerial photograph of a winding road through a dense forest. The road is a two-lane asphalt path with a yellow center line and white shoulder lines. It curves through the green and brown foliage of the trees. A single white van is visible on the road, traveling away from the viewer. The overall scene is a mix of natural greenery and man-made infrastructure.

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 or unnecessary information
 - Align application with scoring rubrics
 - Clarify language
 - Incorporate Submittable feedback from applicants and evaluators
 - Shorten Submittable application format
- **Goal for today:** Discuss Part A General Application Questions and Part B Narrative Questions for Non-Infrastructure and Plan applications

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 A: General Application Questions

Part A4: Project Details

All Infrastructure & Combination Application Types (Large, Medium & Small)

- **Questions added will not be scored**

- **Bicycle Improvements**

- Does the proposed bicycle improvement(s) include Class III bike routes or sharrows? *

Yes

No

- What is the posted speed limit on the highway the Class III bikeway or sharrow is proposed? *

25 mph or lower Greater than 25 mph

- Describe how the use of the Class III bikeway or sharrows is appropriate for the local community context and advances a lower stress environment or low-stress network. *

Short answer response

Part A4: Project Details

All Infrastructure & Combination Application Types (Large, Medium & Small)

■ Bicycle Improvements

- Does the proposed bicycle improvement(s) include Class III bike routes or sharrows? *

Yes

No

- What is the posted speed limit on the highway the Class III bikeway or sharrow is proposed? *

25 mph or lower

Greater than 25 mph

- Describe how the project will implement improvements to reduce the design speed limit to 25 mph or less. *

Short answer response

- Describe how the use of the Class III bikeway or sharrows is appropriate for the local community context and advances a lower stress environment or low-stress network. *

Short answer response

Part A5: Project Schedule

All Application Types (Infrastructure, Combination, Non-Infrastructure & Plan)

- Entire section will be deleted from all applications
- The Project Programming Request (PPR) requires the same information under the Project Milestone section

Project Milestone	Document Type	Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			
Circulate Draft Environmental Document	Document Type		
Draft Project Report			
End Environmental Phase (PA&ED Milestone)			
Begin Design (PS&E) Phase			
End Design Phase (Ready to List for Advertisement Milestone)			
Begin Right of Way Phase			
End Right of Way Phase (Right of Way Certification Milestone)			
Begin Construction Phase (Contract Award Milestone)			
End Construction Phase (Construction Contract Acceptance Milestone)			
Begin Closeout Phase			
End Closeout Phase (Closeout Report)			

Part A6: Project Funding

All Application Types (Infrastructure, Combination, Non-Infrastructure & Plan)

- Funding table will be deleted from all applications
- The Project Programming Request (PPR) requires the same information under the Funding Info section
- Remaining fields under this section:
 - Total Project Cost
 - Total ATP Request
 - ATP Funding Request Type
 - ATP PPR

Part B: Narrative Questions

Question 2: Potential to Increase Walking and Biking

Non-Infrastructure Application

■ Part B

- **EXISTING LANGUAGE:** *Describe the program, the population it will serve, and how the program will use non-infrastructure components (i.e., encouragement and education), to address each of the need(s) identified above with the goal of increasing walking and/or biking to community identified destinations within the program area.* (narrative field, 750-word limit)
- **UPDATED:** *Describe the program, the population it will serve, and how the program will use non-infrastructure components (i.e., encouragement and education), to address each of the need(s) identified above with the goal of increasing walking and ~~or~~ biking and inducing mode shift to community identified destinations within the program area.* **Specific destinations must be identified.** (narrative field, 750-word limit)

Question 2: Potential to Increase Walking and Biking

Non-Infrastructure Application

- 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 is not 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 is not limited to Safe Routes to School projects.

A. Statement of Project Need (0-20 points)

Explain why this program is needed. Describe the issue(s) that this program will address. Include the challenges and barriers to increasing walking and/or biking in the program area. **(required)**

Limit: 750 words

Discuss:

- Community characteristics and context (e.g., urban/rural/suburban, relevant history, socioeconomic characteristics, etc.)
- Current or proposed pedestrian and/or bicycle infrastructure in the program area
- Connectivity and mobility by active transportation to community identified destinations (such as schools, transit facilities, community centers, employment centers, and other destinations)
- Perceived personal safety of walking and/or biking
- Other considerations
- 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 is not limited to Safe Routes to School projects.

Question 3: Safety

Non-Infrastructure Application

- **EXISTING LANGUAGE:** Referencing the heat-maps, collision map and collision summaries provided in above, discuss why your agency chose this program area as a priority for addressing ongoing safety and discuss how the program corresponds to the types and locations of the past collisions. *(narrative field, 900-word limit)*
- **UPDATED:** Referencing the heat-maps, collision map and collision summaries provided in above, discuss why your agency chose this program area as a priority for addressing ongoing safety and discuss how the program corresponds to the types and locations of the past collisions. **Consider 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)*

Question 3: Safety

Non-Infrastructure Application

- 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.

Question 2: Priority to Fund the Development of Community-Wide AT Plans

Plan Application

■ Part B

- **EXISTING LANGUAGE:** *Describe the active transportation problems or deficiencies within the plan area. Include the community's active transportation needs and why this plan is necessary to meet those needs.* *(narrative field, 750-word limit)*
- **UPDATED:** *Describe the active transportation problems or deficiencies within the plan area. Include the community's active transportation needs and why this plan is necessary to meet those needs. Consider children, older adults, students, working professionals, and persons with disabilities.* *(narrative field, 750-word limit)*
- Added the following details in the question footnotes:
 - Address the needs of students in the community and how their needs will be addressed. Discussion of students is not limited to Safe Routes to School Plans.

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Workshop Recap: Action Items

Next Steps

Central Workshop

February 5, 2026

1:00pm – 4:00pm

Focus: ATP Scoring Rubrics

[Register Here!](#)

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Thank you

