2027 Active Transportation Program (Cycle 8)

Branch Workshop

CALIFORNIA
TRANSPORTATION
COMMISSION

ATP Overview

Legislative Authority and Program Goals

- ATP was established in 2013 - Senate Bill 99 and Assembly Bill 101
- Senate Bill 1 directed additional funding

Goals

- Increase walking and biking
- Increase safety of non-motorized users
- Help regional agencies meet their SB 375 goals
- Enhance public health
- Ensure disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

Program Structure

- Competitive funding program
- Funds distributed via 3 components
  - 50% for the Statewide Component
  - 10% for Small Urban and Rural Component
  - 40% for Metropolitan Planning Organization Component
- A minimum of 25% of funds in each must benefit disadvantaged communities

Application Types

Large		Medium			Non-Infrastructure Only	Plan
Infrastructure	Infrastructure + Non-Infrastructure (Combination)	Infrastructure				
Total Project Cost of greater than $10 million Large applications have the option to apply for Pre-Construction phases only		Total Project Cost of greater than $3.5 million and up to $10 million		Total Project Cost $3.5 million or less	Education and encouragement activities	Community-wide plan that encompasses a disadvantaged community Eligible Plan Types: • Bicycle Plan • Pedestrian Plan • Safe Routes to School Plan • Comprehensive Active Transportation Plan

TIP: When applying for a **combination project**, the NI program must relate to the infrastructure improvements.

Eligible Applicants

- Local, Regional, or State agencies
- Caltrans
  - Caltrans can also partner with other eligible agencies
- Transit Agencies
- Natural Resources or Public Land Agencies
- Public Schools or School Districts
- Tribal Governments
- Private Nonprofit (recreational trail funding)

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

Program Status – Cycle 8

- Anticipate approximately $619,320,000* in funding for Cycle 8
  - $309,660,000 in the Statewide Component
  - $61,932,000 in the Small Urban & Rural Component
  - $247,728,000 in the MPO Component
- Fiscal Years of funding 2027-28, 2028-29, 2029-30, 2030-31
- March 19-20, 2026
  - Commission expected to adopt Cycle 8 guidelines
  - Directly following adoption, the call for projects will be released
- Application deadline: June 22, 2026
- Staff Recommendations posted November 2, 2026
  - This notifies applicants whether or not they were successful

*Pending adoption of the Final Fund Estimate at March 2026 CTC Meeting.

Program Challenges

- Very over subscribed
  - Massive community need
  - Not enough funding
- Funding requests are getting larger
- Ensure program is accessible to all geographic areas across the state
- Program funds all project phases
- Measuring program success

Highlights from the 2027 Guidelines Development Workshops

- Simplified language and clarified policies through the Guidelines.
  - Deleted out of date or redundant sections
- Revised language to be more inclusive of all active transportation users.
- Added new policy in accordance with Streets and Highways Code Section 2384 (b).
  - ATP is restricted from funding Class 3 bikeways or sharrows, with limited exceptions
- The Quick-Build Pilot program has ended in the Statewide Component and the Small Urban and Rural Component
- Removed unavailable federal tools used in Cycle 7 to identify disadvantaged communities
- Expanded section outlining contracting information for Tribal governments

Active Transportation Resource Center

- ATRC provides resources, technical assistance, and training to partners across California
- Have a mailing list to keep people updated on upcoming trainings, webinars, etc.
- Includes Application Modules, Technical Assistance on Non-Infrastructure Projects, Safe Routes to School Guides, etc.
- ATRC Website: http://caatpresources.org/
- Email: ATRC@dot.ca.gov

ATP 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

Disadvantaged Community Score Breakdown

Scoring Topic	Large Inf. / Inf. + NI	Medium Inf. / Inf. + NI	Small Inf. / Inf. + NI	Plan	Non-Infrastructure Only
Benefits to Disadvantaged Communities (DAC)					
Part C	4	4	4		4
Part D	2	2	2		2
Part E	4	4	4	15	4
Plan Area				15	
Total	10	10	10	30	10

Disadvantaged Communities (DAC)

All Application Types

Part A – DAC Map

- Attach a map of the project boundaries, DAC access points and destinations
- Clearly identify all census tracts the project falls within and/or serves

Part B – Identification of Disadvantaged Community

- Confirm DAC eligibility. Try out all qualifiers. Which one garners the most points?
  - Select <u>one</u> of the following DAC qualifiers: CalEnviroScreen, Healthy Places Index, Median Household Income, Free or Reduced-Price Meals, or Other (Regional Definition, Other MHI or CalEnviroScreen Assessment).
  - Include data for *every* census tract or area the project touches, not just the DAC tracts!
  - Federally recognized Tribal Lands receive full Severity (4) and Location (2) points.
  - If your project does *not* qualify as a disadvantaged community, skip this question.
- Attach a screenshot of the qualifier results for each census tract. All screenshot results should be combined into one file.

Disadvantaged Communities (DAC) – Part C

Infrastructure, Combination and Non-Infrastructure Only Applications

- Focus your narrative on how the project:
  - Closes a network gap, improves safety, or fixes a known deficiency
  - Connects residents to destinations they already use (transit, schools, parks, healthcare)
  - Responds to a community-identified need, and is supported by the DAC
- Show meaningful community involvement
  - Document how DAC residents were engaged *early and directly* (meetings, workshops, surveys) and include letters or support from community-based organizations.
- Address displacement
  - Explain how displacement is being prevented through local policies, laws, plans, or actions
  - **Or** clearly explain why it is not a concern for this community
- For Combination and Non-Infrastructure Only
  - Explain how the education/encouragement program is *specifically targeted* to the disadvantaged community
  - Describe how DAC can easily participate (location, language access, methods used to promote the program, etc.)

Disadvantaged Communities (DAC)

Infrastructure, Combination and Non-Infrastructure Only Applications

Part D – Project Location

1 Point	Project location(s) is/are partially (less than 100%) within a DAC
0 Points	None of the project location(s) is/are within a DAC

Part E – Severity

- Utilizing the following DAC qualifiers, applicants can receive up to 4 Severity points
  - CalEnviroScreen, Median Household Income, Free or Reduced-Priced School Meals, Healthy Places Index
- Utilizing the “Other” category, applicants can receive up to 1 Severity point (unless a Federally Recognized Tribe)

Disadvantaged Communities (DAC)
Plan Application

Part C – Plan Area

- All Plans must demonstrate how the plan area is within or encompasses at least one DAC

Part D – Severity

- Utilizing the following DAC qualifiers, applicants can receive up to 15 Severity points
  - CalEnviroScreen, Median Household Income, Free or Reduced-Priced School Meals, Healthy Places Index

Need Score – A Deep Dive

Scoring Topic	Large Inf. / Inf. + NI	Medium Inf. / Inf. + NI	Small Inf. / Inf. + NI	Plan	Non-Infrastructure Only
Need					
Part A	19	20	26	10	20
Part B	19	20	26	10	20
Total	38	40	52	20	40

Need – What does it mean?

Consider the need for the project in the following framework:

- The potential to increase active modes of transportation.
  - What does your community need to increase walking, biking and rolling?
  - What's missing? What are the barriers?
- Connecting to key destinations
  - Ability to access everyday needs and services by walking, biking and rolling.
- Creating mobility opportunities for a wide variety of people
  - Discuss all community members impacted by the proposed project - persons of all ages and varying abilities, disadvantaged community (if applicable).
- What are the local public health concerns?
- How will students utilize the project to get to where they need?

Need – Part A

Infrastructure & Combination Applications (Large, Medium & Small)

- **Lack of Connectivity** – Name specific destinations and explain why they matter
  - Don't assume a destination is valued the same in every community. Why is it important in yours?
  - Identify exact schools, job centers, clinics, parks, or transit hubs in narrative and in map(s). (Don't generally state, "schools")
  - Explain how residents currently struggle to reach destinations
- **Lack of Mobility** – Describe the unmet or underserved demand
  - Explain gaps in mobility (% of vehicle ownership, transit access, or safe bike/ped options)
  - How does the project serve users of all ages and abilities?
- **Local Health Concerns** – Specify the health disparity affecting the project community
  - Cite health conditions or disparities using the smallest geography available
  - Compare rates to countywide or statewide data
- **Don't forget to talk about students!**
  - Discussion of students is not limited to Safe Routes to School projects
  - Students of all ages includes K-12, community college/career college and university

Need – Part B

Infrastructure & Combination Applications (Large, Medium & Small)

- **Does the proposed project:**
  - Close a gap?
  - Create new routes?
  - Remove a barrier to mobility?
  - Add improvements to other existing routes?
- The amount of points a project receives on this sub-question **is not** impacted by the number of categories selected
- Regardless of the category/categories selected, remember to discuss:
  - How each of the proposed improvements is creating or improving connections to significant key destinations discussed in Part A.
  - How the improvements will encourage use of the routes.
  - How the proposed infrastructure will address the health concerns discussed in Part A. Avoid general statements such as “walking will decrease obesity”.
  - How the project will increase the proportion of student trips.

Need – Additional Prompts Focused on NI

Combination Applications (Large, Medium & Small)

Part A

- Discuss the need for an education and encouragement program.
- *Why* is the proposed NI program needed alongside the proposed infrastructure?
- *How* will the NI program help enable behavior change by increasing walking, biking and rolling beyond the infrastructure improvements?

Part B

- Discuss how the NI program will provide new skills and familiarity to the community, induce mode shift, enhance connectivity, mobility and health, AND introduce the community to existing and new improvements.
- *How* will the education and encouragement activities address the needs identified in Part A?

Need
Non-Infrastructure Only Application

Part A

- Explain why the Non-Infrastructure (NI) program is needed, the issues it will address and how it will increase walking, biking and rolling. Discuss:
  - Current or proposed pedestrian and/or bicycle infrastructure in the program area
  - Connectivity and mobility by active transportation to community-identified destinations
  - Perceived personal safety of walking, biking and/or rolling
  - Local health concerns
  - Active transportation needs of students

Part B

- **Clearly identify the NI program type.** (Start-up program, expansion/new component of an existing program)
  - **WARNING:** ATP cannot fund existing programs or ongoing program operations.

Need – Part A
Plan Application

- **Clearly establish plan priority.**

Points	Applicants Ability to Demonstrate Plan Priority
10 Points	Applicant **does not have any** of the following: pedestrian plan, bicycle plan, safe routes to school plan, comprehensive active transportation plan
7 Points	Applicant has a bicycle plan, pedestrian plan, safe routes to school plan, or comprehensive active transportation plan, **but not all**
4 Points	Applicant is proposing to update a pedestrian plan, bicycle plan, safe routes to school plan or comprehensive active transportation plan that is **older than 5 years**.
1 Point	Applicant is proposing to update a pedestrian plan, bicycle plan, safe routes to school plan or comprehensive active transportation plan that is **less than 5 years old**.

Need – Part B

Plan Application

- **Explain *why a plan is needed now*.** Describe how current conditions limit walking and biking and why developing (or updating) a plan is necessary to increase active transportation.
- **Show the plan's community impact.** Explain how the plan will guide equitable investments, improve safety, and support future funding competitiveness, especially for disadvantaged or underserved populations.
- **Explicitly address student needs.** Describe active transportation challenges for students (including high school and college) and how the plan will address them—simply listing "schools" is not sufficient.
- **Connect needs to plan outcomes.** Clearly explain how the plan will identify solutions, prioritize investments, and guide future projects to address *each* documented need.

Safety Score – A Deep Dive

Scoring Topic	Large Inf. / Inf. + NI	Medium Inf. / Inf. + NI	Small Inf. / Inf. + NI	Plan	Non-Infrastructure Only
Safety					
Part A	10	12	12		10
Part B	10	13	13		
Total	20	25	25		10

Safety – Part A

Infrastructure & Combination Applications (Large, Medium & Small)

- **Top safety priority.** Clearly explain why the project location is one of the highest priorities for addressing pedestrian and bicyclist safety.
- **Ensure complete, accurate collision data or supporting data.**
  - Provide required TIMS ATP outputs (or equivalent), using the most recent 5–11 years of pedestrian and bicycle collision data only.
  - **No crash data? No problem!** Include other safety data to support why project is a safety priority
- **Define a reasonable influence area.** *(Consult the Caltrans Highway Safety Improvement Program Application Instructions)*
  - Ensure collision maps clearly show crashes within a reasonable influence area.
  - Does it make sense to look beyond the immediate project limits?
- **Analyze crash trends — not just totals.** Identify specific crash types, patterns, and contributing factors (e.g., turning conflicts, speeding, crossings, lighting). Explain what will happen if no action is taken.

Safety – Part A

Infrastructure & Combination Applications (Large, Medium & Small)

- **Explain safety need even when crash data is limited.** If collisions are few or nonexistent, clearly justify the project using alternate documentation
  - Near-miss data, community surveys, systemic safety analysis, school policies, parallel route crash data, etc.
- **Address vulnerable users.** Explicitly discuss safety threats to disadvantaged communities (if applicable), students, older adults, people with disabilities, etc.
  - Explain how the project mitigates safety risks to them
- **Ensure consistency in all parts of the application.**
  - Collision maps, summaries, tables, and narratives must align.

Safety – Part B

Infrastructure & Combination Applications (Large, Medium & Small)

- **Clearly connect each proposed infrastructure countermeasure to the crash trends and safety hazards identified in Part A.**
  - Example: high vehicle speeds, unsafe crossing opportunities, poor visibility, conflicts at intersections and driveways.
- **Demonstrate that the selected countermeasures have a proven safety record**,
  - Cite established treatments known to reduce pedestrian and bicyclist collisions.
  - Example: protected bike lanes, high-visibility crosswalks, median refuges, curb extensions, road diets, signal upgrades.
- **Describe why the selected bikeway facility type (Class I, II, III, IV) is appropriate for the project context**:
  - Reference roadway characteristics.
  - Example: posted vs. actual speeds, traffic volumes, adjacent land uses, and documented safety concerns.

Safety – Part B

Infrastructure & Combination Applications (Large, Medium & Small)

- **Why these safety countermeasure?** Select countermeasures with a **proven track record** for addressing the past trends.
  - Documenting a large number of safety hazards and countermeasures doesn't mean more points.
  - Explain why the proposed design is relevant and addresses each safety need.
  - Explain why each proposed countermeasure is necessary.
- **Confirm that the infrastructure design aligns with adopted plans and best practices**,
  - Example: local active transportation plan, adopted Vision Zero policies, Caltrans guidance, NACTO, or FHWA safety countermeasure
- **For combination I/NI projects, will the NI program address safety concerns in Part A?**
  - Encourage safe behaviors, educate users about safety hazards
  - Does the program complement the infrastructure improvements?

Safety
Non-Infrastructure Only Application

- **Explain why the program was selected even if historical crash data is low or unavailable**
  - Cite factors such as suppressed walking/biking due to perceived danger, underreporting of crashes, or new or changing land uses increasing future risk.
  - Why is the program a high priority in this area?
- **Clearly state how the analysis of past crash and safety data informed the program design,**
  - How will the proposed non-infrastructure activities mitigate the identified crash types and risk factors.

Public Participation Score – A Deep Dive

Scoring Topic	Large Inf. / Inf. + NI	Medium Inf. / Inf. + NI	Small Inf. / Inf. + NI	Plan	Non-Infrastructure Only
Public Participation & Planning					
Part A	3	6	10	5	5
Part B	3	4		15	10
Part C	2			5	
Part D	1				
Part E	1				
Total	10	10	10	25	15

Public Participation & Planning – General Guidance

- **Engagement:** a two-way process. Involves inclusive interaction and listening. Stakeholders can initiate input that allows changes to the design or the scope of the project.
- **Outreach:** is like an in-depth and well-informed marketing campaign for a targeted audience. Doesn't always allow for changes to the design or scope of a project.
- To receive a competitive score, project-specific engagement and outreach must be done before applying.
- Consider:
  - Include a wide range of stakeholders: public, governmental, disadvantaged community members
  - How and when meetings and events are held
  - How were meetings and events accessible to your target stakeholders?
  - To what extent did stakeholder input help shape the project and the design alternatives?
  - What's the plan for staying connected?
    - Before 100% design is reached, during construction, after the project opens for public use….

Public Participation & Planning

Discussion of Technical Planning Process

- Project scope was developed through a comprehensive technical planning process proportional to the project's scale and complexity
- Existing and future user needs were explicitly considered including but not limited to pedestrians, bicyclists, people with varying abilities, older adults, students and transit users.
- Alternatives were evaluated, with consideration given to safety, connectivity, accessibility, right-of-way constraints, operations, cost, environmental factors, and impacts on the broader active transportation network.
- Community input and feedback was integrated into the technical planning of this project.
  - Remember to call out engagement conducted for a plan vs. project specific engagement

Public Participation & Planning

Who was Engaged? What Were the Activities?

- **Engage a broad and appropriate range of stakeholders**
  - Examples: Residents, transit agency, emergency services, schools, parents and students, business owners, DAC (if applicable)
- **Engagement methods matched community needs and project complexity**
  - Public workshops, open houses, walk/bike audits, surveys, pop-up events, and virtual meetings.
- **Meetings and events were widely noticed and accessible**
  - Use multilingual outreach, multiple media platforms, ADA-accessible locations, transit-accessible venues, virtual participation options, etc.
  - Provide accommodations such as translation, captioning, childcare, and flexible meeting times.
- **Engagement activities were well documented**
  - Attach sign-in sheets, meeting summaries, photos, survey results, letters of support,
  - Embed links to project websites or materials.

Public Participation & Planning

How will the Community Stay Engaged? Any Engagement Challenges?

- **Outline a plan for ongoing stakeholder engagement during implementation**
  - Example: updates during final design, construction notifications, coordination with affected residents and businesses, and post-construction feedback opportunities.
- **Identify mechanisms for continued communication**
  - Example: project webpages, email lists, community briefings, or advisory committees.
- **Were there any challenges faced during the project-specific engagement efforts?**
  - Provide a detailed explanation of the challenges and attach any supporting documentation
  - Examples of challenges: community members work all day-evening so engagement was conducted through survey results. ICE is impacting your community and residents do not feel safe attending public events.

Public Participation & Planning

Discussion of Feedback Received. Discussion of Non-Infrastructure Program.

- **Stakeholders were given meaningful opportunities to influence the project**
  - Document the input and the resulting changes to design elements, scope, or priorities.
- **Clearly demonstrate how feedback improved the project,**
  - Example: modifications to facility type, intersection design, traffic calming measures, project phasing, or alignment, parking decisions, etc.
  - If public input couldn't be used, address it.
- **Specific to Non-Infrastructure activities:**
  - Discuss any public input on the NI activities
  - How was feedback incorporated into proposed NI program

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

Leveraging Score – A Deep Dive

Scoring Topic	Large Inf. / Inf. + NI	Medium Inf. / Inf. + NI	Small Inf. / Inf. + NI	Plan	Non-Infrastructure Only
Leveraging					
Total	5	5			

Points	Amount Leveraged
1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to 10% of total project cost
3 Points	More than 10% to 15% of total project cost
4 Points	More than 15% to 20% of total project cost
5 Points	**More than** 20% of total project cost

Leveraging

Large & Medium Infrastructure & Combination Applications

- Only funds **not allocated by the Commission** on a project-specific basis are eligible for leveraging
  - The only exception is State Transportation Improvement Program (STIP) funding.
  - SHOPP funds <u>are</u> allocated by the Commission.
- What's eligible?
  - Cash only, please.
  - Local funds for pre-construction costs (PAED, PSE, RW), even if already expended.
  - NO in-kind or non-infrastructure funds.
- Applications submitted by Tribal Governments (federally recognized Native American Tribes) and projects that are on Tribal Lands will receive the maximum leveraging points.
- **Don't forget to attach a signed letter of commitment.**
  - Without one, the application **will not** receive leveraging points.

Scope, Plan, Consistency Score – A Deep Dive

Scoring Topic	Large Inf. / Inf. + NI	Medium Inf. / Inf. + NI	Small Inf. / Inf. + NI	Plan	Non-Infrastructure Only
Scope & Plan Layout Consistency and Cost Effectiveness*					
Evaluating Layouts/Maps	4	3	1		
Evaluating Engineer's Estimate	2	1	1		
Evaluating the Project Schedule	1	1	1		
Total	7	5	3		

***Cost Effectiveness only considered on Large Infrastructure applications.**

Scope & Plan Layout Consistency

Infrastructure & Combination Applications (Large, Medium & Small)

Evaluating Layouts/Maps

- The scope of the project is clear in the narrative and in the maps and layouts.
  - If several alternatives are discussed, make it clear which one the ATP request will fund.
  - Walk the project footprint – Google Maps doesn't show everything!
  - Many scope change requests are because of missed items – a culvert hidden by plants, utility conflicts, not enough space for a bike lane or sidewalk, etc.
- Layouts & Maps - Include maps showing high level – mid level – and zoomed in views
  - Clearly show and label all proposed improvements
  - Use an appropriate scale so reviewers can easily understand the project
  - Include right-of-way lines where improvements extend beyond existing facilities
  - Provide cross-sections showing existing vs. proposed conditions

Scope & Plan Layout Consistency

Infrastructure & Combination Applications (Large, Medium & Small)

Evaluating Engineer's Estimate

- Engineer's Checklist
  - Only check items that are clearly shown in plans or attachments
  - In combo projects, ensure Exhibit 25-R aligns with the NI scope discussed in the narrative
- Engineer's Estimate
  - Provide a detailed, itemized estimate.
  - Avoid unexplained lump sums or missing line items

Evaluating Project Schedule

- Consider CTC allocations, federal timelines, and CTC timely use of funds deadlines
- Ensure enough time between project phases
  - Consider utility relocation, complicated RW acquisitions, railroad negotiations, etc.

Scope & Plan Layout Consistency and **Cost Effectiveness**

Large Infrastructure & Combination Applications

- Cost-effectiveness is scored based on the **relative cost** of the project, compared to the **project benefits.**
  - Including safety and mobility benefits in relation to total project cost.
- Consider:
  - If the project meets the non-motorized needs of users of a wide range of ages and abilities.
  - Is there a balance between utility and aesthetics?
  - Was a systematic approach taken to analyze the strengths and weaknesses of design alternatives?
  - The selected alternative will provide the most benefits for the lowest cost.

Context Sensitive & Innovation Score – A Deep Dive

Scoring Topic	Large Inf. / Inf. + NI	Medium Inf. / Inf. + NI	Small Inf. / Inf. + NI	Plan	Non-Infrastructure Only
Context Sensitive & Innovation					
Part A, B, and C*	5	5			5
Total	5	5			5

***Part C criterion only considered for Combination projects within the Infrastructure applications.**
***Part A is the only criterion considered for Non-Infrastructure applications.**

Context Sensitive Bikeways/Walkways & Innovative Elements – Part A

Infrastructure & Combination Applications (Large & Medium)

Context-Sensitive Bikeways/Walkways

- Discuss recognized best solutions employed in the project
- Explain how it maximizes comfort for every person expected to use the facility (all ages/abilities)
- Demonstrate how it fits the local context
- **Consider addressing the following:**
  - Posted vs actual speed
  - Existing and future traffic volumes
  - Facility widths & separation from vehicles
  - Adjacent land use
  - Current stress level and how project reduces it

Context Sensitive Bikeways/Walkways & Innovative Elements – Part B

Infrastructure & Combination Applications (Large & Medium)

Innovative Elements

- Innovative elements include design features and improvements new to the region.
- Explain why the elements are considered innovative
- Were there any elements considered? If so, don't forget to discuss them – even if they are not included as part of the proposed project!
- Combination projects need to discuss innovation in the context of the infrastructure **and** non-infrastructure improvements.

Context Sensitive Bikeways/Walkways & Innovative Elements – Part C

Combination Applications (Large & Medium)

For Combination Projects Only

- How will the NI program's effectiveness be measured and how will the program will be sustained?
  - Include letters of support that confirm commitment to sustain the NI program.
- Show how the project exceeds expectations and achieves a level of excellence.
- Consider the following :
  - The number of times the NI program is evaluated (before, during, after).
  - The evaluation tools/method used can be replicated.
  - The NI program is expected to have lasting value to the community.
  - The tools/methods described are realistic and doable.

Transformative Score – A Deep Dive

Scoring Topic	Large Inf. / Inf. + NI	Medium Inf. / Inf. + NI	Small Inf. / Inf. + NI	Plan	Non-Infrastructure Only
Transformative Projects					
Part A and B	5				
Total	5				

Transformative Projects – Part A

Large Infrastructure & Combination Applications

Transforming the Non-Motorized Environment

- How does this project transform the non-motorized environment?
- Address the potential for the project to support existing and planned housing, especially affordable housing
- If applicable, apply for the California Department of Housing and Community Development (HCD) Prohousing Designation Program
- Otherwise, describe how local policies align with prohousing criteria
- For Large Combination projects, discuss how the NI program will be transformative.

Transformative Projects – Part B

Large Infrastructure & Combination Applications

Projects & Policies Contributing to the Transformative Nature of Project

- As you address this question, consider:
  - Transit
  - Land Use
  - The overall non-motorized network
  - Local policies and/or ordinances
- Attach documentation to support the transformative nature of the project
  - Meeting minutes voting to fund the project, approved environmental document, HCD Prohousing Designation, housing related ordinances

Evaluation & Sustainability Score – A Deep Dive

Scoring Topic	Large Inf. / Inf. + NI	Medium Inf. / Inf. + NI	Small Inf. / Inf. + NI	Plan	Non-Infrastructure Only
Evaluation & Sustainability					
Part A					5
Part B					5
Total					10

Evaluation & Sustainability

Non-Infrastructure Only Application

Part A – How will the effectiveness of the NI program be measured?

- Define clear evaluation methods.
  - The number of times the program is evaluated (before, during and after)
  - The evaluation tools and methods can be replicated
  - The tools and methods are realistic and doable

Part B – How will the NI program be sustained after completion?

- Will the NI program bring added and lasting value to the community?
- Is the sustainability plan realistic and doable?
  - Identify other fund sources, and avoid reliance on uncommitted funded
- Include any letters of support or intent from another agency, organization, or volunteers that confirms commitment to sustain the program.

Plan Specific Scores – A Deep Dive

Scoring Topic	Large Inf. / Inf. + NI	Medium Inf. / Inf. + NI	Small Inf. / Inf. + NI	Plan	Non-Infrastructure Only
Implementation				10	
Plan Development				15	
Total				25	

Implementation
Plan Application

How will the proposed plan lead to implementation of the projects that will be identified in the plan?

- Clearly show a realistic plan to implement active transportation projects
- How quickly will the projects be delivered?
- Discuss possible funding sources other than ATP.
  - For example: Urban Greening, CMAQ, local or regional funds, etc.
- What needs to happen before the projects can be implemented?
  - Program into the RTP, adopting local ordinances, etc.
- Show that implementation steps are achievable with existing staff and resources

Plan Development

Plan Application

Completeness:

- Provide in-depth detail that outlines the various tasks of plan development

Consistency:

- The 25-Plan must match the application narrative exactly
- Organize the scope into clear, logical tasks and sub-tasks, and provide clear written descriptions of each
- Tailor tasks to the specific plan being proposed

Compliance:

- Quantify activities and deliverables (e.g., number of meetings, workshops, maps)
- Include a realistic and achievable schedule for plan development

Plan Development

Plan Application

- Make sure all required CTC Appendix A components are included
- Attach and complete the components checklist
- If any components are not included, provide a clear, compelling justification
- Explicitly link required components to specific tasks in the 25-Plan

Corps Use

Scoring Topic	Large Inf. / Inf. + NI	Medium Inf. / Inf. + NI	Small Inf. / Inf. + NI	Plan	Non-Infrastructure Only
Corps Use	(0 or -5)	(0 or -5)	(0 or -5)		(0 or -5)

Corps Use

Don't get docked 5 points!

- Applicants must seek the California Conservation Corps or a certified local community conservation corps' participation.
  - Applicants must consult with the Corps **every ATP cycle and for each application submitted.**
    - We will not accept proof of consultation from previous ATP cycles or consultation specific to other Cycle 8 ATP applications.
    - Provide proof of consultation for **each** Cycle 8 application.
  - General information and instructions for consulting with the Corps on ATP projects can be found in the ATP Guidelines.
- Points are lost ONLY
  - If an applicant does not seek Corps participation **or**
  - If an applicant intends not to utilize a Corps in the project.

Next Steps

Milestone	Date
Adoption of 2027 ATP Guidelines & Fund Estimate	March 19-20, 2026
Call for Projects	March 19-20, 2026
Call for Evaluators	March 1, 2026
Submittable Training	March 26, 2026
Evaluator Trainings	May-June 2026
Project Application Deadline	**June 22, 2026**
Staff Recommendations for Statewide and Small Urban & Rural Components Posted	November 2, 2026
Adoption of Statewide and Small Urban & Rural Components	December 3-4, 2026
Adoption of MPO Selected Projects	June 2027*

*Exact dates will coincide with the Commission's 2027 meeting calendar

2027 Evaluators – What to Expect

Who Can Be An Evaluator

- Must be involved in active transportation in California
- Have knowledge of transportation infrastructure and/or non-infrastructure
- Attend a mandatory 3-hour training
- Submit a conflict-of-interest form
- Agree to collaborate with assigned teammate
- Agree to score based on 2027 ATP scoring rubrics
- Provide meaningful comments to applicants

Time Commitment

- Teams are given between 5-6 weeks to submit their consensus score forms
- Evaluations will likely take place between late June and September with debriefs with CTC staff and Caltrans in October
- In recent cycles, teams received between 9-10 applications

CALIFORNIA TRANSPORTATION COMMISSION

Interested in Being an Evaluator?

Complete the Form Here!

Staff Contacts

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Questions?

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