

2025 Active Transportation Program (Cycle 7)



Central Workshop

October 18, 2023

9:00 am – 12:00 pm

Goals for Today



- Recap September 28 workshop
- Discuss Justice40 requirements
- Discuss DAC qualifier data years
- Discuss policy clarifications (if time allows)
- Action items

Program Basics



- Program 4 years of funds
 - Fiscal years 2025-26, 2026-27, 2027-28, and 2028-29
- Anticipate approximately \$555,500 in funding
 - \$100,000 fiscal years 2025-26 and 2026-27
 - \$177,750 fiscal years 2027-28 and 2028-29

Central Workshop Schedule



Milestone	Date
Wednesday, August 16, 2023 (San Diego CTC Meeting)	Kick-Off (South)
Thursday, September 14, 2023 (North State Super Region)	Kick-Off (North)
Thursday, September 28, 2023	Guidelines
Thursday, October 5, 2023	Guidelines
Wednesday, October 18, 2023 (Madera CTC Meeting)	Guidelines
Tuesday, October 31, 2023	Guidelines
<i>Share Draft Guidelines with Equity Advisory Committee</i>	
Wednesday, November 8, 2023	Guidelines
Thursday, November 16, 2023	Quick Build Program
<i>Finalize Draft Guidelines</i>	
Tuesday, December 5, 2023 (Riverside CTC Meeting)	PSR Equivalency Workshop
Wednesday, January 10, 2024	Applications
Tuesday, February 6, 2024	Scoring Rubrics

2025 ATP Virtual Site Visits



- Availabilities each Tuesday and Thursday beginning October 2023 through March 2024
- Register for a site visit using the online form: <https://forms.gle/AWE5e43eohsFDsBQA>

Final 2025 ATP Schedule



Topic	Dates
Draft ATP Guidelines presented to Commission	January 25-26, 2024
Draft ATP Fund Estimate presented to Commission	January 25-26, 2024
Commission hearing and adoption of ATP Guidelines	March 21-22, 2024
Commission adopts ATP Fund Estimate	March 21-22, 2024
Call for projects	March 21-22, 2024
Scoring rubrics posted on Commission website	March 29, 2024
Large MPOs submit optional guidelines to Commission	May 10, 2024
Project application deadline	June 17, 2024
Commission approves or rejects MPO Guidelines	June 27-28, 2024

Final 2025 ATP Schedule (cont.)



Topic	Dates
Staff recommendation for Statewide, Small Urban & Rural components and Quick-Build projects posted	November 1, 2024
Commission adopts Statewide, Small Urban & Rural components and Quick-Build projects	December 5-6, 2024
Projects not programmed distributed to large MPOs based on location	December 2024
Deadline for MPO draft project programming recommendations to the Commission	February 21, 2025
Deadline for MPO final project programming recommendations to the Commission	April 22, 2025
Recommendations for MPO Component posted	June 2, 2025
Commission adopts MPO selected projects	June 2025



September 28 Workshop Recap

Project Size Thresholds



- Current thresholds:
 - Small: \$3.5 million or less
 - Medium: Over \$3.5 million up to \$10 million
 - Large: Over \$10 million
- Commission staff is not recommending any changes to project size thresholds at this time. We will revisit this topic in Cycle 8.

Large Project Cap



- There are currently no caps on ATP request or number of applications submitted.
- Staff Commission staff is not recommending any type of cap at this time.

Leveraging



- Applicants can earn up to 5 points in the medium and large application for non-ATP funds pledged to the project.
- Funds allocated by the Commission on a project-specific basis are not eligible for leveraging points, except STIP funds, which are eligible.
- Commission staff is not recommending any additional eligible leveraging sources at this time.
- Discussion
 - Should leveraging points be reduced in the medium application?



Justice40 Initiative Requirements

Justice40 Initiative



- The ATP is required to comply with Justice40 requirements.
- At least 40% of federal investments must benefit disadvantaged communities.
- Commission staff will use the Climate and Economic Justice Screening Tool (CEJST) and the US DOT Equitable Transportation Community (ETC) Explorer to determine which projects meet these requirements.
- Applicants will only be required to provide census tract numbers for the project area.

Justice40 in Cycle 6



- 86% of funds went to projects that qualified under Justice40
 - Statewide: 93%
 - Small Urban and Rural: 66%
 - Metropolitan Planning Organization: 84%
 - Every MPO exceeded the 40% threshold

Justice40 Initiative



- New Section 16, Justice40 Initiative

The Biden-Harris Administration, in signing Executive Order 14008, created the Justice40 Initiative to confront and address decades of underinvestment in disadvantaged communities. The Initiative will bring resources to communities most impacted by climate change, pollution, and environmental hazards. Justice40 is an opportunity to address gaps in transportation infrastructure and public services by working toward the goal that at least 40% of federal investments benefit disadvantaged communities.

At least 40% of federal funds programmed in the Statewide, Small Urban and Rural, and MPO components must benefit communities identified as disadvantaged in the federal Climate and Economic Justice Screening Tool (CEJST) or the United State Department of Transportation (US DOT) Equitable Transportation Community (ETC) Explorer.

Applicants are required to provide census tract numbers for the project area as part of the application. Commission staff will determine whether a project meets Justice40 eligibility requirements using the CEJST and the ETC Explorer.

If the 40% threshold is exceeded in the Statewide component, the thresholds may be reduced proportionally in the Small Urban and Rural and MPO components.



Disadvantaged Community (DAC) Qualifier Data Years

DAC Qualifier Data Years



- **Median Household Income**
 - 2018-2022 American Community Survey
 - Data will be released in December 2023
- **National School Lunch Program**
 - 2022-2023 school year
 - Data is currently available
- **CalEnviroScreen (CES)**
 - CES 4.0
 - Data is currently available
- **Healthy Places Index (HPI)**
 - HPI 3.0
 - Data is currently available

New Federal Tools



- **USDOT Equitable Transportation Community (ETC) Explorer**
 - A census tract identified as among the most disadvantaged 25% in the state according to the ETC Explorer State Results (final index score must be greater than or equal to 3.43447). The map and data can be found on the United States Department of Transportation website.
- **Climate and Economic Justice Screening Tool (CEJST)**
 - A census tract identified as disadvantaged in at least one of the tool's ten disadvantaged community categories (climate change, energy, health, housing, legacy pollution, transportation, water and wastewater, workforce development, Tribal overlap, and neighboring disadvantaged tracts). The map can be found on the [federal Climate and Economic Justice Screening Tool website](#).



Policy Clarifications

State-Only Funds Notification



- **Background**

- Projects with capital construction values of \$1,000,000 or more in ATP funding must be federal-aid eligible.
- Agencies may request state-only funds as part of the application process.
- Requesting state-only funding does not guarantee a state-only funding designation.

State-Only Funds Notification



- Section 24, State Only Funding Designation
 - Current language/**proposed additional language**
 - Some of the funds in the ATP are federal funds. ATP projects programmed as part of the statewide and small urban and rural competitions with capital construction values of \$1,000,000 or more in ATP funding must be federal-aid eligible. Refer to the update to the Federal-Aid Project Funding Guidelines for more information. Agencies may request State only funding at the time of application. Such a request does not guarantee a State only funding designation.
 - **After the Commission's adoption of the Statewide and Small Urban and Rural components, Caltrans will post a list indicating the state-only or federal funding designation of each project on the [Caltrans Active Transportation Program website](#).**

CCC Coordination Process



- **Background**

- Applicants must coordinate with the California Conservation Corps (CCC) as part of the application process, per statute.
- Applicants must initiate the coordination process each time an application is submitted – documentation from consultation for a previous application cannot be used.
- An application that does not comply with CCC coordination requirements receives a 5-point deduction on its final score.

CCC Coordination Process



- Section 20, Scoring Criteria, Subsection L
 - Current language/proposed additional language
 - **Corps.** Use of the California Conservation Corps or a certified local community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate. An exception applies for applicants using the Plan application type.
 - a. General information and instructions for consulting with the Corps on ATP projects can be found at the [California Conservation Corps website](#) or at the [California Association of Local Conservation Corps website](#).
 - b. The California Conservation Corps can be contacted at atp@ccc.ca.gov.
 - c. Certified local community conservation corps can be contacted at inquiry@atpcommunitycorps.org.
 - d. Direct contracting with the California Conservation Corps or a certified local community conservation corps without bidding is permissible provided that the implementing agency demonstrates cost effectiveness per 23 CFR 635.204 and obtains approval from Caltrans. A copy of the agreement between the implementing agency and the proposed conservation corps must be provided to Caltrans.
 - e. Funded projects will be required to report on the use of the California Conservation Corps or a certified local community conservation corps as noticed in the application.
 - f. **Applicants must consult with the Corps every ATP cycle and for each application submitted. Applicants may not use Corps consultation from previous ATP cycles or from other ATP applications to satisfy this requirement.**

Past Performance



- **Background**

- Section 20 (Scoring Criteria), Subsection L
- An applicant with poor past performance on an ATP project can receive an up to 10-point deduction on the final application score.

- **Current language/proposed edits**

- Applicant's performance on past ATP projects. Points will be deducted **for poor past performance on an ATP project, including, but not limited to:** for non-use of the Corps as committed to in a past ATP award; adverse audit findings on a past ATP project that are the fault of the applicant; or failure of any past ATP project.

Combination Project Schedules



- **Background**

- Applicants can propose projects that combine infrastructure elements with non-infrastructure education and encouragement programs.
- Often, the non-infrastructure program is dependent on the completion of the infrastructure project.

Combination Project Schedules



- Section 13, Eligible Projects, #4
 - Current language/proposed edits
 - Infrastructure projects with non-infrastructure components: These are capital projects that include an education or encouragement component. The non-infrastructure component should be mentioned throughout the application and enhance the infrastructure project. If the non-infrastructure component is dependent on the infrastructure project and must be implemented after its completion, this must be reflected in the project schedule and project programming request.

ATP Benefit-Cost Tool



- **Background**

- Developed in collaboration with the UC Davis Institute of Transportation Studies BicyclingPlus Research Collaborative to estimate the expected benefits of the adopted program.
- Estimates potential mode shift, safety benefits, VMT reductions, and emissions reductions.
- Data from all projects is combined to develop a program-wide report.

ATP Benefit-Cost Tool



- Section 23, Performance Metrics, New Subsection
 - Proposed Language
 - The California Active Transportation Benefit-Cost Tool was developed by the UC Davis BicyclingPlus Research Collaborative to estimate the expected benefits of the adopted Active Transportation Program. The tool estimates benefits such as safety, mode shift, vehicle miles traveled reductions, and greenhouse gas emissions reductions. Commission staff will use the tool to provide a program-level summary of benefits for the 2025 Active Transportation Program. Successful applicants, including those with MPO-selected projects, must submit the relevant data to Commission and Caltrans staff by the deadline established by Commission staff, which will be within six months of programming.

AHSC Benefits Calculator



- **Background**

- Developed in collaboration with the UC Davis Institute of Transportation Studies BicyclingPlus Research Collaborative to estimate the expected benefits of the adopted program.
- Estimates potential mode shift, safety benefits, VMT reductions, and emissions reductions.
- Data from all projects is combined to develop a program-wide report.

AHSC Benefits Calculator



- **Section 23, Performance Metrics, Subsection C**
 - Existing language/proposed edits
 - **Affordable Housing and Sustainable Communities Benefits Calculator**
 - To further show the benefits of the ATP funding, Commission staff will utilize the analysis provided by the [Affordable Housing and Sustainable Communities Benefits Calculator](#). This tool estimates outputs such as vehicle miles traveled, air pollution, and greenhouse gas reductions for new facilities and bike shares. Successful applicants, including those with MPO-selected projects, must submit the relevant data to Commission and Caltrans staff within six months of programming by the deadline established by Commission staff, which will be within six months of programming.

Uncommitted Funds



- Existing language/proposed edits (Section 25, Committed/Uncommitted Funds)
 - The Commission will only propose to fund projects with uncommitted funds in the following two situations:
 - The project is at the funding cut-off for an MPO in their MPO component and there are not enough available funds in that MPO's program to fund the full project. The applicant must demonstrate how it intends to fund the construction of a useable segment, consistent with the project application.
 - Projects requesting funding for the pre-construction phases only that fall into the large infrastructure category as defined in the Project Application, Section IV of these Guidelines. The applicant must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the project application.

Next Steps



- **Guidelines Workshop 4**
October 31, 2023
1:00 p.m. – 4:00 p.m.

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Thank You



More Information

catc.ca.gov

catc.ca.gov/programs/active-transportation-program

Email: ctc@catc.ca.gov



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