The Active Transportation Program (ATP) is a new grant program that encourages bicycling and walking, especially for children traveling to school and for residents of disadvantaged communities. ATP gives grants for projects that address ATP’s goals, which are outlined below. $360 million will be awarded competitively as grants to communities for Safe Routes to School, walking, and bicycling projects and programs in 2014.

The ATP is divided into three competitive funding opportunities – a statewide competition for all communities, which will choose projects first; a competition for only small cities and rural regions, and a competition for large urban regions.

**Statewide Competition**
50 percent of funding goes to projects in any size community that are competitively awarded by the California Transportation Commission on a statewide basis. At least 25 percent of this must benefit disadvantaged communities. At least 40 percent of this must be awarded to Safe Routes to School projects. The deadline for applications to the statewide competition is May 21, 2014.

**Small Urban and Rural Regions**
10 percent of funding goes to small urban and rural areas with populations of 200,000 or less. At least 25 percent of this must benefit disadvantaged communities. The deadline for applications to the small urban and rural competition is May 21, 2014.

**Large Urban Regions**
40 percent of ATP funding goes to projects in urban areas with populations more than 200,000 awarded by Metropolitan Planning Organizations (MPOs). At least 25 percent of this must benefit disadvantaged communities. The deadline for applications to the large urban competitions will depend on the region. Contact your local MPO for more information.
Funding Priorities

The ATP specifically prioritizes funding for projects and planning in disadvantaged communities, Safe Routes to School projects, non-infrastructure projects, and Recreational Trails projects. All projects must meet one or more of the program goals and will be ranked according to the scoring criteria on page 3.

Disadvantaged Communities

For a project to qualify for the Disadvantaged Communities priority funding requirement (25 percent of all funding) or for funding to develop an active transportation plan for a disadvantaged community (up to 5 percent of all funding), the project must clearly demonstrate a benefit to a community that meets any of the following criteria:

- The community’s median household income is less than 80 percent of the statewide median based on the most current census tract level data from the American Community Survey.¹

- An area identified as among the most disadvantaged 10 percent in the state according to the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores.²

- At least 75 percent of public school students in the project area are eligible to receive free or reduced price meals under the National School Lunch Program.³ Applicants using this measure must indicate how the project benefits the school students in the project area.

If a project applicant believes a project benefits a disadvantaged community, but the project does not meet the criteria above due to a lack of data, the applicant can submit a neighborhood-level survey of why the community should be considered disadvantaged.

Safe Routes to School Projects

The project must directly increase safety and convenience for public school students to walk and/or bike to school.

Safe Routes to School infrastructure projects and traffic education and enforcement activities must be located within two miles of a public school or within the vicinity of a public school bus stop.

What happened to the old Safe Routes to School Program?

Safe Routes to School grants are now awarded through the ATP rather than as a separate program. The same types of projects and programs are still eligible but must apply for funding through the new ATP with other types of walking and bicycling projects.

Recreational Trails Projects

For trail projects that are primarily recreational, the projects must meet the federal requirements of the Recreational Trails Program.⁴

Multi-purpose trails and paths that serve both recreational and transportation purposes are generally eligible in the ATP, so long as they are consistent with one or more goals of the program.
**Ranking Projects for Selection**

<table>
<thead>
<tr>
<th>Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 to 30 points</td>
<td>Potential for increased walking and bicycling, especially among students.</td>
</tr>
<tr>
<td>0 to 25 points</td>
<td>Potential for reducing the number of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for people walking and biking.</td>
</tr>
<tr>
<td>0 to 15 points</td>
<td>Public participation and planning, including meetings and consultation with local stakeholders that resulted in the identification and prioritization of the proposed project.</td>
</tr>
<tr>
<td>0 to 10 points</td>
<td>Cost-effectiveness, defined as maximizing the safety and mobility benefit relative to the total project cost.</td>
</tr>
<tr>
<td>0 to 10 points</td>
<td>Improved public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues.</td>
</tr>
<tr>
<td>0 to 10 points</td>
<td>Benefit to disadvantaged communities.</td>
</tr>
<tr>
<td>-5 to 0 points</td>
<td>Use of the California Conservation Corps as partners to undertake a trail or other applicable project. Points will be deducted if an applicant does not seek to utilize a corps in a project in which the corps can participate.</td>
</tr>
<tr>
<td>-10 to 0 points</td>
<td>Applicant’s performance on past Caltrans grants. Applications from agencies with documented poor performance records on past grants may be excluded from competing or may be penalized in scoring.</td>
</tr>
</tbody>
</table>

**Project Types**

**Infrastructure**
- planning, design, and construction of walk and bicycle facilities.

**Non-infrastructure**
- education, encouragement, enforcement, and planning of walk and bicycle activities.

**Combined**
- infrastructure projects with non-infrastructure components.

**Example Eligible Projects**

- Development of new bikeways and walkways that improve mobility, access, or safety for people who are on foot or bicycle.
- Safe Routes to School projects that specifically improve safety for children and encourage walking and bicycling on the trip to school.
- Improvements to existing bikeways and walkways.
- Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation and school bus stops.
- Secure bicycle parking at employment and transit centers.
- Development of a bike, pedestrian, Safe Routes to School, or active transportation plan in disadvantaged communities, with priority to communities without an existing plan.

**Non-infrastructure programs**
- Conducting bicycle and/or pedestrian counts, walkability and/or bikability assessments or audits, or pedestrian and/or bicycle safety analysis to inform plans and projects.
- Conducting pedestrian and bicycle safety education programs.
- Development and publishing of community walking and biking maps, including school route/travel plans.
- Development and implementation of walking school bus or bike train programs and bike-to-school or walk-to-school or work day/month programs.
Eligibility

The following entities are eligible to apply for Active Transportation Program funds.

- Local, Regional, or State Agencies; Examples include: cities, counties, Metropolitan Planning Organizations, Regional Transportation Planning Agency, Natural Resource or Public Land Agencies
- Transit Agencies
- Public schools or School districts
- Tribal Governments: Federally-recognized Native American Tribes
- Private nonprofit tax-exempt organizations may apply for Recreational Trail Projects

Prepare and submit your application

Project applications must be submitted online and in hard copy. Hard copy project applications (5 hard copies and 1 electronic copy, via CD or USB) should be addressed or delivered to:

Caltrans
Division of Local Assistance, MS-1
Attention: April Nitsos
P.O. Box 942874
Sacramento, CA 95814

An additional copy must also be sent to the Regional Transportation Planning Agency or County Transportation Commission where the project is located and to the MPO.

A project application must include the signature of the Chief Executive Officer or other officer authorized by the applicant’s governing board.

Where the project is to be implemented by an agency other than the applicant, documentation of the agreement between the project applicant and implementing agency must be submitted with the project application.

A project application must also include documentation of all other funds committed to the projects. Deadline to apply for funding is May 21, 2014.

Important Dates

- March 21, 2014
  Statewide call for project applications released – 60 days to submit applications for funding
- May 21, 2014
  Deadline to submit statewide competition project applications
- June/July 2014
  MPOs in certain large urban regions will open separate calls for projects
- August 20, 2014
  California Transportation Commission announces awards for the statewide competition and small urban/rural competition
- November 2014
  MPOs announce awards for large urban regions

Resources

- Full ATP Guidelines: catc.ca.gov/programs/ATP.htm
- American Community Survey Data: 1.usa.gov/1d11ehm
- CalEnviroScreen Scores: bit.ly/1jKKwZA
- National School Lunch Program Data: bit.ly/1e1XpNA
- Recreational Trails Program: 1.usa.gov/1ekjGm4
- California Conservation Corps: www.ccc.ca.gov
- National School Lunch Program Data: bit.ly/1e1XpNA
- Project Application will be available at: bit.ly/1d12lZ5
- MPO Contact List: www.dot.ca.gov/hq/tpp/offices/orip/
  - www.dot.ca.gov/hq/tpp/offices/orip/
  - Upcoming events and new information can be found on our website: saferoutescalifornia.org/srts-atp-funding