The Active Transportation Program (ATP) is a state 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. In 2016, $240 million will be awarded competitively as grants to communities for Safe Routes to School, walking, and bicycling.

### Active Transportation Program Goals

- Increase biking and walking as a means of transportation.
- Increase safety and travel options for people who aren't traveling by vehicle.
- Reduce vehicle use and greenhouse gas emissions, especially in large urban regions.
- Enhance public health, with a special focus on reducing childhood obesity through Safe Routes to School projects and programs.
- Ensure that disadvantaged communities fully benefit from the program.

### Three Funding Opportunities

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 funding must benefit disadvantaged communities. The deadline for applications to the statewide competition is June 15, 2016.

**Small Urban and Rural Regions:** 10 percent of funding goes to small urban and rural areas with populations of 200,000 or less (and not located within a large urban region MPO boundary). At least 25 percent of this must benefit disadvantaged communities. The deadline for applications to the small urban and rural competition is June 15, 2016.

**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 but many require submissions to the statewide competition first. Contact your local MPO for more information.

www.saferoutespartnership.org | www.saferoutescalifornia.org
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.

The case for Safe Routes to School in California

Kids already walk and bike
26-31 percent of CA kids already walk or bicycle to school, more than 2x the national average.

Fewer school busses
Only 13 percent of students in CA have the option to ride a school bus compared to 37 percent nationally, these children need safe alternatives.

Kids need safe routes
Statewide, 27 percent of all victims aged 5-15 of traffic fatalities and serious injuries are pedestrians and bicyclists – nearly twice the national average.

All communities matter
African-American and Latino children, and children from lower-income households, are more likely to walk or bicycle to school but are less likely to have safe streets on

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.

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 2 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.

- An area identified as among the most disadvantaged 25 percent in the state according to the California Communities Environmental Health Screening Tool (CalEnviroScreen) scores.

- 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. The project must be located within two miles of the school(s) represented by this criteria, and applicants must also 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. Regional definitions of “dis advantaged” as defined by the RTP/SCS are also allowed.

Recreational Trails Projects

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

Active Transportation Resource Center (ATRC)

Formerly the Technical Assistance Resource Center, the ATRC provides training and technical assistance to help awardees deliver their projects, especially Safe Routes to School and non-infrastructure. Their resource-rich website is a great place to get more information about projects and programs that can be funded by ATP. Check out http://www.casaferoutestoschool.org/ to learn more.
Ranking Projects for Selection in Cycle 3 (2016)

<table>
<thead>
<tr>
<th>Points</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 to 10 points</td>
<td>Benefit to disadvantaged communities.</td>
</tr>
<tr>
<td>0 to 35 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.</td>
</tr>
<tr>
<td>0 to 10 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>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 5 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 5 points</td>
<td>Leveraging/matching non-ATP funds</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>
</tbody>
</table>

Eligible 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.
- Active transportation and Safe Routes to School Plans for disadvantaged communities.

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.
  - **NOTE** that ATP only funds start-up non-infrastructure programs, not ongoing operations. Program expansions or addition of new elements to an existing program are allowed. In all cases, the applicant must demonstrate other sources of funding to sustain the program beyond the life of the ATP grant.
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 only. With recent changes to the federal transportation bill, nonprofits may be eligible to apply for non-infrastructure funding in future cycles, but not in Cycle 3.

Funding Requirements

The minimum funding request per project for ATP is $250,000. This minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, and Recreational Trails projects.

There is no matching requirement but matching or leveraging of non-ATP funds will gain you up to 5 points on your application score.

Tips for A Successful Application

- **Start early!** The application takes time to pull together.
- **Collaborate!** Partner with local transportation agency, public health department, community-based organizations, schools, etc. to pull together the application
- **Collect & assemble data!** Need data on walking & bicycling rates for question 2, injuries & fatalities for question 3, public health for question 5
- **Provide visuals of the project location!** Utilize maps and visuals throughout the application to help the evaluator understand your project
- **Leverage prior planning efforts:** Apply for projects that have been identified in plans, community meetings, etc. and have momentum in the community.

Helpful Links

- Caltrans ATP Website (administers ATP): [http://www.dot.ca.gov/hq/LocalPrograms/atp/](http://www.dot.ca.gov/hq/LocalPrograms/atp/)
- California Active Transportation Resource Center: [www.casaferoutestoschool.org](http://www.casaferoutestoschool.org)
- Safe Routes to School National Partnership ATP Website: [http://saferoutescalifornia.org/srts-atp-funding/](http://saferoutescalifornia.org/srts-atp-funding/)

Questions? Contact Us!

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