



**SBCAG**

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

# **Cycle 8**

**2027 Regional Competitive  
Active Transportation Program (ATP)**

**FINAL – May 2026**

## **SBCAG ATP LARGE METROPOLITAN PLANNING ORGANIZATION (MPO) GUIDELINES**

**To be adopted by SBCAG Board of Directors in  
May 2026**

**To be approved by the California Transportation Commission  
(CTC) in June 2026**

**2027 SBCAG ACTIVE TRANSPORTATION PROGRAM GUIDELINES**

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## I. INTRODUCTION

### 1. Background

The Active Transportation Program (ATP) is a competitive statewide program created to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) created the ATP, and Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the ATP. The ATP program is administered by the California Transportation Commission ([www.catc.ca.gov](http://www.catc.ca.gov)).

The ATP distributes the total annual funding capacity between three components with:

- **Statewide:** 50% going to a statewide program eligible to all applicants;
- **Large Metropolitan Planning Organization (Large MPO):** 40% going to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000; and
- **Small Urban/Rural:** 10% going to small urban/rural areas with populations of 200,000 or less.

All funding must be competitively awarded, with the requirement that 25% of the funds in each program benefit disadvantaged communities. (Criteria to qualify as a disadvantaged community discussed in Section V.2. Scoring Criteria, below.)

The Active Transportation Program has two separate grant processes, one led by the California Transportation Commission (CTC or Commission) and the other led by the ten Large MPOs including the Santa Barbara County Association of Governments (SBCAG).

The 2027 ATP Cycle 8 Guidelines were adopted by the CTC on March 19, 2026 (final guidelines [linked](#)). These guidelines describe the policies, standards, criteria, and procedures for the development of the 2027 SBCAG Large MPO Active Transportation Program. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the Small Urban/Rural and Large MPO regional competitive programs.

Large MPOs, such as SBCAG, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided CTC approves the Large MPO regional guidelines.

This document serves as SBCAG's Cycle 8 ATP Large MPO Component Project Selection Guidelines. These guidelines describe the policies, standards, criteria, and procedures for the development of the 2027 SBCAG Large MPO Active Transportation Program. Where silent, these guidelines will defer to the CTC's 2027 ATP Guidelines.

The guidelines substantially follow those of the CTC but include a number of differences based on the region's existing Measure A bicycle and pedestrian programs, which is a separate process. Measure A is Santa Barbara County's voter approved transportation sales tax measure. More information can be found at [Measure A - SBCAG](#). SBCAG will issue a call for projects for the Large MPO Component. Projects submitted to the CTC for consideration in the Statewide Component will be considered for funding under the Large MPO Component, but an applicant is not required to submit to the Statewide competition to be eligible for the SBCAG ATP Large MPO component.

## 2. Program Goals

Pursuant to statute (Sts. & Hy. Code, § 2380), the purpose of the ATP is to encourage increased use of active modes of transportation, such as biking and walking. The goals of the ATP are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

## 3. Program Schedule and Funding Years

The programming capacity for the 2027 SBCAG ATP Large MPO component will be for state fiscal years 2027/28 through 2030/31. The following schedule lists the major milestones for the development and adoption of the 2027 SBCAG Large MPO Active Transportation Program:

<b>Milestone</b>	<b>CTC process</b>	<b>SBCAG process</b>
CTC approves or rejects SBCAG ATP Large MPO Guidelines	6/25/2026	
SBCAG Call for projects		7/2/2026
Submit pre-application		7/31/2026
Applications due to SBCAG		9/16/2026 by 5 p.m. PT
SBCAG Scoring committee evaluates applications		November-December 2026
Present project recommendations to TTAC, Subregional Committees		January 2027
SBCAG Board approves projects		2/18/2027
Deadline for MPO draft project programming recommendations to the Commission	2/19/2027	
Deadline for MPO final project programming recommendations to the Commission	4/23/2027	
Commission Staff Recommendations for MPO Component posted	June 2027	
Commission adopts MPO selected projects	June 2027	

## II. FUNDING

### 1. Sources

Forty percent of ATP funds must be distributed to MPO in urban areas with populations greater than 200,000. These funds must be distributed based on total MPO population. The 2027 ATP Fund Estimate was adopted at the March 19, 2026, Commission meeting. The regional share available for Santa Barbara County for Cycle 8 of ATP funding (FY 2027-28 through FY 2030-31) is \$3.062 million per the adopted 2027 ATP Fund Estimate ([Appendix A](#)). However, due to borrowing Large MPO shares in the 2025 ATP Cycle totaling \$1.962 million from Kern Council of Governments (Bakersfield) Region (\$1.692 million) and Lake Tahoe (Bi-State) Region (\$0.27 million), these funds will be repaid to the loaner MPOs in this 2027 cycle. This results in a net funding amount of \$1.1 million available for Cycle 8 as shown in the table below.

(\$ in thousands)

<b>Santa Barbara (SBCAG)</b>	<b>2027-28</b>	<b>2028-29</b>	<b>2029-30</b>	<b>2030-31</b>	<b>4-Year total</b>
State	222	177	60	60	520
Federal	32	0	272	276	580
Total	255	177	332	336	<b>1,100</b>

### 2. Distribution

Countywide Call for Projects split between North County and South Coast based on the population share from the 2020 Census.

- North County will receive an apportionment of \$572,000 (52%)
- South Coast will receive an apportionment of \$528,000 (48%)

A minimum of 25% of the funds distributed to SBCAG (\$275,000) must benefit disadvantaged communities. (Criteria to qualify as a disadvantaged community discussed in Section V.2. Scoring Criteria, below.)

### 3. Matching Requirement

SBCAG does not require a funding match for the Regional Active Transportation Program Large MPO funding, however, leveraging of funds is encouraged.

### 4. Reimbursement

The ATP is a reimbursement program for eligible costs incurred. For an item to be eligible for ATP reimbursement, that item's primary use or function must meet the ATP purpose and at least one of the ATP goals. Reimbursement is requested through the invoice process detailed in Chapter 5, Invoicing, [Local Assistance Procedures Manual](#). Costs incurred prior to Commission allocation and, for federally funded projects, Federal Highway Administration project approval (i.e., Authorization to Proceed) are not eligible for reimbursement.

### III. ELIGIBILITY

#### 1. Eligible Applicants

Eligible applicants for the Active Transportation Program are specified in Section 11 of the 2027 ATP Guidelines as adopted by the CTC on March 19, 2026, and are listed below.

1) Local, Regional, or State Agencies. Examples include city, county, MPO\*, and Regional Transportation Planning Agency.

2) Caltrans\*

- Caltrans-nominated projects must be coordinated and aligned with local and regional priorities. Caltrans is required to submit documentation that local communities are supportive of and have provided feedback on the proposed Caltrans ATP project.
- Caltrans must submit documentation to support the need to address the project with ATP funds, rather than other available funding sources, such as the State Highway Operations and Protection Program (SHOPP).

3) Transit Agencies. Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.

4) Natural Resources or Public Land Agencies. Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:

- State or local park or forest agencies.
- State or local fish and game or wildlife agencies.
- Department of the Interior Land Management agencies.
- U.S. Forest Service.

5) Public schools or school districts.

6) Tribal Governments – federally recognized Native American Tribes

- Tribal governments that are awarded funding have several options for contracting, such as a fund transfer to a federal agency or partnering with another eligible entity. Caltrans will work with Tribal governments to determine a Tribe's preferred contracting option.

7) Private nonprofit, tax-exempt organizations that are responsible for the management of public lands may only apply with projects eligible for Recreational Trails Program funds. Eligible project types include recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, not only a private entity.

8) Any other entity with responsibility for oversight of transportation or recreational trails that the Commission determines to be eligible. Eligibility should be established with Commission staff before the application deadline.

\* Caltrans and MPOs, except for MPOs that are also regional transportation planning agencies, are not eligible project applicants for the federal Transportation Alternative Program funds appropriated to ATP. Therefore, funding awarded to projects submitted directly by Caltrans and

MPOs is limited to other ATP funds. Caltrans and MPOs may partner with an eligible entity to expand funding opportunities.

## 2. Partnering With Implementing Agencies

Applicants are encouraged to partner with other agencies/groups, including private and nonprofit organizations, in applying for funds. Applicants require a sponsor if they are not an eligible entity listed in the section above.

## 3. Eligible Projects

All projects must be selected through a competitive process and must meet one or more of the program goals:

**a. Infrastructure Projects:** Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete Project Study Report (PSR) or PSR equivalent. Quick-build projects are eligible under this scoring category only for this MPO component.

- The application will be considered a PSR equivalent if it defines and justifies the project scope, cost, and schedule. Though the PSR or equivalent may focus on the project phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the State Transportation Improvement Program (STIP) page of the [Commission's website](#) under "Background Information." Feasibility studies are not considered PSR equivalent documents.
- Further guidance can be found in the [Caltrans Project Development Procedures Manual](#).
- The Commission expects collaboration and cooperation between the implementing agency and Caltrans for all projects on the state highway system. Applicants who are applying for projects on the state highway system should attach a completed State Highway System Project Impact Assessment Form to the application. This form can be obtained from the [Caltrans 2027 Active Transportation Program website](#).

**b. Plans:** The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community. Priority of funding for plans will follow the statewide guidelines. Plan Project Guidance, including required plan components, can be found on Appendix A in the adopted statewide 2027 ATP guidelines.

**c. Non-infrastructure Projects:** Education, encouragement, and enforcement activities that further the goals of this program. Non-infrastructure projects are not limited to those benefiting school students. Program expansions or new components of existing programs are eligible for funding as long as the existing program will be continued with other funds.

## 4. Minimum/Maximum Request for Funds

To maximize the effectiveness of program funds and to encourage the aggregation of small projects into one larger comprehensive project, the minimum request for funding that will be considered is **\$150,000**. This minimum does not apply to non-infrastructure projects, safe routes

to school projects, plans, and quick-build projects. If full funding is not available for the last project to get funded at the cutoff, then an applicant can reduce scope to receive less funding than requested.

The maximum request shall not exceed the funding apportionment available for the North County and South Coast found in Section II Funding, Section 2 Distribution.

## **5. Cost Increases**

The ATP will not fund any cost increases to a project, except for projects nominated by Caltrans for on-system work as outlined in Section VIII of the Statewide guidelines (linked [here](#)). If there is a change in the cost estimate, the implementing agency must notify Caltrans as soon as possible. The written notification should explain the change and the plan to cover the increase.

## **IV. APPLICATION SUBMITTAL REQUIREMENTS**

SBCAG will hold a separate call for projects for the Regional Active Transportation Program and have a regional evaluation process. Projects not selected for programming in the statewide competition must be considered in the regional competition, and to be considered must submit separate application provided in Appendix A. Following the regional competitive selection process, SBCAG will submit its programming recommendations to the Commission and include all of the required documents. **1. Pre-application**

Project sponsors must complete a pre-application for each project by **July 31, 2026**. Pre-applications will be summarized by SBCAG and posted on the SBCAG website. The purpose of the pre-application is to determine the amount of Cycle 8 funding that may be requested compared to funding available and to determine if a project meets eligibility criteria. Using this information, prospective project sponsors may then make an informed decision about the likelihood of their project receiving funding and decide whether to invest the time in completing a full project application. Entities that require a sponsor because they are not an eligible applicant, must declare a sponsor at the time of pre-application submittal by attaching a signed sponsor agreement to the pre-application.

### **2. Application**

All project applications must include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board.

A project application must also include documentation of all other funds committed to the projects. The following contents are required to be submitted:

- Completed SBCAG Regional Application
- Project Programming Request (PPR) form
- Formal council/board/district resolution of local support for the ATP project
- Projects that will 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.

***One (1) electronic copy must be submitted via email/file sharing site of the complete grant application no later than 5:00 p.m. on September 16, 2026 to:***

**Jaquelin Mata, Senior Transportation Planner**  
**Santa Barbara County Association of Governments**  
[Jmata@sbcaq.org](mailto:Jmata@sbcaq.org)  
**805.961.8900**

The SBCAG Regional ATP application is available as **Appendix A** to these guidelines.

## **V. PROJECT SELECTION PROCESS**

Applicants are the sponsoring agencies for any project competing for SBCAG ATP Large MPO funding. To compete in the regional program, applicants are responsible for submitting a SBCAG ATP Large MPO application. Applicants are encouraged to discuss potential ATP projects with SBCAG staff and may identify a reduced scope version of their state-submitted project for the SBCAG ATP Large MPO ATP competition.

An *ad hoc* multidisciplinary advisory group will be established that will be responsible for reviewing, evaluating, and scoring the applications submitted to the Regional ATP.

### **1. Screening Criteria:**

Before evaluation, project applications will be screened for the following:

- Consistency with SBCAG regional transportation plan.
- Use of appropriate application.
- Supplanting Funds: A project that is already fully funded will not be considered for funding in the Active Transportation Program. ATP funds cannot be used to supplant other committed funds.
- Eligibility of project: Project must be one of the four types of projects listed in Section 13 of the adopted ATP Cycle 8 guidelines.
- Must be an eligible applicant or have a project sponsor.

### **2. Scoring Criteria:**

The SBCAG Regional ATP application is available as **Appendix A** to these guidelines.

Projects will be scored 0 to 100 points by the Scoring Committee based on the criteria described below. An additional 0-10 points will be applied in the event the 25 percent minimum benefit for a disadvantaged community is not met:

**SBCAG Staff will confirm that a minimum 25% of available ATP funds are dedicated to projects and programs benefiting disadvantaged community residents. In the event the regionally defined minimum investment threshold is not met, the disadvantaged community benefit points (0-10) will be applied to the entire project list and the projects will be re-ranked by the Scoring committee. Discretion will be placed on the Scoring Committee to select a complete package of projects.**

For projects that were submitted in the ATP statewide component, SBCAG will use their DAC statewide score instead of rescoring it here (unless it's a down scoped project).

#### **1) Disadvantaged Communities (DAC) (0-10 points):**

- a) Applicant's ability to demonstrate the direct benefit to the disadvantaged community affected by the project; and
- b) Project is located within a DAC.

For a project to contribute toward the disadvantaged communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community as defined using the criteria outlined below. A project is considered beneficial if it fulfills an important need of a disadvantaged community in a way that provides a significant value. The project's benefits must primarily target a disadvantaged community while avoiding substantial burdens on that community. It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community; there is no presumption of benefit, even for projects located within a disadvantaged community. For a project to qualify as directly benefiting a disadvantaged community, the project must:

- Be located within, or be within reasonable proximity to, the disadvantaged community served by the project,
- Have a direct connection to the disadvantaged community, or
- Be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.

To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria:

- Median Household Income: (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2020-2024 American Community Survey (<\$79,297.60). Communities with a population of less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. Data is available at the [United States Census Bureau Website](#).
- CalEnviroScreen: An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 4.0 (CalEnviroScreen 4.0) scores (score must be greater than or equal to 40.05). The mapping tool can be found [here](#), and the list can be found under "[SB 535 List of Disadvantaged Communities](#)".
- National School Lunch Program: At least 75% of public school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program for the 2024-2025 school year. Data is available at the [California Department of Education website](#). Applicants using this measure must indicate how the project benefits the school students in the project area. The project must be located within two miles of the school(s) represented by this criteria.
- Healthy Places Index: The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the [California Healthy Places Index website](#).

- Native American Tribal Lands: Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria) and projects submitted by tribal governments (Federally Recognized Native American Tribes).
- SBCAG Regional Definition: As part of SBCAG’s Connected 2050 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), SBCAG established a regional definition of disadvantaged communities found in [Chapter 3](#).
- Other: If an applicant believes that the project benefits a disadvantaged community, but the project does not meet the aforementioned criteria due to a lack of accurate information, the applicant may submit another means of qualifying for consideration. Commission staff will assess and score this question for applicants using the “Other” category to qualify as a disadvantaged community. Suggested alternatives that can be submitted under this category include:
  - Census data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration a quantitative assessment, such as a survey, to demonstrate that the community’s median household income is at or below 80% of the state median household income.
  - CalEnviroScreen data that represents a small neighborhood or unincorporated area. The applicant must submit for consideration an assessment to demonstrate that the community’s CalEnviroScreen score is at or above 40.05.

**Scoring Criteria (0 - 100 points):**

Infrastructure Projects Criteria

1) Safety (35 points)

- a) Project will improve safety of pedestrians and/or bicyclists. Priority will be given to projects/programs that directly address demonstrated safety needs.

2) Local Support (20 points)

- a) Project is in a locally adopted bicycle, pedestrian or general plan or is included in a regional bikeway or transportation plan.
- b) Community outreach has been completed or is being completed.
- c) Project has demonstrated other community support.

3) Demand (15 points)

- a) Serves a high percentage of existing or potential pedestrians and bicycle riders relative to the size of the community.

4) Access and Connectivity (20 points)

- a) Project provides or improves bikeway continuity to activity centers such as public buildings, transit terminals, business districts, shopping centers, schools, etc.
- b) Project provides interface with other modes of transportation.
- c) Project eliminates a gap or overcomes an obstacle in a bicycle or pedestrian facility, allowing more convenient and safer travel, including bike security and parking.

5) Project readiness and Schedule (10 points)

Submitted projects will be ranked based on project readiness. Priority will be given to:

- a) Projects which are fully funded, if application is approved.

- b) Projects which have considered and, if needed, resolved any foreseeable implementation issues.
- c) Projects which need no right-of-way and need no utility relocations.

#### Plans Criteria

- 1) Safety (45 points)
  - a) Plan will focus on the safety of pedestrians and/or bicyclists.
- 2) Local Support (15 points)
  - a) Priority will be given to plans that have demonstrated coordination with regional or other locally adopted plans.
- 3) Plan Status (40 points)
  - a) Priority will be given to jurisdictions with no bicycle or pedestrian plan, over those with plans that are more than five years old, and thereafter to those with plans between three and five years old.

#### Non-Infrastructure Projects Criteria

- 1) Safety (45 points)
  - a) Priority will be given to programs that focus on the safety of pedestrians and/or bicyclists. Priority will be given to programs that directly address demonstrated safety needs.
- 3) Local Support (15 points)
  - a) There is demonstrated community support for the program.
- 4) Demand (15 points)
  - a) Priority will be given to programs that serve a high number of residents relative to the size of the community.
- 5) Effectiveness (15 points)
  - a) Program (or similar programs) has been shown to be effective at encouraging bicycling and/or walking or improving bicycle and/or pedestrian safety.
- 6) Implementation/Readiness (10 points)
  - a) Priority will be given to programs that have considered and, if needed, resolved any foreseeable implementation issues, have partnering agencies (if any) that have fully coordinated on program implementation, and for which program details are substantially determined in order to allow quick implementation once funding is received.

### **3. Contingency List**

SBCAG will adopt a list of contingency projects, ranked in priority order based on the project's evaluation score. SBCAG intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 8 SBCAG ATP Large MPO component that occur prior to the adoption of Cycle 8. This will ensure that SBCAG will fully program all regional ATP funds and minimize the loss of ATP funds to the region.

### **4. Project Selection Between Applications with the Same Score**

To determine which project(s) will be funded if two or more project applications receive the same score and it is the funding cut-off score. The criteria are shown below.

- 1) Project readiness including, but not limited to, completed environmental documents.
- 2) Highest score on the highest point value question (questions with the highest point value may vary by application type).
- 3) Highest score on the second highest point value question.

## **VI. ALLOCATIONS/PROJECT DELIVERY/PROJECT REPORTING**

MPO-selected projects must follow the same allocation, expenditure, and reporting policies as stated in the [statewide guidelines](#).

Applicants must work with Caltrans District Local Assistance to prepare the Allocation request for the Commission and the Request for Authorization process for obligation of the funds. Applicants must be able to comply with all federal and state laws, regulations, policies and procedures required to enter into a Master Agreement and follow the processes in the Caltrans Local Assistance Procedures Manual: [Local Assistance Procedures Manual \(LAPM\) | Caltrans](#).

# APPENDIX A



Cycle 8

2025 SBCAG Active Transportation Program Large  
Metropolitan Planning Organization (MPO)

## **Funding Application**

APPLICATIONS ARE DUE BY 5:00 PM ON

**September 16, 2026**

PLEASE SUBMIT 1 ELECTRONIC COPY (PDF)  
OF THE APPLICATION TO:

**Jaquelin Mata, SBCAG Transportation Planner**  
260 North San Antonio Road, Suite B  
Santa Barbara, CA 93110  
[jmata@sbacg.org](mailto:jmata@sbacg.org)

SBCAG ATP Large MPO Funding Application

Project Title:

**Section I - Applicant Information**

Implementing Agency:

Agency Address:

Contact Name/Title:

Contact Phone:                      Contact Email:

Sponsor Agency\* (if any):

Sponsor Contact Name:

Sponsor Telephone:              Sponsor Email:

*\*Projects proposed by Cities and the County may include projects in coordination with school districts, universities, colleges, transit agencies, and Caltrans.*

Pre-Application

Was a pre-application submitted for the requested project?\*\*                      Yes  No

*\*\*Project sponsors must submit a pre-application for each project requesting funding. If a pre-application was not submitted, project is ineligible for funding.*

Sponsorship

Was there a sponsorship agreement submitted for the requested project?\*\*      Yes  No

*\*\*Projects requiring a sponsor must have submitted a sponsorship agreement signed by an eligible cooperative agreement administrator with the pre-application. If a sponsorship form was not submitted, project is ineligible for funding.*

Priority

Total number of applications being submitted/co-sponsored by local agency:

If submitting/co-sponsoring more than one application, priority number of this application:

Funding

Amount of ATP funds requested for project: \$

\*The minimum request for funding that will be considered is \$150,000. This minimum does not apply to non-infrastructure projects, safe routes to school projects, plans, and quick-build projects.

Will other sources of funding be used to help deliver the project?                      Yes  No

Regional Competitive Active Transportation Program

If Yes, please list fund sources below:

Click or tap here to enter text.

**Section II – Project Information**

Project Title:

Project Category/Implementation Activity

*Infrastructure Projects*

- Planning and Project Development
- Preliminary Engineering
  - Environmental Clearance
  - Preparation of Plans, Specifications, and Estimate (PS&E)
- Right of Way
  - Engineering
  - Appraisals and Acquisition
  - Utilities
- Construction
  - Construction Costs
  - Construction Engineering
  - Construction Management
- Maintenance

*Plans*

- Bicycle and Pedestrian Master Plans
- Safe routes to school
- Active transportation plan

*Non-infrastructure Projects*

- Education/Awareness/Outreach

## SBCAG ATP Large MPO Funding Application

- Encouragement/Marketing
- Safety Programs

Project Description: Provide a description of the proposed project improvements, e.g., develop bikeway plan; conduct outreach to local schools; construct new sidewalks; construct bicycle path; install lighted pedestrian crossing, etc.

Project Location: Provide a description of the general location(s) of the proposed project, e.g., the intersection of Main Street and 1<sup>st</sup> Street. If the project has multiple sites and you are willing to accept partial funding, rank sites here.

SBCAG ATP Large MPO Funding Application

**Section III - Project Cost Estimate** (Complete fields as applicable. *Include pending fund sources and mark as pending*). If awarded funding, then an Electronic Project Programming Request (ePPR) form via CalSMART will be required.

	Requested ATP Funds	Percentage of ATP Grant Funds Requested	Local Funds <sup>(1)</sup>	Other Funds	Total Cost
<b><u>Infrastructure projects</u></b>					
<i>Planning and Project Development</i>					
<i>Preliminary Engineering</i>					
Environmental Clearance					
PS&E					
<i>Right of Way</i>					
Engineering					
Appraisals, Acquisitions, and Utilities					
<i>Construction</i>					
Construction Engineering					
Construction <sup>(2)</sup>					
<i>Maintenance</i>					
<b><u>Plans</u></b>					
<i>Plans</i>					
<b><u>Non- infrastructure</u></b>					
<i>Education/Awareness/Outreach</i>					
<i>Encouragement/Marketing</i>					
<i>Safety Programs</i>					
<b>Subtotal</b>					
<b>Contingency<sup>(3)</sup></b>					
<b>Total Project Cost</b>					

(1) Local funds may include Measure A Local Street and Transportation Improvement (LSTI) funds, General funds, Block Grant funds, etc.  
 (2) For construction cost, provide a detailed Engineer's Estimate.  
 (3) Contingency "Total Cost" may not exceed 10% of the "Subtotal".

SBCAG ATP Large MPO Funding Application

In some cases, the scoring committee may recommend that a project be funded providing certain components are removed from the project scope. Will your agency be able to proceed with the project if its scope and cost are reduced? Yes  No

Comments:

**Section IV – Project Schedule**

Estimate dates of completion for the major milestones shown below, assuming the project is approved for funding.

Infrastructure Projects

Request allocation of ATP funds (month & year):

Complete environmental document:

Obtain right-of-way clearance:

Award construction contract:

Complete construction:

Project close-out:

Plans & Non infrastructure Projects

Request allocation of ATP funds (month & year):

Implementation:

Completion:

Please indicate which years you would be **willing to** receive funds (not your preferred years):

FY 27/28

FY 28/29

FY 29/30

FY 30/31

## **Section V – Evaluation Criteria**

The applicant's responses to the following questions will be used to evaluate the proposed project; all applicants must complete section A. Please complete section B, C, **or** D depending on project type. The scoring committee will evaluate applications according to the criteria specific to the identified project categories (Infrastructure Projects, Plans, or Non-infrastructure Projects). Feel free to include additional, relevant information as appropriate. Responses for all questions must be limited to a total of eight (8) pages. Only directly relevant attachments should be included. Relevant attachments will not count toward the seven-page limit.

### **A. DISADVANTAGED COMMUNITIES (DAC) (10 POINTS)**

*To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria in the SBCAG ATP Large MPO Guidelines.*

- **Indicate which DAC criteria you are selecting:**
- **Provide a map showing the boundaries of the proposed project and the geographic boundaries of the disadvantaged community.**
- **Describe how the project will provide a direct benefit to the disadvantaged community.**

*For a project to contribute toward the disadvantaged communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community as defined using the criteria outlined. A project is considered beneficial if it fulfills an important need of a disadvantaged community in a way that provides a significant value. The project's benefits must primarily target a disadvantaged community while avoiding substantial burdens on that community. It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community; there is no presumption of benefit, even for projects located within a disadvantaged community. For a project to qualify as directly benefiting a disadvantaged community, the project must:*

- *Be located within, or be within reasonable proximity to, the disadvantaged community served by the project,*
- *Have a direct connection to the disadvantaged community, or*
- *Be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.*

Click or tap here to enter text.

### **B. INFRASTRUCTURE PROJECTS**

#### 1) Safety (35 points)

Describe how the project will improve the safety of pedestrians and/or bicyclists and, if applicable, directly addresses demonstrated safety needs. Explain how: 1) it has been designed expressly to resolve a demonstrated and/or reported safety or security problem; 2) it will improve an existing facility/corridor where there are some safety or security concerns;

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or 3) it will likely improve safety or security, even though there are no known problems, and project was not designed specifically to address safety or security issues.

### 2) Local Support (20 points)

Is the project in a locally or regionally adopted plan? Yes  No  If yes, please:

- specify the name of the plan:
- indicate the date the plan was adopted:
- attach related project documentation from adopted plan

Describe what community outreach has been and/or will be completed. Attach any relevant documentation.

Describe any demonstrated community support for the project. Attach any relevant documentation including letters of support.

### 3) Demand (15 points)

Estimate the number of existing or potential pedestrians and bicycle riders the project will serve. Describe if the project is expected to attract new bicycling and/or walking trips.

### 4) Access and Connectivity (20 points)

Describe how the project: 1) closes a major gap in a bicycle or pedestrian facility, eliminating extremely circuitous travel; 2) provides the missing link which will complete a bikeway corridor or a significant corridor segment, or a pedestrian facility; 3) extends an existing bicycle or pedestrian facility, working toward closing a gap but not eliminating it; or 4) does not close a gap. Explain if the project makes improvements to a significant or moderate barrier to walking or biking. Indicate whether or not there are other existing options for travel along the corridor. Describe how project interfaces (or does not interface) with other modes of transportation. Identify any activity centers the project will serve and how the project will serve them. Indicate if the activity centers are major activity centers such as public buildings or local activity centers such as local parks.

### 5) Project Readiness & Schedule (10 points)

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Indicate all funding secured and/or anticipated for the project. Will the project be fully funded if requested Measure A funds are granted? Briefly explain why you believe the cost estimates you provided in Section III are realistic and reasonable.

Indicate how many months it will take to complete the project. Briefly explain why you believe the timeline you provided in Section IV is realistic and reasonable. Indicate whether or not the project will need right-of-way and/or utility relocations. Describe any other foreseeable implementation issues that have been considered and, if applicable, resolved.

### **C. PLANS**

#### 1) Safety (45 points)

Describe how the plan will focus on the safety of pedestrians, students and/or bicyclists.

#### 2) Local Support (15 points)

Indicate coordination with regional or other locally adopted plans and support received for development of your agency's plan. Demonstrate how variety of community members/stakeholder will be engaged in development of plan.

#### 3) Plan Status (40 points)

(a) Plans:

Does your jurisdiction have an existing bicycle or pedestrian plan?

Yes  No  If yes, please:

- specify the name of the plan:
- indicate the date the plan was adopted:
- attach relevant documentation

### **D. NON-INFRASTRUCTURE PROJECTS**

#### 1) Safety (45 points)

Describe how the program will address the safety of pedestrians and/or bicyclists. Explain how: 1) it is designed to address a specific demonstrated safety issue; 2) it addresses perceived and/or demonstrated safety as a significant component of the program; 3) it addresses perceived and/or demonstrated safety as one of many components of the program; or 4) safety is not a focus of the program.

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### 2) Local Support (15 points)

Describe any demonstrated community support for the project. Attach any relevant documentation including letters of support. Describe any community outreach that has been and/or will be completed. Attach any relevant documentation. Explain whether or not working with the community is a focus of the program.

### 3) Demand (15 points)

Estimate the number of residents the project will serve. Describe if the project is expected to attract new users to bicycling and/or walking.

Is the project in a locally or regionally adopted plan? Yes  No  If yes, please:

- specify the name of the plan:
- indicate the date the plan was adopted:
- attach related project documentation from adopted plan

### 4) Effectiveness (15 points)

Describe how this program has (or similar programs have) been shown to be effective at encouraging bicycling and/or walking or improving bicycle and/or pedestrian safety. Describe how the program was developed and thought-out, how it incorporates creativity, and how likely it is to be continued/sustainable after grant funds are spent. Clearly describe what performance measures and deliverables you will develop to monitor the success of your program efforts.

### 5) Implementation/Readiness (10 points)

Describe what foreseeable implementation issues have been considered and, if needed, resolved. List partnering agencies (if any), describe how they have demonstrated support for the program and have coordinated on program implementation, and explain how the lead agency was identified. Describe how program details have been determined in order to allow quick implementation once funding is received. Briefly explain why you believe the cost estimates and timeline you provided in Sections III and IV are realistic and reasonable. Indicate your staffing needs and explain why you believe they are realistic and reasonable. Attach any relevant documentation.

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### Additional Attachments

The following attachments are required for all projects, *as applicable*:

- A. A general map showing:
  - a. the location of all proposed improvements or project site, or
  - b. the geographic area or facility the program will serve or the plan will address
- B. A site plan for each improvement location showing existing and proposed conditions
- C. Detailed engineer's estimate (use form provided)
- D. Applicable 'warrants' for projects with traffic control devices

Photographs supplementing "A" and "B" (project location and geographic area) above.

### Scoring and Awarding of Funding

Applicants will be notified of scores for each application after the scoring committee has reviewed all applications. Once applicants have been notified, the scoring committee will recommend applications for available funding to the SBCAG Board. The final project programming recommendations will then be submitted to the Commission by February 19, 2027, for their adoption.

**Section VI – Applicant Signatures**

The undersigned affirm that the statements contained in the application package are true and complete to the best of their knowledge.

**Local Agency Official (as applicant or sponsor):**

Name: Signature: \_\_\_\_\_

Title: Date:

**Implementing Agency (if other than local agency)**

Name: Signature: \_\_\_\_\_

Title: Date:

**Additional Local Agency Supporter (optional):**

Name: Signature: \_\_\_\_\_

Title: Date:

**Additional Local Agency Supporter (optional):**

Name: Signature: \_\_\_\_\_

Title: Date:

**Additional Local Agency Supporter (optional):**

Name: Signature: \_\_\_\_\_

Title: Date: