
Attachment A: Highlighted 2027 Statewide ATP Guideline Changes

The California Transportation Commission (CTC) proposes the following major changes to the 2027 (Cycle 8) Statewide ATP Guidelines, scheduled for adoption in March 2026.

Online Application Format

The CTC will continue to use an online application format that will simplify the application process for applicants, provide a platform to house all application guidance and resources, and streamline the evaluation process for CTC staff and volunteer evaluators.

Updates to Disadvantaged Communities (DACs) Definitions

The CTC is reducing the number of metrics that applicants can use to qualify as a disadvantaged community (DAC). Project applicants may no longer use the federal Climate and Economic Justice Screening Tool and the United States Department of Transportation Equitable Transportation Community Explorer tool, as the current administration rescinded the executive order that authorized tools and data supporting environmental justice and climate policy initiatives. The other five previously established metrics (median household income, CalEnviroScreen, Healthy Places Index, National School Lunch Program, or Tribal Land criteria) can continue to be used. In addition to the established metrics, applicants can still submit another means of qualifying as a disadvantaged community (such as a Regional DAC Definition) in the “Other” category. The Statewide Guidelines continue to list regional definitions that are adopted as a part of a regular 4-year cycle of a Regional Transportation Plan/ Sustainable Communities Strategy and used for broader planning purposes beyond the ATP as an allowed disadvantaged community metric. If an applicant chooses to use MTC’s Equity Priority Communities or any other metric to be eligible instead of the other approved DAC categories, their application will only score a maximum of 1 point of three for the “severity” portion of the DAC question. The maximum points available for the DAC question are 10 points. In addition to the DAC metric changes, the CTC also expanded the active transportation guidelines language in multiple areas to be more inclusive of people with disabilities and varying abilities, including wheelchair users and mobility device users, based on feedback provided by the Interagency Equity Advisory Committee.

Sunset of Quick Build Pilot Program

The CTC ended the Quick Build Pilot Program established for ATP Cycle 6 in 2022 due to slow delivery rates and a decline in interest from applicants. The pilot program sought to provide cities with opportunities to test and implement relatively inexpensive safety measures that address active transportation needs quickly, before committing to more expensive solutions. MTC staff will continue to

work with the CTC to evaluate future opportunities to include funding for quick-build style projects in future ATP cycles.

Maintained Project Size Thresholds

CTC staff will maintain the five different application types available for applicants to complete depending on the project type and size. The applicant must complete the application appropriate for their project.

The five application categories are:

- Large Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of greater than \$10 million will be considered a Large Project and must use the Large Project application. Any project requesting over \$10 million in ATP funding will require an onsite field review with Caltrans and CTC staff. (The previous cost threshold for Large projects was total project cost greater than \$7 million)
- Medium Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost between \$3.5 million to \$10 million will be considered a Medium Project and must use the Medium Project application. (The previous cost threshold for Medium projects was total project cost greater than \$2 million and less than \$7 million)
- Small Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost less than \$3.5 million will be considered a Small Project and must use the Small Project application. (The previous cost threshold for Small projects was total project cost less than \$2 million)
- Non-infrastructure Only.
- Plan (such as preparing an Active Transportation Plan).

Maintained Points for Leveraging Funds

The CTC will continue to consider only funds that are not allocated by the Commission on a project-specific basis as eligible for leveraging points in the medium- and large-project applications, with the exception of State Transportation Improvement Program (STIP) funding.