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**Attachment 1: Highlighted 2025 Statewide ATP Guideline Changes**

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The California Transportation Commission (CTC) proposes the following major changes to the 2025 (Cycle 7) Statewide ATP Guidelines, scheduled for adoption in March 2024.

**New Online Application Format**

The CTC will implement a new 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.

**Additional Disadvantaged Communities (DACs) Definitions**

The CTC is expanding the number of metrics that applicants can use to qualify as a disadvantaged community (DAC). The project applicant will now be able to use the new federal Climate and Economic Justice Screening Tool and the United States Department of Transportation Equitable Transportation Community Explorer tool, in addition to the five approved metrics (median household income, CalEnviroScreen, Healthy Places Index, National School Lunch Program, or Tribal Land criteria). 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 is 10 points.

**Anti-displacement Resources for Applicants**

Project sponsors must cite strategies to reduce any potential displacement from Active Transportation Program investments in disadvantaged communities. Sponsor’s responses varied in detail, and as a result, CTC staff is developing a new appendix with guidance on anti-displacement policies and strategies to assist applicants in responding to the disadvantaged community benefits question.

### **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 only consider 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.

### **Phase III of the Quick-Build Pilot Program**

The CTC maintained the Quick Build Pilot Program for this cycle and will fund up to \$7 million for quick build projects. The pilot program aims to provide opportunities for cities to test and implement relatively inexpensive safety measures that address active transportation needs quickly, before committing to more expensive solutions. The CTC did not award any funds to projects that applied in Phase II and worked to provide more clarity to the quick build program as a part of the guidelines development process. MTC staff will continue to work with the CTC to evaluate the pilot program and to include quick-build funding in future ATP cycles permanently.