

# **Active Transportation Program: Eligible Infrastructure Costs Guidance**

## **(Effective Date: December 18, 2023)**

The Active Transportation Program (ATP) is a combination of state and federal funding sources, and covers a wide variety of project types, including capital projects that support and encourage the use of active modes of transportation such as biking and walking. The primary benefits of project components must focus on the goals of the ATP. Projects may utilize existing best practices or be innovative in nature. This guidance clarifies and consolidates guidance from the multiple fund sources and entities that make up the ATP. It is provided to assist local public agencies (LPAs) in understanding ATP eligible infrastructure costs and should be referenced while preparing an ATP application and implementing a successfully funded project.

### **ATP Goals**

The purpose of the ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking.
- Increase safety and mobility for nonmotorized 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.

### **Eligible Project Types**

Example active transportation project types include but are not limited to:

- Development of new bikeways and walkways, or improvements to existing bikeways and walkways, that improve mobility, access, or safety for nonmotorized users including shared micromobility and electric bikes.
- Secure bicycle parking at employment centers, park-and-ride lots, rail and transit stations, and ferry docks and landings.
- Bicycle-carrying facilities on public transit, including rail and ferries.
- Installation of traffic control devices to improve the safety of pedestrians and bicyclists.
- Elimination of hazardous conditions on existing bikeways, walkways and street intersections.
- Maintenance upgrades of bikeways and walkways (routine maintenance and operations are not eligible, except trail maintenance and restoration).
- Recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to nonmotorized corridors, and conversion of abandoned railroad corridors to trails\*.
- Safe Routes to School projects that improve the safety of children walking and bicycling to school, in accordance with Section 1404 of Public Law 109-59.
- Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops.
- Complete Streets corridors and networks including traffic calming facilities. Projects with medians that extend beyond crosswalks should include justification showing the safety benefits

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for active transportation users. Projects with architectural treatments should include justification showing that the improvement was initiated or approved through stakeholder or public engagement.

- Road Diets along with incidental construction required to accommodate bicycle and pedestrian infrastructure.
- Shared micromobility systems (including bikesharing and shared scooter systems) are eligible. In addition to bike and scooter sharing docks, equipment, and other capital costs, ATP funds may be used to purchase bicycles that are integral to a bike sharing system and scooters integral to scooter sharing systems. ATP funds cannot be used for operational costs.

\*Trailside and trailhead facilities including parking, shelters, toilets, drinking fountains, etc. are eligible with recreational trail projects. Trailside and trailhead facilities should have a direct relationship with a recreational trail and should provide the required level of accessibility.

Any betterments in the ATP application not required for safety or design standards must be justified. The justification must show that the betterments are needed based on community feedback, safety hazards, or requirements to conform to current design standards, and are appropriate for the project location. Justification can be shown in the “Documentation of Eligible (Participating)/Ineligible (Non-participating) Costs” section of the Project Estimate attachment in the ATP application. Incidental construction required to benefit eligible activities (such as environmental mitigation, drainage, stormwater management and water pollution prevention, historic preservation, utility relocation, pavement rehabilitation in bike lanes) is intrinsically eligible for ATP funding.

### **Ineligible Costs**

Costs for activities or elements in capital projects that do not support or encourage active transportation are not eligible for reimbursement.

Examples of costs that are not eligible for reimbursement include, but are not limited to:

- Any work that does not contribute to an increase in non-motorized travel or safety, such as:
  - Roadway and highway traveled ways outside of the proposed bike and pedestrian traveled way widths.
  - Vehicular portions of new bridge construction or bridge rehabilitation
  - Vehicular portions of traffic signals or lighting installations or improvements in roadway and highway traveled ways
  - Vehicular portions of architectural treatments in roadway and highway traveled ways
  - Roadway widening beyond what is required to construct a bike/pedestrian facility,
  - Drainage facilities beyond proposed bike/pedestrian facility needs,
  - Roadway repaving, not attributable to non-motorized facilities
  - Vehicular parking lanes, lots, and facilities\*\*
- Feasibility Studies, or other pre-PA&ED type studies.
- Operational costs, including bike-share operational costs
- Routine maintenance costs\*\*
- Improvements that do not conform with the California Manual on Uniform Traffic Control Devices (CA-MUTCD)

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- Improvements that do not conform to current design standards including Americans with Disabilities Act (ADA) accessibility standards.
- Improvements that are required as a condition for private development
- Improvements that are not intended for general public use
- Gateway monuments
- Museums or museum displays
- Electric vehicle charging stations
- General recreation and park facilities
- Playground or park exercise equipment
- Sports fields
- Campgrounds
- Picnic areas
- Pavilions
- Buildings and building improvements\*\*
- Bathrooms\*\*

\*\*Items are reimbursable with recreational trail projects. Trailside and trailhead facilities may include but not be limited to drainage, crossings, stabilization, parking, signage, controls, shelters, water, sanitary and access facilities. In-kind parking is reimbursable for all infrastructure project types.

Ineligible project costs that are included as part of the project should be shown in the ATP application project estimate as “ineligible” and funded with non-participating funds. Non-participating funds are not considered leveraged funds. For local funding sources to be considered as leveraged funds, it must be for ATP eligible activities and costs. LPAs will be responsible for tracking and documenting the ATP-ineligible items and costs in all project delivery phases of the project. Eligible and ineligible costs will need to be identified and separated in all invoicing for each project phase. [Contact Caltrans Local Assistance staff](#) for questions regarding ineligible costs while preparing an application and during the implementation of a successfully funded ATP project.

### References:

[Senate Bill 99, Assembly Bill 101](#)

[Public Contract Code 22022](#)

[California Transportation Commission ATP Guidelines](#)

[Transportation Alternatives \(TA\) Set-Aside Implementation Guidance](#)

[Recreation Trails Program Guidance](#)

[Caltrans Local Assistance Procedures Guide, Chapter 25](#)