

# CHAPTER 22 ACTIVE TRANSPORTATION PROGRAM

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## EXHIBITS

Exhibits applicable to this chapter can be found at:

<http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapgforms.htm>

[EXHIBIT 22-A: Award Information for ATP Projects](#)

[EXHIBIT 22-B: Request for Time Extension](#)

[EXHIBIT 22-C: State Only Finance Letter](#)

[EXHIBIT 22-F: Request for State ATP Funding](#)

[EXHIBIT 22-G: Project Programming Request \(PPR\) ATP Funding](#)

[EXHIBIT 22-J through M: Reserved for Future Use](#)

[EXHIBIT 22-N: Funding Allocation Checklist](#)

[EXHIBIT 22-O: Request for Funding Allocation Local ATP Projects](#)

[EXHIBIT 22-PIF: Request for Public Interest Finding](#)

[EXHIBIT 22-R: ATP Non-Infrastructure Work Plan](#)

[EXHIBIT 22-S: ATP Semi-Annual Progress Report](#)

[EXHIBIT 22-T: ATP Final Project Report](#)

## CHAPTER 22 ACTIVE TRANSPORTATION PROGRAM

### 22.1 INTRODUCTION

The Active Transportation Program (ATP), created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013), consolidated several federal and state transportation programs to focus on making California a national leader in active transportation.

The purpose of this chapter is to assist applicants and implementing agencies in the administration of ATP projects. This chapter provides procedures that supplement the *Active Transportation Program Guidelines* adopted by the California Transportation Commission (CTC) located at <http://www.catc.ca.gov/programs/atp/>. Note that Metropolitan Planning Organizations (MPOs) may have adopted guidelines that are different than those adopted by the CTC. Please contact your MPO for guidelines that are specific to your MPO's solicitation.

#### PROGRAM PURPOSE AND GOALS

ATP legislation defines the purpose as encouraging increased use of active modes of transportation, such as biking and walking and defines the goals as:

- Increase the proportion of trips accomplished by biking and walking.
- Increase safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve Greenhouse Gas (GHG) Reduction (GHGR) goals as established pursuant to Senate Bill 375 and Senate Bill 391.
- 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 (SRTS) 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.

### 22.2 ROLES AND RESPONSIBILITIES

The *CTC Guidelines* define the roles and responsibilities of each of the following organizations:

- California Transportation Commission (Commission)
- California Department of Transportation (Caltrans)
- Metropolitan Planning Organizations (MPOs) With Large Urbanized Areas
- Regional Transportation Planning Agencies (RTPAs) Outside an MPO With Large Urbanized Areas and MPOs without Large Urbanized Areas
- Project Applicant (if awarded, becomes Implementing Agency)

See *CTC ATP Guidelines*: <http://www.catc.ca.gov/programs/atp/>

## 22.3 ELIGIBLE APPLICANTS

Eligible entities are defined by the *CTC ATP Guidelines*: <http://www.catc.ca.gov/programs/atp/>

The applicant/implementing agency for ATP funds assumes responsibility and accountability for the use and expenditure of program funds. Applicants must comply with all of the federal and state laws, regulations, policies and procedures associated with federal and state funding.

### MASTER AGREEMENTS

Applicants **must** be able to enter into an Administering Agency-State Master Agreement (Master Agreement or MA). Refer to Chapter 4, Agreements, of the *Local Assistance Procedures Manual* (LAPM) for guidance and procedures on Master Agreements. Additional MA requirement information can be found at the Local Assistance ATP website: [http://www.dot.ca.gov/hq/LocalPrograms/atp/atp\\_info.html](http://www.dot.ca.gov/hq/LocalPrograms/atp/atp_info.html).

An applicant who does not currently hold an MA is not guaranteed to pass the pre-agreement audit and are encouraged to partner with an implementing agency that already has an MA.

Tribal governments have the option of transferring funds to the Bureau of Indian Affairs (BIA) through a tri-agency agreement between the tribal government, BIA and Caltrans.

### PARTNERING WITH IMPLEMENTING AGENCIES

Eligible agencies that are unable to apply for ATP funds or that are unable to enter into an MA with the state must partner with an eligible applicant who can implement the project. This partnership will be governed by the following expectations:

- The implementing agency assumes full responsibility for delivering the project per all applicable state and federal requirements.
- The implementing agency must follow federal and state contracting requirements. **The partnering agency has no rights to a sole source contract from the implementing agency for the project.**
- The implementing agency will be responsible and accountable for the use and expenditure of ATP funds.

## 22.4 ELIGIBLE PROJECTS AND ELEMENTS

### ELIGIBLE PROJECTS

The ATP will fund infrastructure projects, non-infrastructure projects and plans that encourage increased use of active modes of transportation, such as biking and walking and projects that meet at least one of the program goals.

All projects eligible for programming must be selected through a competitive process and must meet one or more of the ATP program goals. See Appendix B of the *CTC Guidelines* for a list of example projects.

### ELIGIBLE ELEMENTS

Per the *CTC Guidelines*, in order 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.

## ELIGIBILITY REVIEW:

In addition to the screening criteria defined in the *CTC Guidelines*, Caltrans will also be screening the applications to ensure they have fully-eligible scopes of work, are deliverable and constructible, and are consistent with the CTC and *Caltrans Guidelines*. Where inconsistencies are found, Caltrans will document and make recommendations to the CTC relating to the removal of ineligible project costs or projects (the goal is for the removal to occur prior to final selection and programming of the Statewide and Small Urban & Rural (SU&R) ATP projects.) In addition, Caltrans/CTC will present their recommendations to the corresponding MPO for their consideration and action prior to their selection and programming of their projects.

## NON-INFRASTRUCTURE PROJECTS

All non-infrastructure projects must comply with the *Non-Infrastructure Program Guidance*.  
[http://www.dot.ca.gov/hq/LocalPrograms/atp/atp\\_info.html](http://www.dot.ca.gov/hq/LocalPrograms/atp/atp_info.html)

## RECREATIONAL TRAILS PROGRAM (RTP)

Trail projects that are *primarily* recreational should meet the federal requirements of the Recreational Trails Program ([http://www.fhwa.dot.gov/environment/recreational\\_trails/](http://www.fhwa.dot.gov/environment/recreational_trails/)).

Recreational Trails funding is the only type of ATP funds which non-profit organizations are eligible to apply for. The non-profit applicant must still be able to pass the pre-agreement audit or should partner with an agency that already has an MA with Caltrans.

Below is a list of projects considered **generally eligible for RTP funding only**. The following is not intended to be comprehensive; other types of projects that are not on the list may also be eligible if they further the goals of the program.

- Trailside and trailhead facilities that meet accessibility guidelines for buildings and sites.
- Information kiosks and call boxes.
- Benches.
- Equestrian mounting ramps and hitching posts.
- Rest rooms and water.
- Bike racks.
- Landscaping – only for the following reasons:
  - Erosion prevention
  - Trail delineation

Below is a list of projects or elements considered **ineligible for ATP and RTP funding**. The following is not intended to be comprehensive; other types of projects that are not on the list may also be ineligible.

- Trail Planning
- Habitat restoration
- Park amenities
  - Visitor centers, whole park restrooms, picnic areas or pavilions, campgrounds, arenas, etc.
- Play areas
  - Spray areas, swimming pools, marinas, etc.

- School/sports facilities
  - Running tracks, snack bars, sports fields, bleachers, parking areas, field lighting, etc.

The following elements are not eligible for RTP funding, but *are* eligible for ATP funds, provided the applicant is not a non-profit organization:

- Non-Infrastructure elements
- Work inside the public road right-of-way
- Traffic Signs
- Sidewalks

## 22.5 APPLICATION

The ATP application is a Project Study Report (PSR) equivalent. The *PSR Guidelines* are posted at <http://www.catc.ca.gov/programs/atp/>.

The application is the formal scope approval document which defines the ATP fundable project elements that must be adhered to during the life of the project. Caltrans will refer to the application to confirm that the approved project scope defined in the application was completed.

## 22.6 FUNDING

The ATP is funded from federal funds, State Highway Account (SHA) and Senate Bill 1 (SB1) funds.

### LEVERAGING FUNDS

The CTC encourages the leveraging of additional funds for a project. To count towards leveraging in the evaluation criteria, the proposed leveraged funds cannot be from any of the CTC's competitive funding programs (only local funds from the CTC's formulaic programs will count towards leveraging funds).

The CTC will consider eligible leverage funds spent or committed to earlier project phases – as well as future ATP-funded phases.

Applicants must provide a complete (phase-by-phase) project funding plan through construction that demonstrates that the ATP and leveraged funding in the plan (local, federal, state, private sources) is reasonably expected to be available and sufficient to complete the project. The amount of leveraged funds may be adjusted as necessary to reflect any substantive change in the cost of the project as long as the percentage of leveraged funds remains the same or higher than that approved in the ATP application.

For Leveraging Requirements, See *CTC ATP Guidelines*: <http://www.catc.ca.gov/programs/atp/>

### MATCHING REQUIREMENT

The CTC does not require a funding match for federal ATP. Large MPOs, in administering a competitive selection process, may require a funding match for projects selected through their competitive process.

While the *CTC ATP Guidelines* do not require applicants to provide matching funds, the federal government does require California provide an 11.47% “match” to the federal ATP funding, which can come from the use of toll credits. For federally funded ATP projects, see Section 22.7 “Project Programming” of this chapter for information on meeting the federal match requirements.

If any agency does elect to supply a “match” to the federal ATP funding, the source of the matching funds may be any combination of local, private, or state. Federal Highway Administration (FHWA) funds, may not be used to match ATP FHWA funds. See Chapter 3 of the LAPM at: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm> for match types and requirements.

Matching funds must be expended concurrently and proportionally to the federal ATP funds. In the event of project cost savings, local contribution and ATP funds will be reduced proportionally. Matching funds may be proportionally adjusted before or shortly after contract award to reflect any substantive change in the bid compared to the estimated cost of the project.

### FUND TRANSFER ELIGIBILITY

ATP funds are eligible for Federal Transit Administration (FTA) and transfers provided the implementing agency agrees to comply with the following:

- Separate allocations for each phase, with the transfer occurring after each allocation.
- Information to fulfill ATP reporting requirements will still be required.
- Use of Corps will still be tracked by Caltrans on transferred projects.
- Projects will still be subject to auditing requirements of the program.

### REIMBURSEMENT

ATP is a reimbursement program for eligible costs incurred. Costs incurred prior to CTC allocation and, for federally funded projects, FHWA project approval (i.e. Authorization to Proceed), are not eligible for reimbursement. Agencies wanting to advance project delivery may request an advanced allocation from the CTC. CTC will allocate funds to projects programmed in future fiscal years, on a first-come, first-served basis.

Agencies may also request, and CTC will consider approval of a Letter of No Prejudice (LONP) to advance a project in the ATP. Approval of the LONP will allow the agency to begin work and incur eligible expenses prior to allocation. The amended *LONP Guidelines* were adopted in October 2017 and are on the CTC’s website at: <http://www.catc.ca.gov/docs/adopted-lonp-guidelines-101817.pdf>. In general, advancement requests are preferred over the LONP process.

Reimbursement may be affected if the implementing agency does not complete the project as indicted in the original application.

See Chapter 5, Invoicing, of the LAPM: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm>

## 22.7 PROJECT PROGRAMMING

Once the CTC has adopted a program of projects, Caltrans HQ – Division of Transportation Programming will provide the list of approved projects to MPOs. The MPOs will amend the Federal Transportation Improvement Program (FTIP) to include their projects. Caltrans, acting as the MPO for the rural Regional Transportation Agencies, will amend the Federal Statewide Transportation Improvement Program (FSTIP) accordingly.

All projects that receive or may receive federal funds in any phase of the project, must be programmed in the FTIP. MPOs are encouraged to program all projects, including State-only funded (SOF) projects, to reduce the potential need for program amendments.

Once the FTIP/FSTIP is amended, applicants may proceed with implementing their project.

While the ATP program does not require matching funds - the federal funding in the ATP program does require California to provide an 11.47% match, which can come from the use of toll credits. For federally funded ATP projects that do not provide any non-federal funds, the project may be programmed in the FTIP (by project phase) showing 11.47% of the federal ATP funding being programmed as toll credits. For federally funded ATP projects that provide a non-ATP/non-federal contribution of less than 11.47%, the project must be programmed in the FTIP (by project phase) either by showing 11.47% of the federal ATP funding being programmed as toll credits with the non-federal funding shown as non-participating; *or* by showing the 11.47% match consisting of a combination of the non-ATP funding and State-ATP (SHA or SB1) funding. See Chapter 3 of the LAPM at: <http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm> for match types and requirements.

## 22.8 PROJECT DELIVERY

This section provides information about the tasks for implementing an ATP project after it is amended into the FTIP/FSTIP. The tasks outlined below apply for all programmed components of an ATP project.

For CTC Allocation Requirements, See *CTC ATP Guidelines*:  
<http://www.catc.ca.gov/programs/atp/>

### ALLOCATION OF FUNDS

#### STATE FUNDS

For State-only funded a (SOF) projects; the Request for Funding Allocation (including a State-only Finance Letter, Exhibit 22-C and a Funding Allocation Request Data Form), is submitted to the District Local Assistance Engineer (DLAE). The Request for Funding Allocation will serve as the basis for requesting the allocation, preparing the project agreement(s) and setting up the project in the state accounting system. Once the agency's allocation has been awarded by the CTC they may begin work; and can begin invoicing once the Program Supplemental Agreement/Master Agreement has been executed.

Projects that are listed as SOF on the CTC's list of adopted ATP program of projects will not need to fill out the Exhibit 22-F "Request for State ATP Funding." Projects that are NOT listed as SOF on CTC's list of adopted projects with phases over \$1M will need to fill out the Form 22-F for Budget's approval as part of the allocation request process.

#### FEDERAL FUNDS

The applicant or implementing agency is responsible for requesting funding allocation for their projects adopted in the ATP. To request an allocation, the following shall be submitted to the DLAE (generally 8 weeks) prior to the CTC meeting requested for allocation (per the CTC Meeting Calendar) <http://www.catc.ca.gov/meetings/index.htm>:



- *Local Assistance Program Guidelines* (LAPG), Funding Allocation Request Data Form
- LAPG Exhibit 22-R, NonInfrastructure Work Plan (required for NI projects/components only)
- Copy of the Award letter for the project

Complete allocation requests will be reviewed by the DLAE and processed through Caltrans Headquarters, Division of Local Assistance to the Division of Budgets.

**Note: Submitting the Allocation Request and the Request for Authorization (see below) to the district concurrently is encouraged.**

### **REQUEST FOR AUTHORIZATION (RFA) TO PROCEED- FEDERAL FUNDS**

After a project is selected and programmed in a FSTIP, the next step is to obtain authorization to receive federal funds. To initiate the authorization to proceed for any phase of a federally-funded project, the local agency must prepare a "Request for Authorization to Proceed (E-76)" package per Chapter 3, of the LAPM. This package, along with required federal documents (Field Review form, Finance letter, Non-Infrastructure Project Work Plan, etc.), provides the information needed by Caltrans and the FHWA to formally authorize the start of each phase of reimbursable work, prepare the project agreement(s) and set up the project in the federal and state accounting systems. Federal funded projects will be authorized in accordance with procedures described in LAPM. Approval of the "Request for Authorization to Proceed (E-76)" by the FHWA establishes the date for the start of reimbursable work for each project phase or component and confirms that federal funds are available in the amount requested for that project.

The local agency must prepare a "Request for Authorization" and certify to the accuracy of all the data on the forms. Separate authorizations and fund obligations can be made for Project Approval & Environmental Document (PA&ED), Plans, Specifications & Estimate (PS&E), Right-of-Way, and construction, if federal funds are to be used for these phases of the project.

When the DLAE determines that the project has been authorized and obligated, an "Authorization to Proceed" notification is then sent to the local agency as verification that they may begin with that phase of the project and subsequently be eligible for reimbursement. If the project cannot be authorized, the local agency will be informed and advised what corrective actions are necessary.

### **CALIFORNIA STATE AND QUALIFIED COMMUNITY CONSERVATION CORPS**

Direct contracting with the state or qualified community conservation corps or Tribal Corps without bidding is permissible provided that the implementing agency demonstrated cost effectiveness per 23 CFR 635.204 and obtains approval from their DLAE.

Applications which stated the agency intended to partner with the California Conservation Corps (CCC) or California Association of Local Conservation Corps (CALCC) will need to request an itemized estimate from the CCC and/or CALCC. Once the estimate has been returned to the agency, the agency will request the approval of a Public Interest Finding (PIF), **for Federally funded ATP projects**. The PIF must be approved by the DLAE before construction begins (see Chapter 12, PS&E," of the LAPM and Exhibit 12-F "Request for Approval of Cost-Effectiveness/Public Interest Finding").

If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency as part of their Allocation Request package.

**AGENCIES ARE REMINDED THAT IF THEY COMMITTED TO WORK WITH THE CORPS, THEN CHOOSE TO NOT PARTNER WITH THE CCC OR CALCC AFTER INDICATING THEY WOULD DO SO WILL BE NEGATIVELY SCORED ACCORDINGLY ON FUTURE ATP APPLICATIONS.**

### **INACTIVE PROJECTS**

Caltrans Division of Local Assistance, Office of Implementation, through DLAE, provides guidance and support to Local Agencies in managing the inactive projects, and participates in the quarterly review with FHWA. (This is not to be confused with the Timely Use of Funds or T.U.F. process mentioned in section 22.15 Allocations)

Inactive project information can be found at:

<http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

## **22.9 SCOPE CHANGE**

The implementing agency is required to complete the project as programmed unless a project scope change has been submitted to Caltrans for review and approved by CTC.

For CTC Scope Change Requirements, see *CTC ATP Guidelines*, referring to Program/Project Amendments: <http://www.catc.ca.gov/programs/atp/> and Exhibit 22-D Request for Project Scope Change is located at: [http://www.dot.ca.gov/hq/LocalPrograms/atp/atp\\_info.html](http://www.dot.ca.gov/hq/LocalPrograms/atp/atp_info.html)

## **22.10 TIME EXTENSIONS**

See *CTC Guidelines*: <http://www.catc.ca.gov/programs/atp/>

Applicants may submit a time extension request ([http://www.dot.ca.gov/hq/LocalPrograms/atp/atp\\_timelyuse.html](http://www.dot.ca.gov/hq/LocalPrograms/atp/atp_timelyuse.html)) and the CTC will evaluate extension requests (Exhibit 22-B, ATP Time Extension) in the same manner as for STIP projects (see section 66. Delivery of Deadline Extensions, *CTC 2018 STIP Guidelines* of the <http://www.dot.ca.gov/hq/transprog/ocip/2018stip.htm>- except that extension to the period for project allocation, expenditure and award will be limited to what is permitted in the *CTC ATP Guidelines*.

## **22.11 DESIGN STANDARDS**

Streets and Highways Code Section 891 requires that all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted utilize all minimum safety design criteria established by Caltrans, except that an agency may utilize other minimum safety design criteria if specific conditions are met, as described in Streets and Highways Code Section 891(b). Chapter 11, Design Standards, of the LAPM describes statewide design standards, specifications, procedures, guides and references that are acceptable in the geometric, drainage, and structural design of local agency projects.

## 22.12 PROJECT REPORTING

Upon acceptance into the ATP, all implementing agencies must comply with the reporting requirement found in CTC ATP Guidelines at: <http://catc.ca.gov/programs/atp/> and SB1 Sccountability Guidelines at : <http://catc.ca.gov/programs/sb1/>.

The implementing agency must submit regular progress reports and a final delivery report to Caltrans. Agencies implementing a project in the MPO selected portion of the program must also submit copies of each report to Caltrans and the MPO to ensure projects are executed in a timely fashion and within the approved scope and budget.

The implementing agency must submit before and after pedestrian and/or bicycle counts, and an explanation of the methodology used for conducting the counts. Before counts include those included at the time of the application, and counts at six (6) months prior to Construction (CON) allocation. Count methodologies must be consistent for both before and after counts reported.

The ATP Semi-Annual Progress and Final Delivery report can be found at:  
[http://www.dot.ca.gov/hq/LocalPrograms/atp/proj\\_report.html](http://www.dot.ca.gov/hq/LocalPrograms/atp/proj_report.html).

### SEMI-ANNUAL PROGRESS REPORTING

Semi-annual Progress Reports (Exhibit 22-S, LAPG) are due May 15<sup>th</sup> and November 15<sup>th</sup> of each year, beginning with the fiscal year of the project's initial phase. If a time extension was approved, the reporting requirement date remains the same. Reports due on November 15<sup>th</sup> cover allocations between April 16<sup>th</sup> and October 15<sup>th</sup>. Reports due on May 15<sup>th</sup> cover allocations between October 16<sup>th</sup> and April 15<sup>th</sup>.

### FINAL DELIVERY REPORTING

Final Delivery Reports (Exhibit 22-T, LAPG) are due within one year of the project becoming operable. A project becomes operable when the construction contract is accepted or acquired equipment is received, or in the case of non-infrastructure activities, when the activities are complete. The final delivery report required in this section is in addition to the Final Report of Expenditures.

Information from these reports will be included in a report to the CTC, along with a list of non-compliant agencies.

## 22.13 COMPLETED PROJECT VERIFICATION

For infrastructure projects, the district shall perform an onsite review upon completion of the project to verify consistency with the original application or approved scope change. Discrepancies should be noted in the agency's final report.

For non-infrastructure projects, the district shall review the non-infrastructure deliverables to verify completeness and consistency with the approved 22-R: the Non-Infrastructure Work Plan. A site visit or conference call with the implementing agency may be scheduled as part of project completion verification.

For plan projects, the district shall review the final plan and ensure it meets the required plan components as identified in the approved 22-Plan: Plan Scope of Work/Timeline. A conference call with the implementing agency may be scheduled as part of project completion verification.

## 22.14 PROJECT AUDITS

A selection of ATP projects will be audited to evaluate the performance of the project, determine whether project costs incurred and reimbursed are in compliance with the executed project agreement or approved amendments thereof; state and federal laws and regulations, contract provisions, and CTC guidelines, and whether project deliverables (outputs) and outcomes are consistent with the project scope, schedule and benefits described in the executed project agreement or approved amendments thereof.

Prior to allocation of funds the subsequent phase of the project, Caltrans may verify that the current funded phase has been completed and accepted. Caltrans at its' option may elect to sample audit or choose to audit all projects for phase completion.

Caltrans Audits and Investigations (A&I) will conduct 3 to 6 project audits per fiscal year. Projects will be chosen for an audit either by a sample selection or whether possible risks are identified.

ATP projects that are audited as part of the program requirements may also be audited by FHWA as a part of their Financial Integrity Review & Evaluation (FIRE) process.

## 22.15 PROGRAM EVALUATION

The information included in the progress and final reports is used in the program evaluation.

See *CTC ATP Guidelines*: <http://www.catc.ca.gov/programs/atp/>

## 22.16 DEFINITIONS

Applicant – The eligible entity applying for the ATP. Once awarded the applicant is referred to as the implementing agency.

Infrastructure Projects – Engineering projects or capital improvements that will further the goals of the ATP. This typically includes the environmental, design, and construction of facilities.

Non-infrastructure Projects – Education, encouragement, and enforcement activities that further the goals of the ATP.

Plan Projects – The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan .

Preconstruction – All phases or components of work prior to the construction phase i.e. PA&ED, PS&E, and Right-of-Way.

## 22.17 REFERENCES

[23 Code of Federal Regulations \(23 CFR Part 710 and 771\)](#)

[49 Code of Federal Regulations, Part 24 \(49 CFR 24\)](#)

[23 Code of Federal Regulations, 635.309\(b\)](#)

[Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended \(Uniform Act\)](#)

[Title VI of the 1964 Civil Rights Act](#)

[Caltrans, Right of Way Manual](#)

[Local Assistance Procedures Manual \(LAPM\)](#)

[Local Assistance Program Guidelines \(LAPG\)](#)

[Standard Environmental Reference \(SER\)](#)

[Senate Bill No. 99 Chapter 359](#)

[Transportation Alternative Program \(TAP\) Guidance](#)

[Senate Bill 1](#)

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