

**DRAFT**

(Attachment only)

**ACTIVE TRANSPORTATION PROGRAM (ATP)**

**FUND ESTIMATE**

(\$ in thousands)

	2023-24	2024-25	2025-26	2026-27	4-Year Total
<b>RESOURCES</b>					
<b>STATE RESOURCES</b>					
Road Maintenance and Rehabilitation Account (RMRA) <sup>[1]</sup>	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
State Highway Account (SHA)	34,200	34,200	34,200	34,200	136,800
<b>State Resources Subtotal</b>	<b>\$134,200</b>	<b>\$134,200</b>	<b>\$134,200</b>	<b>\$134,200</b>	<b>\$536,800</b>
<b>FEDERAL RESOURCES</b>					
STBG Set-Aside for Transportation Alternatives Program <sup>[2]</sup>	\$104,730	\$104,730	\$104,730	\$104,730	\$418,920
Recreational Trails	1,900	1,900	1,900	1,900	7,600
Other Federal	19,950	19,950	19,950	19,950	79,800
<b>Federal Resources Subtotal</b>	<b>\$126,580</b>	<b>\$126,580</b>	<b>\$126,580</b>	<b>\$126,580</b>	<b>\$506,320</b>
<b>TOTAL RESOURCES AVAILABLE<sup>[3]</sup></b>	<b>\$260,780</b>	<b>\$260,780</b>	<b>\$260,780</b>	<b>\$260,780</b>	<b>\$1,043,120</b>
<b>ADJUSTMENTS</b>					
Previously Programmed Resources <sup>[4]</sup>	(\$122,780)	(\$122,780)	\$0	\$0	(\$245,560)
Reserved Resources Available for 2025 ATP <sup>[5]</sup>	0	0	(100,000)	(100,000)	(200,000)
<b>PROGRAMMABLE RESOURCES AVAILABLE</b>	<b>\$138,000</b>	<b>\$138,000</b>	<b>\$160,780</b>	<b>\$160,780</b>	<b>\$597,560</b>
<b>DISTRIBUTIONS</b>					
<b>URBAN REGIONS (MPO Administered)</b>					
State	(\$40,000)	(\$40,000)	(\$13,113)	(\$13,113)	(\$106,227)
Federal	(15,200)	(15,200)	(51,199)	(51,199)	(132,797)
<b>Urban Regions Subtotal</b>	<b>(\$55,200)</b>	<b>(\$55,200)</b>	<b>(\$64,312)</b>	<b>(\$64,312)</b>	<b>(\$239,024)</b>
<b>SMALL URBAN &amp; RURAL REGIONS (State Administered)</b>					
State	(\$10,000)	(\$10,000)	(\$4,937)	(\$4,937)	(\$29,873)
Federal	(3,800)	(3,800)	(11,141)	(11,141)	(29,883)
<b>Small Urban &amp; Rural Regions Subtotal</b>	<b>(\$13,800)</b>	<b>(\$13,800)</b>	<b>(\$16,078)</b>	<b>(\$16,078)</b>	<b>(\$59,756)</b>
<b>STATEWIDE COMPETITION (State Administered)</b>					
State	(\$50,000)	(\$50,000)	(\$16,150)	(\$16,150)	(\$132,300)
Federal	(19,000)	(19,000)	(64,240)	(64,240)	(166,480)
<b>Statewide Competition Subtotal</b>	<b>(\$69,000)</b>	<b>(\$69,000)</b>	<b>(\$80,390)</b>	<b>(\$80,390)</b>	<b>(\$298,780)</b>
<b>TOTAL DISTRIBUTIONS AVAILABLE</b>	<b>(\$138,000)</b>	<b>(\$138,000)</b>	<b>(\$160,780)</b>	<b>(\$160,780)</b>	<b>(\$597,560)</b>

<sup>[1]</sup> SEC. 36 of Senate Bill 1 adds Streets and Highways Code, Section 2032, appropriates \$100 million annually for ATP.

<sup>[2]</sup> Surface Transportation Block Grant (STBG) Set-Aside for Transportation Alternatives Program (TAP).

<sup>[3]</sup> Total resources available includes future reservation funds.

<sup>[4]</sup> Resources committed as part of the 2021 ATP cycle.

<sup>[5]</sup> Reserved for future ATP cycle programming.

Notes: Individual numbers may not add to total due to independent rounding.

STBG Set-Aside for TAP reflects preliminary FHWA estimates pursuant to Infrastructure Investment and Jobs Act (IIJA).

Final dollar amounts may vary based on actual apportionment and obligational authority by FHWA or any changes in Federal guidance.

**ACTIVE TRANSPORTATION PROGRAM (ATP)**  
**Annual Urban Region Distribution: Four-Year Funding Table**  
(\$ in thousands)

	2023-24	2024-25	2025-26	2026-27	4-Year Total
<b>RESOURCES AVAILABLE FOR URBAN REGIONS</b>					
<b>PROGRAMMABLE RESOURCES<sup>[1]</sup></b>	<b>\$55,200</b>	<b>\$55,200</b>	<b>\$64,312</b>	<b>\$64,312</b>	<b>\$239,024</b>
<b>URBAN REGION DISTRIBUTION<sup>[2][3]</sup></b>					
<b>MTC Region</b>					
State	\$8,444	\$8,444	\$2,960	\$2,960	\$22,807
Federal	3,122	3,122	10,515	10,515	27,273
<b>MTC Subtotal</b>	<b>\$11,565</b>	<b>\$11,565</b>	<b>\$13,475</b>	<b>\$13,475</b>	<b>\$50,080</b>
<b>SACOG Region</b>					
State	\$2,783	\$2,783	\$1,266	\$1,266	\$8,098
Federal	897	897	3,020	3,020	7,834
<b>SACOG Subtotal</b>	<b>\$3,679</b>	<b>\$3,679</b>	<b>\$4,287</b>	<b>\$4,287</b>	<b>\$15,932</b>
<b>SCAG Region</b>					
State	\$20,715	\$20,715	\$5,447	\$5,447	\$52,323
Federal	8,481	8,481	28,568	28,568	74,100
<b>SCAG Subtotal</b>	<b>\$29,196</b>	<b>\$29,196</b>	<b>\$34,015</b>	<b>\$34,015</b>	<b>\$126,423</b>
<b>Fresno COG (Fresno UZA) Region</b>					
State	\$1,159	\$1,159	\$589	\$589	\$3,495
Federal	346	346	1,165	1,165	3,021
<b>Fresno COG (Fresno UZA) Subtotal</b>	<b>\$1,505</b>	<b>\$1,505</b>	<b>\$1,753</b>	<b>\$1,753</b>	<b>\$6,516</b>
<b>Kern COG (Bakersfield) Region</b>					
State	\$1,074	\$1,074	\$625	\$625	\$3,396
Federal	284	284	958	958	2,484
<b>Kern COG (Bakersfield) Subtotal</b>	<b>\$1,358</b>	<b>\$1,358</b>	<b>\$1,582</b>	<b>\$1,582</b>	<b>\$5,880</b>
<b>Lake Tahoe (Bi-State) Region</b>					
State	\$163	\$163	\$32	\$32	\$389
Federal	72	72	242	242	627
<b>Lake Tahoe (Bi-State) Subtotal</b>	<b>\$235</b>	<b>\$235</b>	<b>\$273</b>	<b>\$273</b>	<b>\$1,016</b>
<b>SANDAG (San Diego UZA) Region</b>					
State	\$3,532	\$3,532	\$867	\$867	\$8,798
Federal	1,474	1,474	4,966	4,966	12,879
<b>SANDAG (San Diego UZA) Subtotal</b>	<b>\$5,006</b>	<b>\$5,006</b>	<b>\$5,833</b>	<b>\$5,833</b>	<b>\$21,678</b>
<b>San Joaquin COG (Stockton) Region</b>					
State	\$900	\$900	\$590	\$590	\$2,980
Federal	208	208	702	702	1,820
<b>San Joaquin COG (Stockton) Subtotal</b>	<b>\$1,108</b>	<b>\$1,108</b>	<b>\$1,291</b>	<b>\$1,291</b>	<b>\$4,800</b>
<b>Stanislaus COG (Modesto) Region</b>					
State	\$642	\$642	\$331	\$331	\$1,946
Federal	190	190	639	639	1,657
<b>Stanislaus COG (Modesto) Subtotal</b>	<b>\$832</b>	<b>\$832</b>	<b>\$969</b>	<b>\$969</b>	<b>\$3,603</b>
<b>Tulare CAG (Visalia) Region</b>					
State	\$589	\$589	\$408	\$408	\$1,994
Federal	126	126	425	425	1,103
<b>Tulare CAG (Visalia) Subtotal</b>	<b>\$715</b>	<b>\$715</b>	<b>\$833</b>	<b>\$833</b>	<b>\$3,097</b>
<b>TOTAL DISTRIBUTIONS</b>	<b>\$55,200</b>	<b>\$55,200</b>	<b>\$64,312</b>	<b>\$64,312</b>	<b>\$239,024</b>

[1] Excludes previously programmed revenues and resources reserved for the 2025 ATP Fund Estimate.

[2] Distribution based on Urban Region's proportion of total population within all Urban Regions.

[3] Per Senate Bill 99, guidelines shall include a process to ensure no less than 25 percent of overall program funds benefit disadvantaged communities.

Note: Individual numbers may not add to total due to independent rounding.