

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2022

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.21, Action Item

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Division of Budgets

Subject: **2023 ACTIVE TRANSPORTATION PROGRAM FUND ESTIMATE
RESOLUTION G-22-27**

ISSUE:

Should the California Transportation Commission (Commission) adopt the 2023 Active Transportation Program (ATP) Fund Estimate at its scheduled March 2022 Commission meeting?

RECOMMENDATION:

The California Department of Transportation (Department) recommends the Commission adopt the proposed 2023 ATP Fund Estimate.

BACKGROUND:

The 2023 ATP Fund Estimate capacity is based on Senate Bill (SB) 99 (Statutes of 2013), Assembly Bill (AB) 101 (Statutes of 2013), and SB 1 (Statutes of 2017), along with the Federal Highway Administration, Commission, and California State Transportation Agency guidance.

The ATP, as articulated in SB 99 and AB 101, replaced the existing system of small, dedicated grant programs, which funded Safe Routes to Schools, bicycle programs, and Recreational Trails. The intent of combining this funding was to improve flexibility and reduce the administrative burden of having several small, independent grant programs.

SB 1 created the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway as well as on local streets and roads. After deducting amounts for other appropriations in the annual Budget Act, the Road Maintenance and Rehabilitation Account shall make available \$100 million annually for expenditure on the ATP.

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

Combined with existing resources, the Program is expected to provide approximately \$651 million over the 2023 ATP Fund Estimate period for active transportation projects between the State and regions.

The Department has consulted with Commission staff during the development of the 2023 ATP Fund Estimate. Non-substantive amendments were made to the Draft 2023 ATP Fund Estimate that was presented at the January 2022 meeting to better clarify funding distributions. All amendments were made at the concurrence of Commission staff.

The 2023 ATP Fund Estimate displays adjustments that are intended to show previously committed resources, as well as resources held in reserve for programming in the 2025 ATP Fund Estimate during the same years.

The following assumptions were used to calculate the 2023 ATP Fund Estimate Program capacities:

- Distribution to Metropolitan Planning Organizations (MPO) is based upon total population.
- Recreational Trails are not subject to Surface Transportation Block Grant distribution guidelines.
- 95 percent obligation authority for all federal funding apportionments.
- State resources will remain stable throughout the fund estimate period.
- A reserve of \$100 million in the last two years of the 2023 ATP Fund Estimate is being made available for programming during those same two years in the 2025 ATP Fund Estimate.

RESOLUTION G-22-27:

- 1.1. WHEREAS, the Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking; and
- 1.2. WHEREAS, the California Department of Transportation (Department) consulted with the California Transportation Commission (Commission) staff regarding adjustments to the 2023 ATP Fund Estimate.
- 2.1. NOW THEREFORE BE IT RESOLVED that the Commission does hereby adopt the proposed 2023 ATP Fund Estimate, as presented by the Department on March 16, 2022, with programming in the 2023 ATP to be based on the adopted 2023 guidelines and the statutory funding identified.

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

PROPOSED

ACTIVE TRANSPORTATION PROGRAM (ATP)

FUND ESTIMATE

(\$ in thousands)

	2023-24	2024-25	2025-26	2026-27	4-Year Total
RESOURCES					
STATE RESOURCES					
Road Maintenance and Rehabilitation Account (RMRA) ^[1]	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
State Highway Account (SHA)	34,200	34,200	34,200	34,200	136,800
State Resources Subtotal	\$134,200	\$134,200	\$134,200	\$134,200	\$536,800
FEDERAL RESOURCES					
STBG Set-Aside for Transportation Alternatives Program ^[2]	\$114,400	\$116,800	\$119,200	\$121,700	\$472,100
Recreational Trails	1,900	1,900	1,900	1,900	7,600
Other Federal	19,950	19,950	19,950	19,950	79,800
Federal Resources Subtotal	\$136,250	\$138,650	\$141,050	\$143,550	\$559,500
TOTAL RESOURCES AVAILABLE^[3]	\$270,450	\$272,850	\$275,250	\$277,750	\$1,096,300
ADJUSTMENTS					
Previously Programmed Resources ^[4]	(\$122,780)	(\$122,780)	\$0	\$0	(\$245,560)
Reserved Resources Available for 2025 ATP ^[5]	0	0	(100,000)	(100,000)	(200,000)
PROGRAMMABLE RESOURCES AVAILABLE	\$147,670	\$150,070	\$175,250	\$177,750	\$650,740
DISTRIBUTIONS					
URBAN REGIONS (MPO Administered)					
State	(\$40,000)	(\$40,000)	(\$33,182)	(\$33,182)	(\$146,365)
Federal	(19,068)	(20,028)	(36,918)	(37,927)	(113,941)
Urban Regions Subtotal	(\$59,068)	(\$60,028)	(\$70,100)	(\$71,110)	(\$260,306)
SMALL URBAN & RURAL REGIONS (State Administered)					
State	(\$10,000)	(\$10,000)	(\$9,868)	(\$9,868)	(\$39,735)
Federal	(4,767)	(5,007)	(7,657)	(7,898)	(25,329)
Small Urban & Rural Regions Subtotal	(\$14,767)	(\$15,007)	(\$17,525)	(\$17,765)	(\$65,064)
STATEWIDE COMPETITION (State Administered)					
State	(\$50,000)	(\$50,000)	(\$41,150)	(\$41,150)	(\$182,300)
Federal	(23,835)	(25,035)	(46,475)	(47,725)	(143,071)
Statewide Competition Subtotal	(\$73,835)	(\$75,035)	(\$87,625)	(\$88,875)	(\$325,371)
TOTAL DISTRIBUTIONS AVAILABLE	(\$147,670)	(\$150,070)	(\$175,250)	(\$177,750)	(\$650,740)

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

^[2] Surface Transportation Block Grant (STBG) Set-Aside for Transportation Alternatives Program (TAP).

^[3] Total resources available includes future reservation funds.

^[4] Resources committed as part of the 2021 ATP cycle.

^[5] 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.

PROPOSED

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
RESOURCES AVAILABLE FOR URBAN REGIONS					
PROGRAMMABLE RESOURCES^[1]	\$59,068	\$60,028	\$70,100	\$71,110	\$260,306
URBAN REGION DISTRIBUTION^{[2][3]}					
MTC Region					
State	\$8,444	\$8,444	\$6,952	\$6,952	\$30,792
Federal	3,932	4,133	7,735	7,946	23,747
MTC Subtotal	\$12,376	\$12,577	\$14,687	\$14,899	\$54,539
SACOG Region					
State	\$2,783	\$2,783	\$2,212	\$2,212	\$9,989
Federal	1,154	1,218	2,461	2,528	7,362
SACOG Subtotal	\$3,937	\$4,001	\$4,672	\$4,740	\$17,350
SCAG Region					
State	\$20,715	\$20,715	\$17,551	\$17,551	\$76,530
Federal	10,527	11,035	19,526	20,060	61,149
SCAG Subtotal	\$31,242	\$31,750	\$37,077	\$37,611	\$137,679
Fresno COG (Fresno UZA) Region					
State	\$1,159	\$1,159	\$905	\$905	\$4,127
Federal	451	477	1,006	1,034	2,969
Fresno COG (Fresno UZA) Subtotal	\$1,610	\$1,637	\$1,911	\$1,939	\$7,097
Kern COG (Bakersfield) Region					
State	\$1,074	\$1,074	\$816	\$816	\$3,780
Federal	379	403	908	933	2,624
Kern COG (Bakersfield) Subtotal	\$1,453	\$1,477	\$1,725	\$1,749	\$6,404
Lake Tahoe (Bi-State) Region					
State	\$163	\$163	\$141	\$141	\$607
Federal	88	92	157	161	498
Lake Tahoe (Bi-State) Subtotal	\$251	\$255	\$298	\$302	\$1,106
SANDAG (San Diego UZA) Region					
State	\$3,532	\$3,532	\$3,009	\$3,009	\$13,083
Federal	1,825	1,912	3,348	3,440	10,525
SANDAG (San Diego UZA) Subtotal	\$5,357	\$5,444	\$6,358	\$6,449	\$23,608
San Joaquin COG (Stockton) Region					
State	\$900	\$900	\$666	\$666	\$3,133
Federal	286	305	741	762	2,094
San Joaquin COG (Stockton) Subtotal	\$1,186	\$1,205	\$1,408	\$1,428	\$5,227
Stanislaus COG (Modesto) Region					
State	\$642	\$642	\$500	\$500	\$2,285
Federal	248	262	556	572	1,639
Stanislaus COG (Modesto) Subtotal	\$890	\$905	\$1,057	\$1,072	\$3,924
Tulare CAG (Visalia) Region					
State	\$589	\$589	\$430	\$430	\$2,038
Federal	176	189	478	491	1,335
Tulare CAG (Visalia) Subtotal	\$765	\$778	\$908	\$921	\$3,373
TOTAL DISTRIBUTIONS	\$59,068	\$60,028	\$70,100	\$71,110	\$260,306

^[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.