

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2022

From: MITCH WEISS, Executive Director

Reference Number: 4.18, Information

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Subject: Update on the 2023 Active Transportation Program

Summary:

The California Transportation Commission (Commission) adopted the 2023 Active Transportation Program Guidelines at its March 16-17, 2022, meeting. The funding available for programming totals approximately \$650 million.

Applications to the 2023 Active Transportation Program were due on June 15, 2022. The Commission received 432 applications, with projects valued at \$4.3 billion and funding requests totaling \$3.1 billion. Approximately 96 percent of the requested funds benefit disadvantaged communities. Additionally, the Commission received 11 applications to the Phase II Quick-Build Project Pilot Program, with projects valued at \$8.7 million and funding requests totaling \$8.2 million.

The evaluation process for the 2023 Active Transportation Program commenced on June 23, 2022. Fifty teams consisting of two members each are evaluating between 8 and 9 applications. Each team must come to a consensus on the score for each question within each application. Consensus scores are due to the Commission on August 12, 2022. Concurrently, Commission staff will evaluate and score each application. Every evaluator team consensus score will be compared to the Commission staff score. This process allows for Commission staff to identify errors or discrepancies with scoring. Commission staff will hold a debrief call with each evaluator team between mid-August and mid-September to discuss their consensus scores.

The Commission will release staff recommendations for the Statewide and Small Urban and Rural components of the Active Transportation Program on October 21, 2022. These recommendations will be considered for adoption at the December 2022 Commission Meeting. Recommendations for the Metropolitan Planning Organization component are submitted by each of the ten largest metropolitan planning organizations, including the Fresno Council of Governments, the Kern Council of Governments, the Metropolitan Transportation Commission, the Sacramento Area Council of Governments, the San Diego Association of Governments, the San Joaquin Council of Governments, the Southern California Association of

Governments, the Stanislaus Council of Governments, the Tahoe Metropolitan Planning Organization, and the Tulare County Association of Governments. Metropolitan Planning Organization recommendations are due to the Commission by February 20, 2023, and will be considered for adoption at the June 2023 Commission Meeting.

Background:

The Active Transportation Program was created by Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 1 (Beall, Chapter 5, Statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the Active Transportation Program. Along with the program's overall purpose of encouraging walking and biking, the program aims to increase the share of walking and biking trips, increase safety and mobility for non-motorized users, help regional agencies achieve greenhouse gas reduction goals, enhance public health, ensure that disadvantaged communities fully share in program benefits, and provide a broad spectrum of projects to benefit many types of active transportation users.

The 2023 Active Transportation Program is the program's sixth cycle. The 2023 Active Transportation Program Guidelines describe the policies, standards, criteria, and procedures for the program's development, adoption, and management. The guideline development workshops were open to all interested stakeholders, including state, federal, local, and regional agencies, tribal governments, and organizations interested in walking, biking, active transportation, safe routes to school projects, environmental, social equity, and other perspectives.