

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 17-18, 2022

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.31, Action Item

Prepared By: Keith Duncan, Chief
Division of Budgets

Subject: **ADOPTION OF THE AMENDED 2023 ACTIVE TRANSPORTATION
PROGRAM FUND ESTIMATE
RESOLUTION G-22-52**

ISSUE:

Should the California Transportation Commission (Commission) adopt the Amended 2023 Active Transportation Program (ATP) Fund Estimate the scheduled August 2022 Commission meeting?

RECOMMENDATION:

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

BACKGROUND:

The Commission adopted the 2023 ATP Fund Estimate at the March 2022 meeting. However, in June 2022, Governor Gavin Newsom signed the Budget Act of 2021 (Assembly Bill 180) which appropriates \$1.049 billion from the General Fund to the ATP. This additional funding, in its entirety, is available for immediate spending for ATP projects and will lapse on June 30, 2027. The Amended ATP Fund Estimate contains these additional state funds available for programming.

ATP capacity is based on Senate Bill (SB) 99 (Statutes of 2013), Assembly Bill (AB) 101 (Statutes of 2013), SB 1 (Statutes of 2017), AB 180 (Statutes of 2022), and the federal Infrastructure Investment and Jobs Act of 2021.

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

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

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 Account to fund 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.

The federal Infrastructure Investment and Jobs Act appropriates an additional \$50+ million per year in Surface Transportation Block Grant Program formula funding compared to the previous Fixing America's Surface Transportation Act.

The Department has consulted with Commission staff during the development of the Amended 2023 ATP Fund Estimate. The 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.

Combined with existing resources, the ATP is expected to provide approximately \$1.7 billion over the Fund Estimate period for active transportation projects between the State and regions.

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

- Distribution to Metropolitan Planning Organizations (MPO) is based upon total population.
- Recreational Trails are not subject to Surface Transportation Block Grant Program 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.

Attachments

- Attachment A – Resolution G-22-52
- Attachment B – Amended 2023 ATP Fund Estimate

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

RESOLUTION G-22-52:

- 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, on March 16, 2022, the Commission adopted the 2023 ATP Fund Estimate; and
 - 1.3. WHEREAS, the Amended 2023 Fund Estimate identifies an additional \$1.049 billion of state funded programming capacity for the four-year period covering 2023-24 through 2026-27; and
 - 1.4. WHEREAS, the California Department of Transportation (Department) consulted with the California Transportation Commission (Commission) staff regarding the Amended 2023 ATP Fund Estimate.
- 2.1. NOW THEREFORE BE IT RESOLVED that the Commission does hereby adopt the Amended 2023 ATP Fund Estimate, as presented by the Department on August 17, 2022, with programming in the 2023 ATP to be based on the adopted 2023 guidelines and the statutory funding identified.

AMENDED
ACTIVE TRANSPORTATION PROGRAM (ATP)
FUND ESTIMATE
 (\$ in thousands)

	2023-24	2024-25	2025-26	2026-27	4-Year Total
RESOURCES					
STATE RESOURCES					
General Fund ^[1]	\$262,250	\$262,250	\$262,250	\$262,250	\$1,049,000
Road Maintenance and Rehabilitation Account (RMRA) ^[2]	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	\$396,450	\$396,450	\$396,450	\$396,450	\$1,585,800
FEDERAL RESOURCES					
STBG Set-Aside for Transportation Alternatives Program ^[3]	\$116,800	\$119,200	\$121,700	\$121,700	\$479,400
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	\$138,650	\$141,050	\$143,550	\$143,550	\$566,800
TOTAL RESOURCES AVAILABLE^[4]	\$535,100	\$537,500	\$540,000	\$540,000	\$2,152,600
ADJUSTMENTS					
Previously Programmed Resources ^[5]	(\$122,780)	(\$122,780)	\$0	\$0	(\$245,560)
Reserved Resources Available for 2025 ATP ^[6]	0	0	(100,000)	(100,000)	(200,000)
PROGRAMMABLE RESOURCES AVAILABLE	\$412,320	\$414,720	\$440,000	\$440,000	\$1,707,040
DISTRIBUTIONS					
URBAN REGIONS (MPO Administered)					
State	(\$144,900)	(\$144,900)	(\$138,073)	(\$138,073)	(\$565,945)
Federal	(20,028)	(20,988)	(37,927)	(37,927)	(116,871)
Urban Regions Subtotal	(\$164,928)	(\$165,888)	(\$176,000)	(\$176,000)	(\$682,816)
SMALL URBAN & RURAL REGIONS (State Administered)					
State	(\$36,225)	(\$36,225)	(\$36,102)	(\$36,102)	(\$144,655)
Federal	(5,007)	(5,247)	(7,898)	(7,898)	(26,049)
Small Urban & Rural Regions Subtotal	(\$41,232)	(\$41,472)	(\$44,000)	(\$44,000)	(\$170,704)
STATEWIDE COMPETITION (State Administered)					
State	(\$181,125)	(\$181,125)	(\$172,275)	(\$172,275)	(\$706,800)
Federal	(25,035)	(26,235)	(47,725)	(47,725)	(146,720)
Statewide Competition Subtotal	(\$206,160)	(\$207,360)	(\$220,000)	(\$220,000)	(\$853,520)
TOTAL DISTRIBUTIONS AVAILABLE	(\$412,320)	(\$414,720)	(\$440,000)	(\$440,000)	(\$1,707,040)

^[1] The Budget Act of 2021 (Assembly Bill 180) appropriates \$1.049 billion from the General Fund (\$500 million per SEC. 10 and \$549 million per SEC. 11 Provision 3) for the ATP and funds are distributed equally over the programming period.

^[2] SEC. 36 of Senate Bill 1 adds Streets and Highways Code, Section 2032, appropriates \$100 million annually for ATP.

^[3] Surface Transportation Block Grant (STBG) Set-Aside for Transportation Alternatives Program (TAP).

^[4] Total resources available includes future reservation funds.

^[5] Resources committed as part of the 2021 ATP cycle.

^[6] 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.

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

Fund Sources will be allocated as necessary to manage cash flows.

AMENDED

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]	\$164,928	\$165,888	\$176,000	\$176,000	\$682,816
URBAN REGION DISTRIBUTION^{[2][3]}					
MTC Region					
State	\$30,425	\$30,425	\$28,929	\$28,929	\$118,708
Federal	4,130	4,331	7,946	7,946	24,354
MTC Subtotal	\$34,555	\$34,757	\$36,875	\$36,875	\$143,062
SACOG Region					
State	\$9,780	\$9,780	\$9,203	\$9,203	\$37,967
Federal	1,213	1,277	2,528	2,528	7,545
SACOG Subtotal	\$10,993	\$11,057	\$11,731	\$11,731	\$45,512
SCAG Region					
State	\$76,175	\$76,176	\$73,028	\$73,028	\$298,409
Federal	11,057	11,564	20,060	20,060	62,742
SCAG Subtotal	\$87,233	\$87,740	\$93,089	\$93,089	\$361,151
Fresno COG (Fresno UZA) Region					
State	\$4,022	\$4,022	\$3,764	\$3,764	\$15,573
Federal	474	500	1,034	1,034	3,042
Fresno COG (Fresno UZA) Subtotal	\$4,496	\$4,523	\$4,798	\$4,798	\$18,615
Kern COG (Bakersfield) Region					
State	\$3,659	\$3,659	\$3,397	\$3,397	\$14,111
Federal	399	422	933	933	2,687
Kern COG (Bakersfield) Subtotal	\$4,057	\$4,081	\$4,330	\$4,330	\$16,798
Lake Tahoe (Bi-State) Region					
State	\$608	\$608	\$587	\$587	\$2,389
Federal	93	97	161	161	512
Lake Tahoe (Bi-State) Subtotal	\$701	\$705	\$748	\$748	\$2,901
SANDAG (San Diego UZA) Region					
State	\$13,041	\$13,041	\$12,522	\$12,522	\$51,127
Federal	1,917	2,004	3,440	3,440	10,800
SANDAG (San Diego UZA) Subtotal	\$14,958	\$15,045	\$15,962	\$15,962	\$61,927
San Joaquin COG (Stockton) Region					
State	\$3,011	\$3,011	\$2,772	\$2,772	\$11,567
Federal	300	320	762	762	2,143
San Joaquin COG (Stockton) Subtotal	\$3,312	\$3,331	\$3,534	\$3,534	\$13,711
Stanislaus COG (Modesto) Region					
State	\$2,226	\$2,226	\$2,081	\$2,081	\$8,614
Federal	260	275	572	572	1,679
Stanislaus COG (Modesto) Subtotal	\$2,486	\$2,501	\$2,653	\$2,653	\$10,292
Tulare CAG (Visalia) Region					
State	\$1,952	\$1,951	\$1,789	\$1,789	\$7,481
Federal	185	198	491	491	1,366
Tulare CAG (Visalia) Subtotal	\$2,137	\$2,149	\$2,280	\$2,280	\$8,847
TOTAL DISTRIBUTIONS	\$164,928	\$165,888	\$176,000	\$176,000	\$682,816

^[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.