

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 21-22, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.4, Action Item

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Division of Budgets

Subject: **2025 ACTIVE TRANSPORTATION PROGRAM FUND ESTIMATE  
RESOLUTION G-24-28**

### **ISSUE:**

Should the California Transportation Commission (Commission) adopt the 2025 Active Transportation Program (ATP) Fund Estimate at its scheduled March 2024 Commission meeting?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the Commission adopt the proposed 2025 ATP Fund Estimate.

### **BACKGROUND:**

The 2025 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. In addition, the Fund Estimate includes information from the most recent enacted budget.

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 \$569 million over the 2025 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 2025 ATP Fund Estimate. No amendments were made to the Draft 2025 ATP Fund Estimate that was presented at the January 2024 meeting.

The 2025 ATP Fund Estimate displays adjustments that are intended to show previously committed resources, as well as resources for future programming in the 2027 ATP Fund Estimate during the same years.

The following assumptions were used to calculate the 2025 ATP Fund Estimate Program capacities:

- Distribution to Metropolitan Planning Organizations (MPO) is based upon total population.
- Population information is based on the 2020 census.
- Recreational Trails are not subject to Surface Transportation Block Grant distribution guidelines.
- 95 percent obligation authority for all federal funding apportionments.
- State resources from annual appropriations will remain stable throughout the fund estimate period.
- \$100 million in the last two years of this 2025 ATP Fund Estimate is being made available for future programming during those same two years in the 2027 ATP Fund Estimate.

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**RESOLUTION G-24-28:**

- 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 2025 ATP Fund Estimate.
- 2.1. NOW THEREFORE BE IT RESOLVED that the Commission does hereby adopt the proposed 2025 ATP Fund Estimate, as presented by the Department on March 21, 2024, with programming in the 2025 ATP to be based on the adopted 2025 guidelines and the statutory funding identified.

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

	2025-26	2026-27	2027-28	2028-29	4-Year Total
<b>RESOURCES</b>					
<b>STATE RESOURCES</b>					
General Fund (GF) <sup>[1]</sup>	\$112,250	\$112,250	\$0	\$0	\$224,500
Road Maintenance and Rehabilitation Account (RMRA) <sup>[2]</sup>	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
State Highway Account (SHA) <sup>[1]</sup>	184,200	184,200	34,200	34,200	436,800
<b>State Resources Subtotal</b>	<b>\$396,450</b>	<b>\$396,450</b>	<b>\$134,200</b>	<b>\$134,200</b>	<b>\$1,061,300</b>
<b>FEDERAL RESOURCES</b>					
STBG Set-Aside for Transportation Alternatives Program <sup>[3]</sup>	\$121,700	\$123,900	\$126,100	\$128,300	\$500,000
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>\$143,550</b>	<b>\$145,750</b>	<b>\$147,950</b>	<b>\$150,150</b>	<b>\$587,400</b>
<b>TOTAL RESOURCES AVAILABLE<sup>[4]</sup></b>	<b>\$540,000</b>	<b>\$542,200</b>	<b>\$282,150</b>	<b>\$284,350</b>	<b>\$1,648,700</b>
<b>ADJUSTMENTS</b>					
Previously Programmed Resources <sup>[5]</sup>	(\$440,000)	(\$440,000)	\$0	\$0	(\$880,000)
Resources Available for 2027 ATP <sup>[6]</sup>	0	0	(100,000)	(100,000)	(200,000)
<b>PROGRAMMABLE RESOURCES AVAILABLE</b>	<b>\$100,000</b>	<b>\$102,200</b>	<b>\$182,150</b>	<b>\$184,350</b>	<b>\$568,700</b>
<b>DISTRIBUTIONS</b>					
<b>URBAN REGIONS (MPO Administered)</b>					
State	(\$19,957)	(\$19,955)	(\$13,553)	(\$13,552)	(\$67,018)
Federal	(20,043)	(20,925)	(59,307)	(60,188)	(160,462)
<b>Urban Regions Subtotal</b>	<b>(\$40,000)</b>	<b>(\$40,880)</b>	<b>(\$72,860)</b>	<b>(\$73,740)</b>	<b>(\$227,480)</b>
<b>SMALL URBAN &amp; RURAL REGIONS (State Administered)</b>					
State	(\$5,043)	(\$5,045)	(\$3,547)	(\$3,548)	(\$17,182)
Federal	(4,957)	(5,175)	(14,668)	(14,887)	(39,688)
<b>Small Urban &amp; Rural Regions Subtotal</b>	<b>(\$10,000)</b>	<b>(\$10,220)</b>	<b>(\$18,215)</b>	<b>(\$18,435)</b>	<b>(\$56,870)</b>
<b>STATEWIDE COMPETITION (State Administered)</b>					
State	(\$25,000)	(\$25,000)	(\$17,100)	(\$17,100)	(\$84,200)
Federal	(25,000)	(26,100)	(73,975)	(75,075)	(200,150)
<b>Statewide Competition Subtotal</b>	<b>(\$50,000)</b>	<b>(\$51,100)</b>	<b>(\$91,075)</b>	<b>(\$92,175)</b>	<b>(\$284,350)</b>
<b>TOTAL DISTRIBUTIONS AVAILABLE</b>	<b>(\$100,000)</b>	<b>(\$102,200)</b>	<b>(\$182,150)</b>	<b>(\$184,350)</b>	<b>(\$568,700)</b>

<sup>[1]</sup> The Budget Act of 2023-24 shifts \$300 million of funding commitments from the GF to the SHA due to the GF revenue shortfall.

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

<sup>[3]</sup> Surface Transportation Block Grant (STBG) Set-Aside for Transportation Alternatives Program (TAP) funds are based on the Infrastructure Investment and Jobs Act through fiscal year 2026-27. Fiscal years 2027-28 and 2028-29 are escalated annually using the average inflationary rate over the entire IJIA funding period (1.7 percent).

<sup>[4]</sup> Total resources available includes future resources for the 2027 ATP.

<sup>[5]</sup> Resources committed as part of the 2023 ATP cycle.

<sup>[6]</sup> Resources for future ATP cycle programming.

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

## Proposed

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

	2025-26	2026-27	2027-28	2028-29	4-Year Total
<b>RESOURCES AVAILABLE FOR URBAN REGIONS</b>					
<b>PROGRAMMABLE RESOURCES<sup>[1]</sup></b>	<b>\$40,000</b>	<b>\$40,880</b>	<b>\$72,860</b>	<b>\$73,740</b>	<b>\$227,480</b>
<b>URBAN REGION DISTRIBUTION<sup>[2][3]</sup></b>					
<b>MTC Region</b>					
State	\$4,273	\$4,273	\$2,902	\$2,902	\$14,349
Federal	4,291	4,480	12,698	12,887	34,357
<b>MTC Subtotal</b>	<b>\$8,564</b>	<b>\$8,753</b>	<b>\$15,600</b>	<b>\$15,789</b>	<b>\$48,706</b>
<b>SACOG Region</b>					
State	\$1,396	\$1,396	\$948	\$948	\$4,689
Federal	1,402	1,464	4,149	4,211	11,226
<b>SACOG Subtotal</b>	<b>\$2,798</b>	<b>\$2,860</b>	<b>\$5,097</b>	<b>\$5,159</b>	<b>\$15,915</b>
<b>SCAG Region</b>					
State	\$10,358	\$10,357	\$7,034	\$7,033	\$34,783
Federal	10,403	10,860	30,781	31,239	83,283
<b>SCAG Subtotal</b>	<b>\$20,761</b>	<b>\$21,217</b>	<b>\$37,816</b>	<b>\$38,272</b>	<b>\$118,066</b>
<b>Fresno COG (Fresno UZA) Region</b>					
State	\$555	\$555	\$377	\$377	\$1,864
Federal	557	582	1,649	1,674	4,462
<b>Fresno COG (Fresno UZA) Subtotal</b>	<b>\$1,112</b>	<b>\$1,137</b>	<b>\$2,026</b>	<b>\$2,051</b>	<b>\$6,326</b>
<b>Kern COG (Bakersfield) Region</b>					
State	\$500	\$500	\$340	\$340	\$1,680
Federal	502	525	1,487	1,509	4,023
<b>Kern COG (Bakersfield) Subtotal</b>	<b>\$1,003</b>	<b>\$1,025</b>	<b>\$1,827</b>	<b>\$1,849</b>	<b>\$5,703</b>
<b>Lake Tahoe (Bi-State) Region</b>					
State	\$80	\$80	\$54	\$54	\$268
Federal	80	84	237	241	642
<b>Lake Tahoe (Bi-State) Subtotal</b>	<b>\$160</b>	<b>\$163</b>	<b>\$291</b>	<b>\$295</b>	<b>\$909</b>
<b>SANDAG (San Diego UZA) Region</b>					
State	\$1,815	\$1,815	\$1,233	\$1,232	\$6,095
Federal	1,823	1,903	5,394	5,474	14,594
<b>SANDAG (San Diego UZA) Subtotal</b>	<b>\$3,638</b>	<b>\$3,718</b>	<b>\$6,626</b>	<b>\$6,707</b>	<b>\$20,689</b>
<b>San Joaquin COG (Stockton) Region</b>					
State	\$429	\$429	\$291	\$291	\$1,440
Federal	431	450	1,274	1,293	3,447
<b>San Joaquin COG (Stockton) Subtotal</b>	<b>\$859</b>	<b>\$878</b>	<b>\$1,565</b>	<b>\$1,584</b>	<b>\$4,887</b>
<b>Santa Barbara (SBCAG)</b>					
State	\$247	\$247	\$167	\$167	\$828
Federal	248	259	733	744	1,983
<b>Santa Barbara (SBCAG) Subtotal</b>	<b>\$494</b>	<b>\$505</b>	<b>\$900</b>	<b>\$911</b>	<b>\$2,811</b>
<b>Stanislaus COG (Modesto) Region</b>					
State	\$304	\$304	\$207	\$207	\$1,022
Federal	306	319	904	917	2,446
<b>Stanislaus COG (Modesto) Subtotal</b>	<b>\$610</b>	<b>\$623</b>	<b>\$1,111</b>	<b>\$1,124</b>	<b>\$3,468</b>
<b>TOTAL DISTRIBUTIONS</b>	<b>\$40,000</b>	<b>\$40,880</b>	<b>\$72,860</b>	<b>\$73,740</b>	<b>\$227,480</b>

<sup>[1]</sup> Excludes previously programmed revenues and resources for the 2027 ATP Fund Estimate.

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

<sup>[3]</sup> 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.