

California Transportation Commission
Active Transportation Program Augmentation Proposal
October 22, 2021

The California Transportation Commission requests a one-time augmentation of \$2 billion from the General Fund surplus for the Active Transportation Program (ATP), while it continues to explore ongoing funding sources to address the large, unmet need for this program. The Commission approved a motion to make this request at the October 13, 2021 Commission meeting.

This augmentation would provide critical funding to address the transportation needs of disadvantaged communities throughout the state, expanding mobility options and enhancing connectivity to housing, health care facilities, grocery stores, essential community services, transit, schools, jobs, and recreation. The proposed augmentation also is aligned with California's ambitious goals in addressing the climate crisis by promoting mobility options that reduce vehicle miles traveled.

This proposal is a continuation of the Commission's efforts this past year to secure a \$2 billion one-time General Fund augmentation for the ATP as part of the 2021-22 budget. In response to the Commission's request, the Legislature passed and the Governor signed into law SB 129 (Skinner, 2021), which amended the Budget Act of 2021 to provide a \$500 million one-time augmentation for the ATP, contingent on the enactment of additional legislation prior to October 10, 2021. The additional legislation required was not enacted prior to the deadline, so the \$500 million was returned to the General Fund instead of augmenting the ATP.

The 2021 ATP was the most competitive ever, with the Commission only able to fund 50 projects in the Statewide and Small Urban and Rural components, or approximately 11 percent of the 454 applications. The Commission determined that another approximately \$1.5 billion would be needed to fund projects that had clearly and sufficiently met the evaluation criteria but were not able to receive awards due to lack of funding. The Commission additionally sought \$500 million to fund a pilot program for large, transformative projects, such as bicycle highways and low-stress complete active transportation networks. Although both project types are currently eligible for ATP funding, the program's limited funds and competitiveness mean that agencies are reluctant to pursue these ambitious projects.

The Commission currently is set to begin development of the 2023 ATP, with program guidelines workshops set to begin in November 2021, an expected call for projects in Spring 2022 and program adoption at the end of 2022. Depending on the size and timing of the enactment of an augmentation during the 2022 legislative session, the Commission would fund additional projects from the 2021 ATP backlog and potentially reserve a portion of funding to increase the 2023 ATP and create a pilot program for large, transformative projects.