

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.4, Action Item

Prepared By: Gilbert Petrissans, Chief (Acting)  
Division of Budgets

Subject: **2021 ACTIVE TRANSPORTATION PROGRAM FUND ESTIMATE**  
**RESOLUTION G-20-28**

### **ISSUE:**

Should the California Transportation Commission (Commission) adopt the 2021 Active Transportation Program (ATP) Fund Estimate at its scheduled March 2020 Commission meeting?

### **RECOMMENDATION:**

The California Department of Transportation (Department) recommends the Commission adopt the proposed 2021 ATP Fund Estimate.

### **BACKGROUND:**

The 2021 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, sustainable, integrated and efficient transportation system  
to enhance California’s economy and livability”*

Combined with existing resources, the Program is expected to divide approximately \$223 million annually over the 2021 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 2021 ATP Fund Estimate. Non-substantive amendments were made to the Draft 2021 ATP Fund Estimate that was presented at the January 2020 meeting to better clarify funding distributions. All amendments were made at the concurrence of Commission staff.

The 2021 ATP Fund Estimate displays adjustments that are intended to show previously committed resources, as well as resources held in reserve for programming in the 2023 ATP Fund Estimate during the same years.

The following assumptions were used to calculate the 2021 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.
- Federal Highway Safety Improvement Program funds will not be used in the ATP.
- 95 percent obligation authority for all federal funding apportionments.
- Population based on 2010 census data.
- State and federal resources will remain stable throughout the fund estimate period.
- All years of the 2021 ATP Fund Estimate extend beyond the current Fixing America's Surface Transportation (FAST) Act authorization. Federal funding beyond the FAST Act funding horizon is assumed to be consistent with the known levels of funding provided by the FAST Act.
- California Conservation Corps is designated to receive \$4 million annually from 2017-18 through 2021-22.
- A reserve of \$100 million in the last two years of the 2021 ATP Fund Estimate is being made available for programming during those same two years in the 2023 ATP Fund Estimate.

**RESOLUTION G-20-28:**

- 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 2021 ATP Fund Estimate.

*“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”*

- 2.1. NOW THEREFORE BE IT RESOLVED that the Commission does hereby adopt the proposed 2021 ATP Fund Estimate, as presented by the Department on March 25, 2020, with programming in the 2021 ATP to be based on the adopted 2021 guidelines and the statutory funding identified.

# PROPOSED

## ACTIVE TRANSPORTATION PROGRAM (ATP)

### FUND ESTIMATE

(\$ in thousands)

	2021-22	2022-23	2023-24	2024-25	4-Year Total
<b>RESOURCES</b>					
<b>STATE RESOURCES</b>					
Road Maintenance and Rehabilitation Account (RMRA) <sup>[1]</sup>	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
State Highway Account (SHA)	34,200	34,200	34,200	34,200	136,800
<b>State Resources Subtotal</b>	<b>\$134,200</b>	<b>\$134,200</b>	<b>\$134,200</b>	<b>\$134,200</b>	<b>\$536,800</b>
<b>FEDERAL RESOURCES</b>					
STBG Set-Aside for Transportation Alternatives <sup>[2]</sup>	\$66,730	\$66,730	\$66,730	\$66,730	\$266,920
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>\$88,580</b>	<b>\$88,580</b>	<b>\$88,580</b>	<b>\$88,580</b>	<b>\$354,320</b>
<b>TOTAL RESOURCES AVAILABLE<sup>[3]</sup></b>	<b>\$222,780</b>	<b>\$222,780</b>	<b>\$222,780</b>	<b>\$222,780</b>	<b>\$891,120</b>
<b>ADJUSTMENTS</b>					
Previously Programmed Resources <sup>[4]</sup>	\$122,780	\$122,780	\$0	\$0	\$245,560
Reserved Resources Available for 2023 ATP <sup>[5]</sup>	\$0	\$0	\$100,000	\$100,000	\$200,000
<b>PROGRAMMABLE RESOURCES AVAILABLE</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$122,780</b>	<b>\$122,780</b>	<b>\$445,560</b>
<b>DISTRIBUTIONS</b>					
<b>CALIFORNIA CONSERVATION CORPS<sup>[6]</sup></b>	<b>(\$4,000)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$4,000)</b>
<b>URBAN REGIONS (MPO Administered)</b>					
State	(\$38,400)	(\$40,000)	(\$13,187)	(\$13,187)	(\$104,774)
Federal	0	0	(35,925)	(35,925)	(71,849)
<b>Urban Regions Subtotal</b>	<b>(\$38,400)</b>	<b>(\$40,000)</b>	<b>(\$49,112)</b>	<b>(\$49,112)</b>	<b>(\$176,624)</b>
<b>SMALL URBAN &amp; RURAL REGIONS (State Administered)</b>					
State	(\$9,600)	(\$10,000)	(\$4,863)	(\$4,863)	(\$29,325)
Federal	0	0	(7,415)	(7,415)	(14,831)
<b>Small Urban &amp; Rural Regions Subtotal</b>	<b>(\$9,600)</b>	<b>(\$10,000)</b>	<b>(\$12,278)</b>	<b>(\$12,278)</b>	<b>(\$44,156)</b>
<b>STATEWIDE COMPETITION (State Administered)</b>					
State	(\$48,000)	(\$50,000)	(\$16,150)	(\$16,150)	(\$130,300)
Federal	0	0	(45,240)	(45,240)	(90,480)
<b>Statewide Competition Subtotal</b>	<b>(\$48,000)</b>	<b>(\$50,000)</b>	<b>(\$61,390)</b>	<b>(\$61,390)</b>	<b>(\$220,780)</b>
<b>TOTAL DISTRIBUTIONS AVAILABLE<sup>[7]</sup></b>	<b>(\$100,000)</b>	<b>(\$100,000)</b>	<b>(\$122,780)</b>	<b>(\$122,780)</b>	<b>(\$445,560)</b>
<b>TOTAL DISTRIBUTIONS</b>	<b>\$222,780</b>	<b>\$222,780</b>	<b>\$222,780</b>	<b>\$222,780</b>	<b>\$891,120</b>

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

<sup>[2]</sup> Surface Transportation Block Grant (STBG) Set-Aside for Transportation Alternatives (TA) was formerly the Transportation Alternatives Program (TAP) included in MAP-21.

<sup>[3]</sup> Total resources available includes future reservation funds.

<sup>[4]</sup> Resources committed as part of the 2019 ATP cycle.

<sup>[5]</sup> Reserved for future ATP cycle programming.

<sup>[6]</sup> Item 2660-108-3290, Budget Act of 2017 (Chs. 14, 22, and 54, Stats. 2017) appropriates no less than \$4 million per year for five fiscal years to the California Conversation Corps for active transportation projects.

<sup>[7]</sup> Federal resources are available in all years of the 2021 ATP Fund Estimate (FE) but are not displayed as 2021-22 and 2022-23 distributions due to their inclusion in the 2019 ATP cycle. Reserved state resources for 2023-24 and 2024-25 are not displayed in the distributions because they will be included in the distributions for those years in the 2023 ATP Fund Estimate.

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

STBG Set-Aside for TA reflects preliminary FHWA estimates pursuant to Fixing America's Surface Transportation (FAST) Act.

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

All years in the 2021 ATP Fund Estimate extend beyond FAST Act authorization, but is assumed to be funded at the same level in absence of a new Federal Act.

**ACTIVE TRANSPORTATION PROGRAM (ATP)**  
**Annual Distributions: Four-Year Funding Table**  
(\$ in thousands)

	2021-22	2022-23	2023-24	2024-25	4-Year Total
<b>STATE AND FEDERAL RESOURCES</b>					
State Reserved Resources from 2019 ATP <sup>[1]</sup>	\$100,000	\$100,000			\$200,000
Ongoing ATP Funding			\$122,780	\$122,780	\$245,560
<b>DISTRIBUTION</b>					
<b>STATEWIDE COMPETITION - STATE (State Administered)</b>					
State	(\$48,000)	(\$50,000)	(\$16,150)	(\$16,150)	(\$130,300)
Federal	\$0	\$0	(\$45,240)	(\$45,240)	(\$90,480)
<b>Statewide Competition Subtotal</b>	<b>(\$48,000)</b>	<b>(\$50,000)</b>	<b>(\$61,390)</b>	<b>(\$61,390)</b>	<b>(\$220,780)</b>
<b>SMALL URBAN &amp; RURAL REGIONS - STATE (State Administered)</b>					
State	(\$9,600)	(\$10,000)	(\$4,863)	(\$4,863)	(\$29,325)
Federal	\$0	\$0	(\$7,415)	(\$7,415)	(\$14,831)
<b>Small Urban &amp; Rural Regions Subtotal</b>	<b>(\$9,600)</b>	<b>(\$10,000)</b>	<b>(\$12,278)</b>	<b>(\$12,278)</b>	<b>(\$44,156)</b>
<b>URBAN REGIONS (MPO Administered)<sup>[2]</sup></b>					
<b>MTC Region</b>					
State	(\$8,045)	(\$8,381)	(\$2,898)	(\$2,898)	(\$22,223)
Federal	\$0	\$0	(\$7,392)	(\$7,392)	(\$14,783)
<b>MTC Subtotal</b>	<b>(\$8,045)</b>	<b>(\$8,381)</b>	<b>(\$10,290)</b>	<b>(\$10,290)</b>	<b>(\$37,006)</b>
<b>SACOG Region</b>					
State	(\$2,559)	(\$2,666)	(\$1,129)	(\$1,129)	(\$7,484)
Federal	\$0	\$0	(\$2,144)	(\$2,144)	(\$4,289)
<b>SACOG Subtotal</b>	<b>(\$2,559)</b>	<b>(\$2,666)</b>	<b>(\$3,273)</b>	<b>(\$3,273)</b>	<b>(\$11,773)</b>
<b>SCAG Region</b>					
State	(\$20,310)	(\$21,157)	(\$6,026)	(\$6,026)	(\$53,519)
Federal	\$0	\$0	(\$19,950)	(\$19,950)	(\$39,899)
<b>SCAG Subtotal</b>	<b>(\$20,310)</b>	<b>(\$21,157)</b>	<b>(\$25,976)</b>	<b>(\$25,976)</b>	<b>(\$93,419)</b>
<b>Fresno COG (Fresno UZA) Region</b>					
State	(\$1,047)	(\$1,090)	(\$507)	(\$507)	(\$3,151)
Federal	\$0	\$0	(\$832)	(\$832)	(\$1,664)
<b>Fresno COG (Fresno UZA) Subtotal</b>	<b>(\$1,047)</b>	<b>(\$1,090)</b>	<b>(\$1,339)</b>	<b>(\$1,339)</b>	<b>(\$4,815)</b>
<b>Kern COG (Bakersfield) Region</b>					
State	(\$945)	(\$984)	(\$517)	(\$517)	(\$2,962)
Federal	\$0	\$0	(\$691)	(\$691)	(\$1,383)
<b>Kern COG (Bakersfield) Subtotal</b>	<b>(\$945)</b>	<b>(\$984)</b>	<b>(\$1,208)</b>	<b>(\$1,208)</b>	<b>(\$4,345)</b>
<b>Lake Tahoe (Bi-State) Region</b>					
State	(\$163)	(\$170)	(\$41)	(\$41)	(\$414)
Federal	\$0	\$0	(\$168)	(\$168)	(\$336)
<b>Lake Tahoe (Bi-State) Subtotal</b>	<b>(\$163)</b>	<b>(\$170)</b>	<b>(\$209)</b>	<b>(\$209)</b>	<b>(\$750)</b>
<b>SANDAG (San Diego UZA) Region</b>					
State	(\$3,483)	(\$3,628)	(\$991)	(\$991)	(\$9,092)
Federal	\$0	\$0	(\$3,463)	(\$3,463)	(\$6,927)
<b>SANDAG (San Diego UZA) Subtotal</b>	<b>(\$3,483)</b>	<b>(\$3,628)</b>	<b>(\$4,454)</b>	<b>(\$4,454)</b>	<b>(\$16,019)</b>
<b>San Joaquin COG (Stockton) Region</b>					
State	(\$771)	(\$803)	(\$473)	(\$473)	(\$2,520)
Federal	\$0	\$0	(\$513)	(\$513)	(\$1,027)
<b>San Joaquin COG (Stockton) Subtotal</b>	<b>(\$771)</b>	<b>(\$803)</b>	<b>(\$986)</b>	<b>(\$986)</b>	<b>(\$3,547)</b>
<b>Stanislaus COG (Modesto) Region</b>					
State	(\$579)	(\$603)	(\$284)	(\$284)	(\$1,749)
Federal	\$0	\$0	(\$457)	(\$457)	(\$914)
<b>Stanislaus COG (Modesto) Subtotal</b>	<b>(\$579)</b>	<b>(\$603)</b>	<b>(\$740)</b>	<b>(\$740)</b>	<b>(\$2,662)</b>
<b>Tulare CAG (Visalia) Region</b>					
State	(\$498)	(\$518)	(\$323)	(\$323)	(\$1,661)
Federal	\$0	\$0	(\$314)	(\$314)	(\$627)
<b>Tulare CAG (Visalia) Subtotal</b>	<b>(\$498)</b>	<b>(\$518)</b>	<b>(\$636)</b>	<b>(\$636)</b>	<b>(\$2,288)</b>
<b>Urban Regions Subtotal<sup>[3]</sup></b>	<b>(\$38,400)</b>	<b>(\$40,000)</b>	<b>(\$49,112)</b>	<b>(\$49,112)</b>	<b>(\$176,624)</b>
<b>CALIFORNIA CONSERVATION CORPS<sup>[4]</sup></b>	<b>(\$4,000)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$4,000)</b>
<b>TOTAL DISBURSEMENTS</b>	<b>(\$100,000)</b>	<b>(\$100,000)</b>	<b>(\$122,780)</b>	<b>(\$122,780)</b>	<b>(\$445,560)</b>

[1] Resources set-aside for programming in the 2021 ATP FE from the 2019 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.

[4] Budget Act Item 2660-108-3290 allocates no less than \$4 million per year of RMRA resources for five fiscal years to the California Conversation Corps for active transportation projects.

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