

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 15-16, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 4.20, Action Item

Prepared By: Keith Duncan, Chief
Division of Budgets

Subject: **ADOPTION OF THE AMENDED 2025 ACTIVE TRANSPORTATION
PROGRAM FUND ESTIMATE
RESOLUTION G-24-59, AMENDING RESOLUTION G-24-28**

ISSUE:

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

RECOMMENDATION:

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

BACKGROUND:

The Commission adopted the 2025 ATP Fund Estimate at the March 2024 meeting. In June 2024, Governor Gavin Newsom signed the Budget Act of 2024 and accompanying trailer bill (Assembly Bill [AB] 107 and AB 173) which reduced the \$1.049 billion augmentation to the ATP in the Budget Act of 2021 by \$600 million, but restored \$100 million in each of fiscal years 2024-25 and 2025-26 (for a total of \$200 million being restored). This commits \$650 million of the original \$1.049 billion augmentation toward active transportation projects. The Amended ATP Fund Estimate contains these reductions to state funds.

ATP capacity is based on Senate Bill (SB) 99 (Statutes of 2013), 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 2025 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 2027 ATP Fund Estimate.

Combined with existing resources, the ATP is expected to provide approximately \$169 million over the Fund Estimate period for active transportation projects between the State and regions.

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

- Distribution to Metropolitan Planning Organizations 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.
- Sufficient funding was set aside to ensure prior (Cycle 6) ATP projects were funded.

Attachments

- Attachment A – Resolution G-24-59
- Attachment B – Amended 2025 ATP Fund Estimate

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

RESOLUTION G-24-59:

- 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 22, 2024, the California Transportation Commission (Commission) adopted the 2025 ATP Fund Estimate (Resolution G-24-28); and
- 1.3. WHEREAS, the Amended 2025 Fund Estimate identifies a net reduction of \$400 million of state funded programming capacity for the four-year period covering 2025-26 through 2028-29; and
- 1.4. WHEREAS, the California Department of Transportation (Department) consulted with Commission staff regarding the Amended 2025 ATP Fund Estimate.
- 2.1. NOW THEREFORE BE IT RESOLVED that the Commission does hereby adopt the Amended 2025 ATP Fund Estimate, as presented by the Department on August 15, 2024, with programming in the 2025 ATP to be based on the adopted 2025 guidelines and the statutory funding identified.

Amended

ACTIVE TRANSPORTATION PROGRAM (ATP)

FUND ESTIMATE

(\$ in thousands)

	2025-26	2026-27	2027-28	2028-29	4-Year Total
RESOURCES					
STATE RESOURCES					
General Fund (GF) ^[1]	\$100,000	\$0	\$0	\$0	\$100,000
Road Maintenance and Rehabilitation Account (RMRA) ^[2]	100,000	100,000	100,000	100,000	400,000
State Highway Account (SHA) ^[1]	184,200	184,200	34,200	34,200	436,800
State Resources Subtotal	\$384,200	\$284,200	\$134,200	\$134,200	\$936,800
FEDERAL RESOURCES					
STBG Set-Aside for Transportation Alternatives Program ^[3]	\$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
Federal Resources Subtotal	\$143,550	\$145,750	\$147,950	\$150,150	\$587,400
TOTAL RESOURCES AVAILABLE^[4]	\$527,750	\$429,950	\$282,150	\$284,350	\$1,524,200
ADJUSTMENTS					
Previously Programmed Resources ^[5]	(\$506,660)	(\$408,860)	(\$139,970)	(\$100,010)	(\$1,155,500)
Resources Available for 2027 ATP ^[6]	0	0	(100,000)	(100,000)	(200,000)
PROGRAMMABLE RESOURCES AVAILABLE	\$21,090	\$21,090	\$42,180	\$84,340	\$168,700
DISTRIBUTIONS					
URBAN REGIONS (MPO Administered)					
State	(\$8,436)	(\$8,436)	(\$8,662)	(\$13,637)	(\$39,172)
Federal	0	0	(8,210)	(20,099)	(28,308)
Urban Regions Subtotal	(\$8,436)	(\$8,436)	(\$16,872)	(\$33,736)	(\$67,480)
SMALL URBAN & RURAL REGIONS (State Administered)					
State	(\$2,109)	(\$2,109)	(\$2,188)	(\$3,463)	(\$9,868)
Federal	0	0	(2,030)	(4,971)	(7,002)
Small Urban & Rural Regions Subtotal	(\$2,109)	(\$2,109)	(\$4,218)	(\$8,434)	(\$16,870)
STATEWIDE COMPETITION (State Administered)					
State	(\$10,545)	(\$10,545)	(\$10,850)	(\$17,100)	(\$49,040)
Federal	0	0	(10,240)	(25,070)	(35,310)
Statewide Competition Subtotal	(\$10,545)	(\$10,545)	(\$21,090)	(\$42,170)	(\$84,350)
TOTAL DISTRIBUTIONS AVAILABLE	(\$21,090)	(\$21,090)	(\$42,180)	(\$84,340)	(\$168,700)

^[1] The Budget Act of 2024 reduced the \$1.049 billion General Fund augmentation by \$600 million, but restored \$100 million of General Fund funding in each of fiscal years 2024-25 and 2025-26.

^[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) 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 IJA funding period (1.7%).

^[4] Total resources available includes future resources for the 2027 ATP.

^[5] Resources committed as part of the 2023 ATP cycle.

^[6] Resources for future ATP cycle programming.

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

Amended

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
RESOURCES AVAILABLE FOR URBAN REGIONS					
PROGRAMMABLE RESOURCES^[1]	\$8,436	\$8,436	\$16,872	\$33,736	\$67,480
URBAN REGION DISTRIBUTION^{[2][3]}					
MTC Region					
State	\$1,806	\$1,806	\$1,855	\$2,920	\$8,387
Federal	0	0	1,758	4,303	6,061
MTC Subtotal	\$1,806	\$1,806	\$3,612	\$7,223	\$14,448
SACOG Region					
State	\$590	\$590	\$606	\$954	\$2,740
Federal	0	0	574	1,406	1,980
SACOG Subtotal	\$590	\$590	\$1,180	\$2,360	\$4,721
SCAG Region					
State	\$4,378	\$4,378	\$4,496	\$7,078	\$20,331
Federal	0	0	4,261	10,432	14,693
SCAG Subtotal	\$4,378	\$4,378	\$8,757	\$17,510	\$35,023
Fresno COG (Fresno UZA) Region					
State	\$235	\$235	\$241	\$379	\$1,089
Federal	0	0	228	559	787
Fresno COG (Fresno UZA) Subtotal	\$235	\$235	\$469	\$938	\$1,877
Kern COG (Bakersfield) Region					
State	\$211	\$211	\$217	\$342	\$982
Federal	0	0	206	504	710
Kern COG (Bakersfield) Subtotal	\$211	\$211	\$423	\$846	\$1,692
Lake Tahoe (Bi-State) Region					
State	\$34	\$34	\$35	\$55	\$157
Federal	0	0	33	80	113
Lake Tahoe (Bi-State) Subtotal	\$34	\$34	\$67	\$135	\$270
SANDAG (San Diego UZA) Region					
State	\$767	\$767	\$788	\$1,240	\$3,563
Federal	0	0	747	1,828	2,575
SANDAG (San Diego UZA) Subtotal	\$767	\$767	\$1,534	\$3,068	\$6,137
San Joaquin COG (Stockton) Region					
State	\$181	\$181	\$186	\$293	\$842
Federal	0	0	176	432	608
San Joaquin COG (Stockton) Subtotal	\$181	\$181	\$362	\$725	\$1,450
Santa Barbara (SBCAG)					
State	\$104	\$104	\$107	\$169	\$484
Federal	0	0	101	248	350
Santa Barbara (SBCAG) Subtotal	\$104	\$104	\$209	\$417	\$834
Stanislaus COG (Modesto) Region					
State	\$129	\$129	\$132	\$208	\$597
Federal	0	0	125	306	432
Stanislaus COG (Modesto) Subtotal	\$129	\$129	\$257	\$514	\$1,029
TOTAL DISTRIBUTIONS	\$8,436	\$8,436	\$16,872	\$33,736	\$67,480

^[1] Excludes previously programmed revenues and resources for the 2027 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.