

# Active Transportation Program

## FACT SHEET

### Background:

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation. Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017) stipulates that \$100,000,000 of revenues from the Road Maintenance and Rehabilitation Account will be available annually to the ATP. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation.



### Purpose/Goals:

The purpose of the ATP is to encourage an increased use of active modes of transportation, such as biking and walking by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction.
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

### Funding Source:

- State and Federal Funding
  - \$34 million in State Highway Account (per- year)
  - \$88.5 million in Federal (per-year)
- \$100 million (SB1 State Funds per-year)
- \$10 million (California Climate Investments in Cycle 3 as a one-time program)

### Funding Split:

- 50% to the State for statewide competitive program
- 40% to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000.
- 10% to small urban and rural regions with populations of 200,000 or less

\* DAC are guaranteed a minimum of 25% of the entire program's funding.



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## Eligible Applicants:

The following entities (within the State of California) are eligible to apply for ATP funds:

- Local, Regional or State Agencies
- Caltrans
- Transit Agencies
- Natural Resources or Public Land Agencies
  - State or local park or forest agencies
  - State or local fish and game or wildlife agencies
  - Department of the Interior Land Management Agencies
  - U.S. Forest Service
- Public Schools or School Districts
- Tribal Governments
- Private Nonprofit Organizations (Recreational Trails Program only)
- Any other entity with responsibility for oversight of transportation or recreational trails

## Eligible Projects:

All eligible projects must apply with an application for one of the following project categories:

- **Infrastructure Projects:** Capital improvements that will further the goals of this program.
- **Non-Infrastructure (NI) Projects:** Education, encouragement, and enforcement activities that further the goals of the ATP.
- **Combination Projects:** A project that combines Infrastructure and Non-Infrastructure components.
- **Plans:** The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan that is located in a disadvantaged community.

## Program Schedule:

Each program must be adopted no later than the date designated in statute of each odd numbered year.

For information visit: <https://catc.ca.gov/programs/active-transportation-program>

## Status of Project Delivery (by cycle):

Since 2013, there have been four Cycles of the ATP. Cycle 5 will open in Spring 2020.

Cycle Number	Funding Available	Number of Programmed Projects
1	\$200 Million	276
2	\$200 Million	206
3	\$400 Million	238
4	\$400 Million	118
5	\$400 Million	Call for Projects: Spring 2020

## Additional ATP Resources:

- [Caltrans Active Transportation Program \(ATP\)](#)
- [California Transportation Commission \(CTC\)](#)
- [Active Transportation Resource Center \(ATRC\)](#)

