

2023 Active Transportation Program Fact Sheet

Background

The Active Transportation Program (ATP) was created by SB 99 (Chapter 359, Statutes of 2013) and AB 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as bicycling and walking. Fifty percent of funds will be awarded on a statewide basis. Forty percent of funds will be awarded to large metropolitan planning organizations (MPO) with populations greater than 200,000. Ten percent of funds will be awarded to small and rural regions with populations less than 200,000.

The purpose of the ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by bicycling and walking.
- Increase safety and mobility for non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to SB 375 (Chapter 728, Statutes of 2008) and SB 391 (Chapter 585, Statutes of 2009).
- 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.

In addition to the goals listed in statute, the ATP will also consider the goals and provisions set forth in the Climate Action Plan for Transportation Infrastructure.

Summary of Requirements

Eligible Applicants	<ul style="list-style-type: none"> • Orange County cities • County of Orange • Orange County Transportation Authority • California Department of Transportation (Caltrans) • Transit agencies • Public schools and school districts • Public land and natural resource agencies • Tribal governments • Nonprofits
Projected Funding Estimate ¹	<ul style="list-style-type: none"> • State and federal revenues • \$1.707 billion available over four years • \$853.520 million – State of California call for projects (call) • \$170.704 million – Small urban and rural agencies • \$682.816 million – Large MPOs • \$361.151 million – Southern California Association of Governments (SCAG) (estimated \$58.086 million to Orange County projects, plus estimated \$3.057 million funding target for planning and capacity building projects) • Funds must be programmed in fiscal years (FY) 2023-24 through FYs 2026-27

¹ Projected fund estimate is based on adopted 2023 ATP fund estimate and SCAG population-based funding targets.

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	<ul style="list-style-type: none"> • \$250,000 minimum request (infrastructure projects) • No match required through statewide call 	
Eligible Project Types	<ul style="list-style-type: none"> • Infrastructure projects – capital improvements consistent with ATP goals, including environmental, design, right-of-way (ROW), and construction • Plans – development of plans consistent with ATP goals (i.e., community-wide bicycle, pedestrian, Safe Routes to Schools, active transportation plans, etc.) • Non-infrastructure – education, encouragement, enforcement activities consistent with ATP goals • Quick-Build Phase II (pilot) – interim capital improvements consistent with ATP goals 	
Additional Requirements/ Considerations	<ul style="list-style-type: none"> • A minimum of 25 percent of funds will be provided to disadvantaged communities². • Conservation Corps partnership (if applicable) • Project reporting • Compliance with the National Environmental Policy Act, Caltrans ROW certification, and Federal Highways Administration authorization to proceed (if applicable) • Count data collection for construction phase funded projects 	
Timeline	Date (Subject to Change)	Action
	March 16-17, 2022	<ul style="list-style-type: none"> • California Transportation Commission (CTC) approves statewide guidelines • Call open
	June 15, 2022	<ul style="list-style-type: none"> • Project applications due
	June 29-30, 2022	<ul style="list-style-type: none"> • CTC approves SCAG Regional ATP Guidelines
	October 21, 2022	<ul style="list-style-type: none"> • Staff recommendations for statewide and small urban and rural components and Quick-Build Pilot Program released
	December 7-8, 2022	<ul style="list-style-type: none"> • CTC adoption of the quick-build program of projects • CTC adoption of statewide and small urban and rural components and Quick-Build Pilot Program
	January 30, 2023	<ul style="list-style-type: none"> • Local project prioritization point assignment recommendations due to SCAG
	April 6, 2023	<ul style="list-style-type: none"> • SCAG Regional Council adoption of Regional Program recommendations
	April 21, 2023	<ul style="list-style-type: none"> • Final recommendations for MPO-selected projects due to CTC
	June 2023 (CTC meeting)	<ul style="list-style-type: none"> • CTC adoption of the MPO selected projects

² Disadvantaged community eligibility is determined based on one of the following criteria: Census Tract median household income, CalEnviroScreen score, National School Lunch Program, Healthy Places Index score, Native American Tribal Lands and regional definitions as identified through the current Regional Transportation Plan/Sustainable Communities Strategy.