

# New Paths for Active Transportation

\$10 Million Comes from Cap-and-Trade Program



Caltrans photo by Steven Hellon

Cyclists follow a bike path on Capitol Mall in Sacramento that goes from solid green to broken to mark a right-turn lane. California's Active Transportation Program has expanded cycling and pedestrian options in the state.

A fund to help California reduce its greenhouse gas emissions is providing the California Transportation Commission (CTC) with an additional \$10 million for its Active Transportation Program, allowing work on many more bicycle and pedestrian projects throughout the state to begin years ahead of schedule.

The [Active Transportation Program](#) (ATP) was created by the Legislature to encourage motorists to find more “active” modes of transportation — namely biking and walking — by providing passages such as bike paths, crosswalks and sidewalks, for example. Each year, cities, counties and regional transportation agencies throughout California ask the CTC to help fund such projects.

In May, the CTC approved the 2017 ATP Fund Estimate, which projected \$122.78 million for ATP projects in fiscal years 2019-20 and 2020-21. The CTC received more than 450 applications requesting projects valued at nearly \$1 billion. Funding for building some of those projects was made possible in

September when Gov. Edmund G. Brown Jr. signed Assembly Bill (AB) 1613, which included a one-time appropriation of \$10 million from the [Greenhouse Gas Reduction Fund](#) — which itself is funded from the state's [Cap-and-Trade Program](#).

The CTC adopted guidelines in October to allocate these funds by June 30, 2018.

The ATP also received an additional \$8 million in federal funding from the Fixing America's Surface Transportation (FAST) Act. That money, also awarded after the 2017 ATP fund estimate was initially approved, will be distributed over three fiscal years, from 2016-17 through 2018-19.

## Revised ATP Fund Estimate

2016-17	2017-18	2018-19	2019-20	2020-21	Total
\$131,506,000	\$122,780,000	\$122,780,000	\$122,780,000	\$122,780,000	\$622,625,000

The 2017 five-year fund estimate for the Active Transportation Program has been revised to reflect the \$10 million received from the Greenhouse Gas Reduction Fund, a one-time increase. The fund estimate was further revised — after the 2017 fund estimate was completed — to account for \$8 million received this year from the FAST Act. Those funds were assigned to 2020 allocations.

Project sponsors wishing to tap into the additional money provided by the Greenhouse Gas Reduction Fund were asked to submit more information — including using a formula developed by the California Air Resources Board (CARB) — to quantify how much their project will reduce greenhouse gas emissions. That figure will help determine the projects selected for early funding.

The Greenhouse Gas Reduction Fund is guided by AB 1532, which establishes goals for the investment of auction proceeds, and AB 535, which requires that funds benefit disadvantaged communities.

The fund's goals are to:

- reduce greenhouse gas emissions;
- maximize economic, environmental, and public health benefits to the state;
- foster job creation by promoting in-state greenhouse gas emission reduction projects carried out by California workers and businesses;
- complement efforts to improve air quality;
- direct investment toward the most disadvantaged communities and households in the state;

- provide opportunities for businesses, public agencies, nonprofits, and other community institutions to participate in and benefit from state-wide efforts to reduce greenhouse gas emissions; and
- lessen the impacts and effects of climate change on the state's communities, economy and environment.

The bicycle and pedestrian projects funded by the ATP not only encourage increased use of active modes of transportation, they support sustainable communities and healthier, low-carbon travel choices — ensuring that disadvantaged communities fully share in the program's benefits. The ATP also strives to enhance public health, in part by reducing childhood obesity through projects eligible for [Safe Routes to Schools Program](#) funding. MM

*Source: California Transportation Commission Deputy Director Mitchell Weiss, Associate Deputy Director Laurie Waters*



*A concrete-and-steel barrier separates vehicular traffic from cyclists on this Class 1 bicycle path over Highway 50 in Sacramento. The bicycle and pedestrian projects funded by the Active Transportation Program not only encourage increased use of active modes, they support sustainable communities and healthier, low-carbon travel choices.*