

ATP ACTIVE TRANSPORTATION PROGRAM FACT SHEET

Spring 2024



ATP 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, promote and increase active modes of transportation. Administered by the Division of Local Assistance, Office of State Programs, the ATP receives funding annually from the Road Maintenance and Rehabilitation Account, as mandated by Senate Bill 1 (SB 1) ([Chapter 2031, statutes of 2017](#)). By consolidating disparate programs, such as the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and Safe Routes to School (SRTS), into one single program the ATP streamlines efforts toward advancing California's status as a national leader in fostering active transportation

PURPOSE

The ATP funds non-motorized projects that benefit:



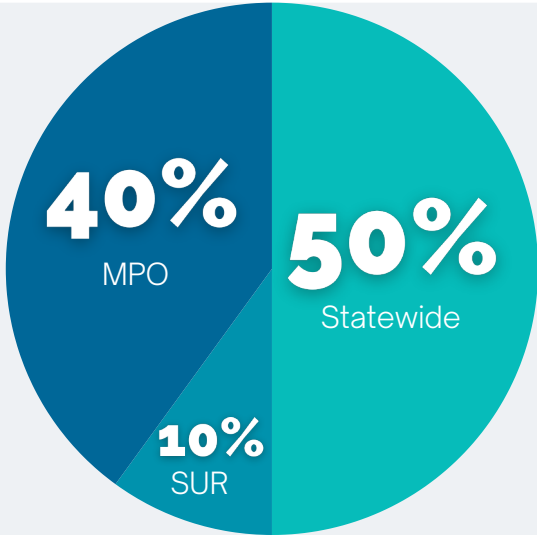
ACTIVE TRANSPORTATION PROGRAM GOALS:

-  Increase the proportion of trips accomplished by biking and walking.
-  Increase the safety and mobility of non-motorized users.
-  Advance the efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals, pursuant to [SB 375 \(of 2008\)](#) and [SB 391 \(of 2009\)](#)
-  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 (a minimum of 25%)
-  Provide a broad spectrum of projects to benefit many types of active transportation users.

PROJECT TYPES:

- 1 INFRASTRUCTURE**
Capital projects that will further the program goals.
- 2 NON-INFRASTRUCTURE**
Education and encouragement activities that further the program goals.
- 3 COMBINED**
Infrastructure and Non-Infrastructure.
- 4 PLANS**
The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a disadvantaged community.
- 5 QUICK BUILD**
Interim capital infrastructure projects, low to moderate cost materials, moderate design flexibility using semi-permanent materials, lasts from one to five years.

ATP FUNDING SPLIT:



Statewide: Amount that goes to the State for the Statewide competitive program

MPO: Amount that goes to the Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000

SUR: Amount that goes to Small Urban and Rural (SUR) regions with populations of 200,000 or less

DACs are guaranteed a minimum of 25% of the entire program's funding.

The ATP consists of multiple Federal and State funding sources consolidated into a single program.

Senate Bill 1 (SB1)



State Safe Routes to School (SRTS)

Transportation Alternatives Program (TAP)

Bicycle Transportation Account (BTA)



PROJECT STATUS BY CYCLE

Cycle 1

Active: 15
Complete: 251

Cycle 2

Active: 42
Complete: 152

Cycle 3

Active: 91
Complete: 120

Cycle 4

Active: 94
Complete: 26

Cycle 5

Active: 114
Complete: 2

Cycle 6

Active: 241
Complete: 0

ATP CYCLE OVERVIEW

Cycle Number	Funding Available	Applications Received	Projects Selected
1	\$359 M	771	274
2	\$368 M	617	207
3	\$491 M	457	238
4	\$468 M	554	122
5	\$478 M	448	119
6	\$1.707 B	434	242
Total:	\$2.7B	3,281	1,202

ATP STATISTICS: CYCLES 1-6

Programmed Projects



Active Projects



Completed Projects



PROGRAMMED PROJECT TYPE BY CYCLE

Cycle Number	Infrastructure	Non-Infrastructure	Combination	Plan
1	174	40	38	21
2	155	8	30	14
3	175	20	35	8
4	86	14	14	9
5	86	7	23	3
6	177	8	43	13
Total:	853	97	183	68

Who Can Apply?

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 tax-exempt Organizations (Recreational Trails Program only)
- Any other entity with responsibility for oversight of transportation or recreational trails

Additional Resources

- [CTC ATP Home Page](#)
- [Caltrans ATP Home Page](#)
- [Additional Active Transportation Funding Programs](#)
- [ATRC Website](#)
- [ATRC Mailing List](#)

