## Active Transportation Program (ATP)

# Programmed vs Allocated Status Update



#### ATP Program Background & Cycle Structure

• ATP, SB99 and AB101 (2013) and SB1 (2018)

Approximately \$120M / year (SB99/AB101) and additional \$100M / year (SB1)
Phases allowed: PA&ED, PS&E, ROW, and CON/CON NI

• Cycle 1 - \$369M on 276 Projects

 $\circ$  3 years of funding, 2 year programming window in FY 14-15 and FY 15-16

• Cycle 2 - \$359M on 207 Projects

 $_{\odot}$  3 years of funding, 3 year programming window from FY 16-17 to FY 18-19

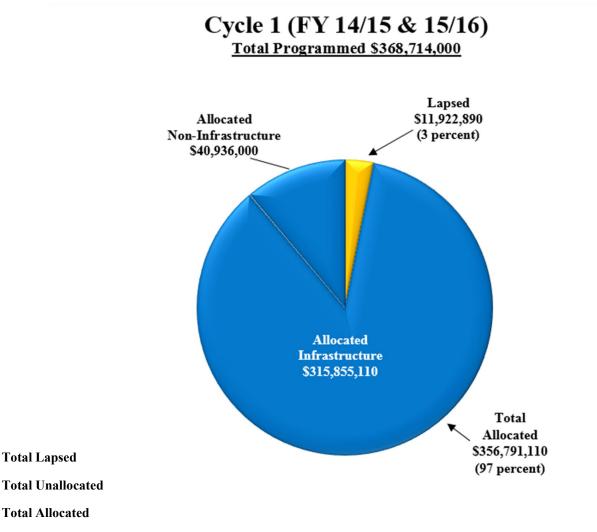
 Cycle 3 - \$491M on 238 Projects (includes Senate Bill 1 and Green House Gas Reduction funds)

• 4 years of funding, 4 year programming window from FY 17-18 to FY 20-21

Cycle 4 - \$456M on 120 Projects (includes Senate Bill 1 funds)
A years of funding, 4 year programming window from FY 19-20 to FY 22-23



### Allocation Rate - Cycle 1



□ All Projects (Phases) are accounted for

□ Project reporting in process:

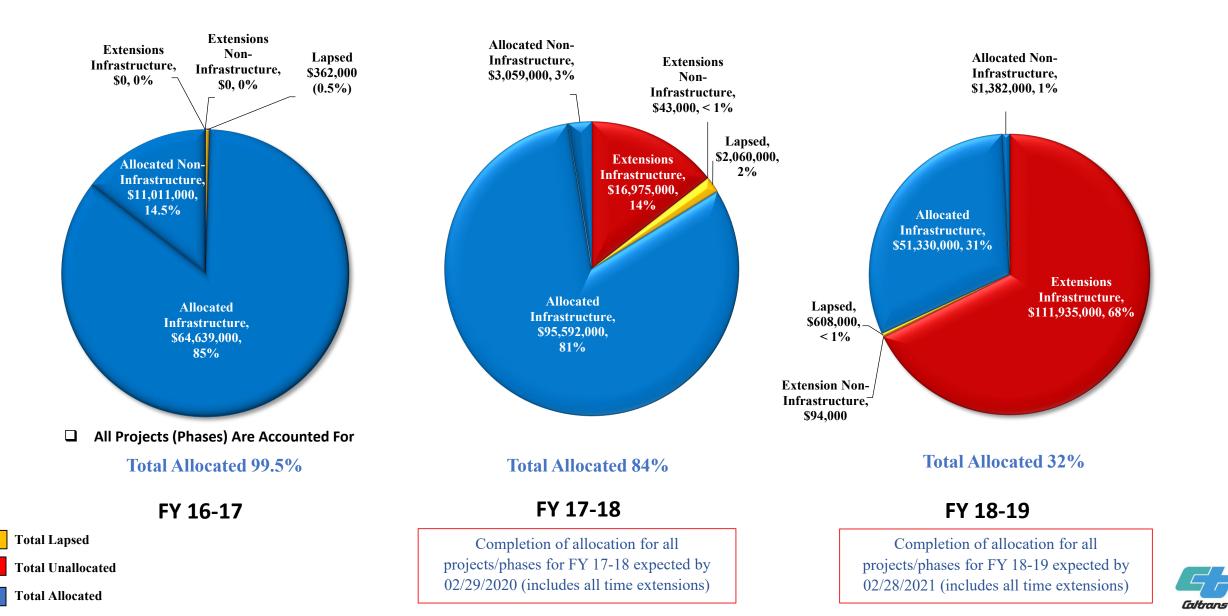
Progress, Completion and Final

Several projects have been Constructed

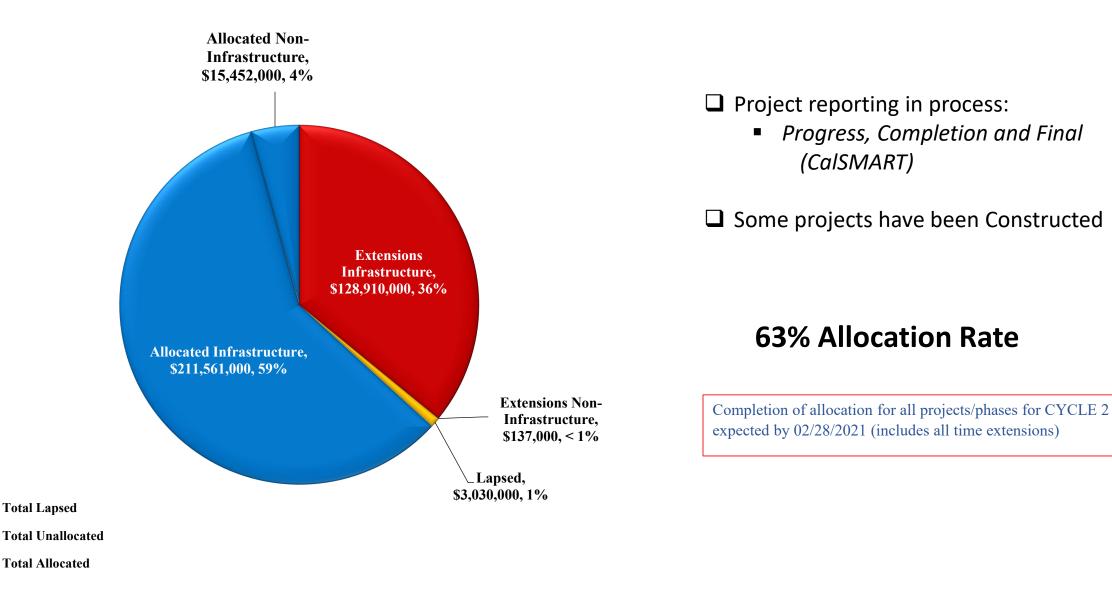
97% Allocation Rate



#### Allocation Rates - Cycle 2

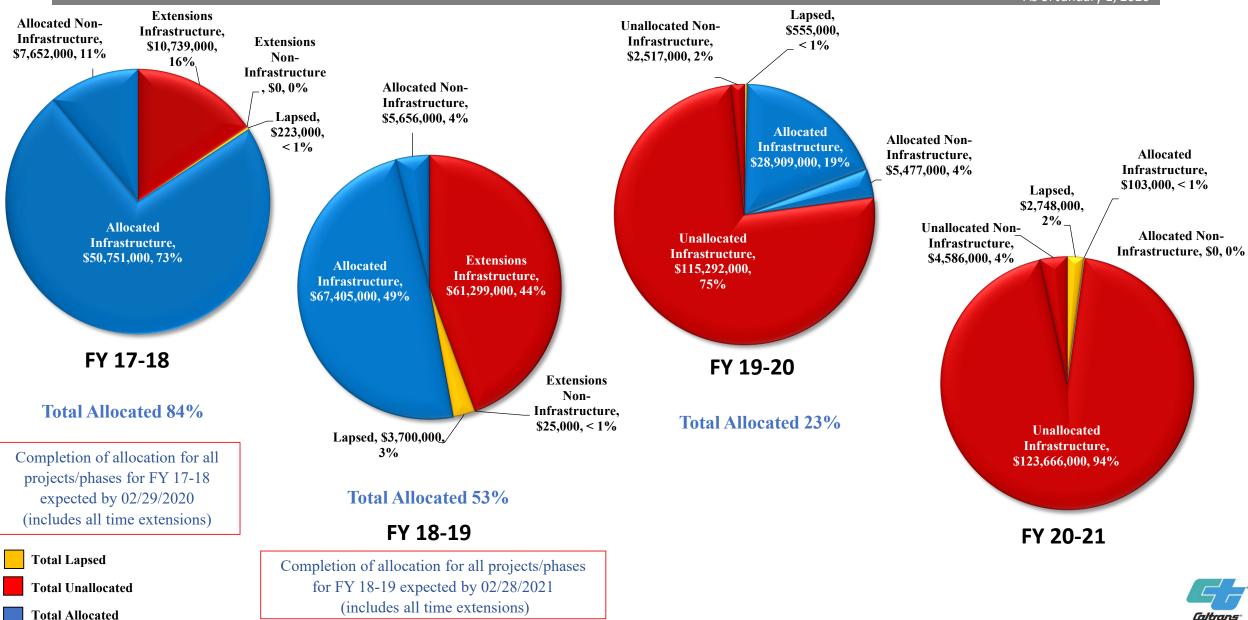


#### Allocation Rate – Cycle 2



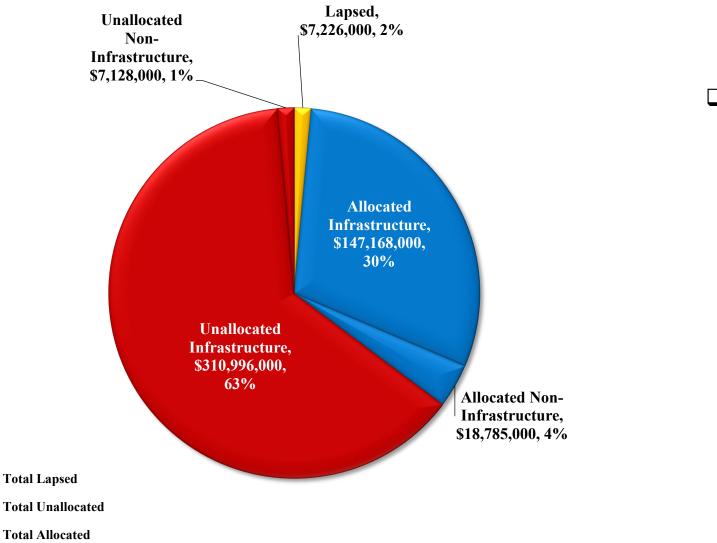


#### Allocation Rates – Cycle 3



#### Allocation Rate – Cycle 3

As of January 1, 2020



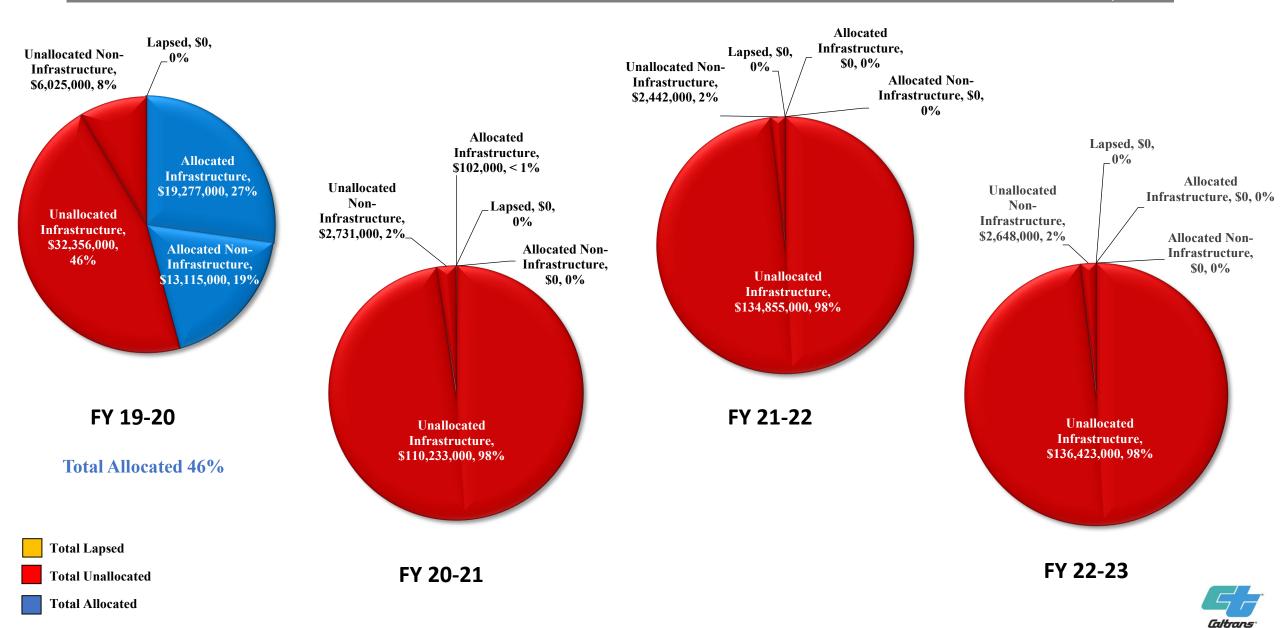
□ Project reporting in process:

Progress, Completion and Final

#### 34% Allocation Rate



#### Allocation Rates – Cycle 4



#### Allocation Rate – Cycle 4

