

Federal-- Active Transportation and MAP-21¹:

The new federal Transportation Reauthorization Act, "Moving Ahead for Progress in the 21st Century Act" (MAP-21) was signed into law July 6, 2012. This replaces the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). MAP-21 authorizes \$105 billion through September 2014 in spending on highway, mass transit and other transportation programs. The funding is supported mainly through the extension of various fuel and highway taxes. The majority of MAP-21 funding is dedicated to highways, with 80% funding for highways and 20% funding for transit.

Funding for active transportation projects is under a new program called Transportation Alternatives (TA). The TA program consolidates the former Transportation Enhancements program with the Recreational Trails programs and the now eliminated Safe Routes to School program. Funding for the TA program is approximately 26% lower than the funding of similar programs under SAFETEA-LU. Fifty percent of the TA funding will be distributed by the state to the Metropolitan Planning Organizations (MPO) and communities for local program grants. The states can use the remaining 50% of TA funds and have the flexibility to direct a portion of this funding to other transportation priorities.

State--Active Transportation Consolidation as a result of MAP-21:

Governor Brown has proposed an Active Transportation Program (ATP) that **consolidates five existing programs** currently managed by Caltrans Division of Local Assistance:

1. Transportation Alternatives (federal MAP-21) \$72M
2. Safe Routes to School (state) \$24M
3. Safe Routes to School (federal MAP-21) \$21M
4. Bicycle Transportation Account (state) \$7M
5. Environmental Enhancement and Mitigation (state) \$10M

This proposal came out of a Department of Finance effort to achieve greater efficiencies in the grant application and administration process. Concurrently, Caltrans had been in consultation with regional and local agencies and stakeholders on how best to implement MAP-21.

From the perspective of advancing active transportation in California, the consolidation of these programs into the ATP presents opportunities and challenges. An opportunity according to Acting Secretary of the Business, Transportation and Housing Agency Brian Kelly, is this new account will allow the state to **put new emphasis on modes that have long been considered "alternative" modes in order to make them mainstream components** of the transportation system². Of concern is that the current ATP does not have a Safe Routes to School program guarantee. Also, because of the greater flexibility in the MAP-21 Transportation Alternatives program, as outlined by the federal MAP-21 program, it is possible that funds which were previously earmarked for Active Transportation could now be used for certain other purposes and priorities not related to active transportation, including land acquisition to offset right of way (through the Environmental Enhancement Mitigation Program, EEMP.)

¹ Heartbeat of Hampton Roads Transportation Planning Organization, "Regional Active Transportation Research Scan," October 2012, <http://hrtpo.org/uploads/docs/T12-08%20Regional%20Active%20Transportation%20Scan.pdf>

² Legislative staff meeting – future transportation funding options, February 25, 2013

Purpose of Alliance Letter:

In order to ensure that structural and funding support for Active Transportation is not diminished from current levels by the ATP funding reorganization, the Public Health Alliance of Southern California's Leadership Council (LC) provided direction on 2/15/13, to prepare a letter to the Governor that provides public health recommendations. Approval of the contents of this letter will be determined through an upcoming electronic vote of the LC. In addition to clearly identifying health co-benefits of active transportation, the proposed recommendations will include the following:

- 1) Maintain or increase or existing funding levels to support active transportation needs.
- 2) Maintain a dedicated account for Safe Routes to School Funding:
- 3) Ensure ATP funding is dedicated to Active Transportation:
- 4) Prioritize projects in communities with highest needs with equity focus on health, safety and community engagement.
- 5) Include separate performance measures for non-motorized and motorized users.
- 6) Include Public Health participation in ATP development and implementation

Other Organizations' Recommendations:

- Letter from SRTS Coalition on ATP Program: <http://www.surveymonkey.com/s/M7M5J5L>
- SRTS Coalition, Trailer Bill Language --- Active Transportation Program Preliminary Comments: http://saferoutescalifornia.files.wordpress.com/2013/02/atp-trailer-bill-comments-1-30-13_final.pdf

Timeline:

Release ATP letter with fact sheet for vote	April 3, 2013
Conference Call to discuss letter	April 11, 2013 11am-12pm.
Deadline for Electronic vote on ATP letter	April 18, 2013
Submission of letter, if approved	April 19, 2013
Transportation Choices Summit in Sacramento	April 23-24 2013
Governor's May Revision of Budget	Mid May