



A Tradition of Stewardship
A Commitment to Service

Agenda Date: 4/8/2019

Agenda Placement: 7D

Napa County Legislative Subcommittee Board Agenda Letter

TO: Napa County Legislative Subcommittee
FROM: Mary Booher for Minh Tran - County Executive Officer
County Executive Office
REPORT BY: Molly Rattigan, Deputy County Executive Officer - 253-4112
SUBJECT: SB 152-Active Transportation Program Reform

RECOMMENDATION

County Executive Officer requests discussion and possible direction on SB 152 (Beall), a bill that would shift the Active Transportation Program from the California Transportation Commission to the metropolitan planning organizations.

EXECUTIVE SUMMARY

SB 152 provides an opportunity to simplify the Active Transportation Program application process, and enable project sponsors to deliver bicycle and pedestrian improvements faster, and provide greater flexibility regionally. The bill would increase the regional share of funds from 40% to 75% (similar to other State programs), and will hold rural and small areas harmless. Based on the current funding analysis, the Bay Area's share of funding would increase from \$37 million to \$69 million.

FISCAL IMPACT

Is there a Fiscal Impact? No

ENVIRONMENTAL IMPACT

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 15378 (State CEQA Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

In 2013, the Legislature established the Active Transportation Program (ATP), merging various state and federal funding sources related to bicycle/pedestrian funding into one consolidated program. The goal was to streamline administration and provide a more cohesive approach to the state's active transportation investments. In 2017, Senate Bill 1 infused the program with an additional \$100 million annually in new State funding, bringing the annual statewide funding to approximately \$220 million. Currently, ATP funds are administered by the California Transportation Commission, with Caltrans playing a supportive role. Currently, ATP funds are distributed as follows:

- | Statewide Competitive-50% to the state for a statewide competitive program
- | Small Urban and Rural-10% to the small urban and rural competitive program
- | Regional ATP-40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organizations

The Metropolitan Transportation Commission has raised concerns that the ATP program has become unnecessarily complex and burdensome for project sponsors in terms of application, project eligibility and inflexibility. Significant state transportation resources are consumed by a process and it is believed that hundreds of small projects would be expedited if administered at the regional level.

SB 152 provides an opportunity to simplify the ATP application process, enable project sponsors to deliver bicycle and pedestrian improvements faster, and provide greater flexibility regionally. The bill would increase the regional share of funds from 40% to 75% (similar to other State programs), and will hold rural and small areas harmless. Based on the current funding analysis, the Bay Area's share of funding would increase from \$37 million to \$69 million.

This bill is sponsored by the Metropolitan Transportation Commission and member agencies have been encouraged to consider a legislative position. The Napa County Bicycle Coalition has also approached County staff indicating support for the bill.

California State Association of Counties- No position
Rural County Representatives of California-No position

SUPPORTING DOCUMENTS

- A . SB 152
- B . SB 152 Fact Sheet

Recommendation: Approve

Reviewed By: Molly Rattigan