Memorandum

To: CHAIR AND COMMISSIONERS **CTC Meeting**: August 20-21, 2026

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.22, Action

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Associate Deputy Director

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Subject: Active Transportation Program Amendment, Resolution G-26-68, Amending Resolutions G-25-48 and G-19-31

Recommendation:

Staff recommends the California Transportation Commission (Commission) approve an amendment to deprogram two Active Transportation Program projects as reflected in Attachment A, returning a total of $27,140,000 to the Active Transportation Program:

- In the 2019 Active Transportation Program Statewide Component, deprogram the Doran St. Grade Separation Active Transportation Access Project in Los Angeles County, totaling $16,319,000 from the construction phase.
- In the 2021 Active Transportation Program Metropolitan Planning Organization Component, deprogram $10,821,000 from the construction phase for the Inland Rail Trail Gap Connector (Phase 4) 6066(189) project in San Diego County.

Issue:

The Active Transportation Program Guidelines stipulate that the program will not fund cost increases, and an implementing agency must provide evidence of its ability to absorb any cost overruns. Two projects have requested deprogramming because they will not be able to absorb the cost increase in the construction phase.

Commission staff met with the Los Angeles County Metropolitan Transportation Authority (LA Metro) regarding the Doran St. Grade Separation Active Transportation Access Project in 2023 to discuss the delivery of this project given the escalating construction costs. Upon Commission staff's advice, LA Metro agreed to lapse the funds and reapply in a future Active Transportation Program cycle. Funds programmed to the project were never allocated by the Commission. LA Metro applied to the Cycle 8 Active Transportation Program for this project.

The San Diego Association of Governments (SANDAG) requests deprogramming the construction funding from the Inland Rail Trail Gap Connector project so they can apply for smaller, phased construction segments in future Active Transportation Program cycles. The Inland Rail Trail Gap Connector project was originally developed as a single corridor project; however, due to project complexity and escalating construction costs now exceeding

$60,000,000, SANDAG has reevaluated the project delivery strategy and overall funding approach. The Cycle 5 project remains active given that the design phase is funded by the Active Transportation Program and will be developed for the entire corridor project. SANDAG will continue submitting the required quarterly status reports for the remaining pre-construction phase in accordance with Active Transportation Program requirements.

The Active Transportation Program maintains a portfolio of over 1,200 programmed projects, funded with approximately $4,996,000,000, encompassing seven program cycles. Over the course of seven program cycles, the number of projects requesting cancellation represents less than two percent of all programmed projects and less than one percent of all programmed funding.

Background:

The Active Transportation Program was created by Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 1 (Beall, Chapter 5, Statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the Active Transportation Program. Along with the program's overall purpose of encouraging walking and biking, the program aims to increase the share of walking and biking trips, increase safety and mobility for non-motorized users, help regional agencies achieve greenhouse gas reduction goals, enhance public health, ensure that disadvantaged communities fully share in program benefits, and provide a broad spectrum of projects to benefit many types of active transportation users.

The Active Transportation Program Guidelines describe the policies, standards, criteria, and procedures for the program's development, adoption, and management. The Active Transportation Program cancellation process was adopted into the Cycle 6 guidelines to redirect project savings towards future program cycles. The two projects recommended for deprogramming from the Active Transportation Program Cycles 4 and 5, were programmed as follows:

- On January 30, 2019, the Commission adopted the 2019 Active Transportation Program (Cycle 4) Statewide Component (Resolution G-19-31), which included $16,319,000 in construction phase funding for the Doran St. Grade Separation Active Transportation Access Project in Los Angeles County.
- On June 23, 2021, the Commission adopted the 2021 Active Transportation Program (Cycle 5) Metropolitan Planning Organization Component (Resolution G-21-46), which included funding for the Inland Rail Trail Gap Connector (Phase 4) 6066(189) project in SANDAG's recommended program of projects as follows:
    - $1,236,000 in plans, specifications, and estimate phase funding.
    - $10,821,000 in construction phase funding.

Resolution G-26-68, Amending Resolutions G-25-48 and G-19-31

Be It Resolved, that the Commission does hereby amend the Active Transportation Program as reflected in Attachment A, specifically:

- Amend the 2019 Active Transportation Program Statewide Component to deprogram the Doran St. Grade Separation Active Transportation Access Project in Los Angeles County, totaling $16,319,000.
- Amend the 2021 Active Transportation Program Metropolitan Planning Organization Component and deprogram $10,821,000 from the construction phase for the Inland Rail Trail Gap Connector project in San Diego County.

Be it Further Resolved, that all provisions stipulated in Resolution G-19-31, Resolution G-25-48, and Resolution G-21-46 remain in effect.

Attachments:

- Attachment A: Amended Active Transportation Program of Projects
- Attachment B: SANDAG Request Letter

2019 Active Transportation Program
Statewide Component
Resolution G-26-68, Amending Resolution G-19-31
($1,000's)

Amendements are shown in bold and highlighted.

Application ID	County	Project Title	Total Project Cost	ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
Active Transportation Resource Center	Various	Active Transportation Resource Center	$4,630	$4,630			2,310	2,320					4,630	Non-Infrastructure			
6-Parlier-1	Fresno	Parlier Bicycle and Trails Master Plan	$209	$209	209								209	Plan	X	X	98
6-Kern County-4	Kern	South Chester Avenue Pedestrian Safety Project	$2,257	$1,976	283	102	1,591			283	102	1,591		Infrastructure - M	X	X	97
3-Butte County-3	Butte	Butte County Safe Routes Resource Center and 5 Community Projects	$1,140	$985	985								985	Non-Infrastructure	X	X	97
6-Mendota-1	Fresno	City of Mendota SRTS Master Plan	$110	$110	110								110	Plan	X	X	96
1-Humboldt County-1	Humboldt	Humboldt Bay Trail South	$22,600	$13,296		13,296						13,296		Infrastructure - L	X		95
11-National City-5	San Diego	Central Community Mobility Enhancements	$1,483	$1,286	43	148	1,095		43	104	44	1,095		Infrastructure - S	X		95
7-LA Department of Transportation-13	Los Angeles	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	$29,000	$23,198	2,959	986	1,096	18,157	2,959	986	1,096	18,157		Infrastructure - L	X	X	95
8-Desert Hot Springs-1	Riverside	Hacienda Avenue SRTS Improvement Project	$1,498	$1,322				1,322				1,322		Infrastructure - S	X	X	95
8-San Bernardino Assoc of Government-1	San Bernardino	SBCTA Metrolink Station Accessibility Improvement Project - Phase II	$6,983	$6,132			6,132					6,132		Infrastructure - M	X	X	95
11-National City-2	San Diego	Bayshore Bikeway - Segment 5	$6,391	$5,421			5,421					5,421		Infrastructure - M	X		94.5
9-Tehachapi-1	Kern	SRTS Snyder Avenue Gap Closure Project	$1,495	$1,490	190	1,300				190		1,300		Infrastructure - S	X	X	94
10-Gustine-1	Merced	City of Gustine Active Transportation Plan	$147	$147	147								147	Plan	X		94
10-Stanislaus County-1	Stanislaus	Airport Neighborhood Active Transportation Connectivity and Safety Project	$6,161	$4,926	19	4,907						4,907	19	Infrastructure + NI - M	X	X	93.5
7-Pomona-2	Los Angeles	Pomona Multi-Neighborhood Pedestrian and Bicycle Improvements	$9,864	$9,269	220	515	8,534		220	490	25	8,534		Infrastructure - L	X		93
7-Duarte-1	Los Angeles	Duarte Active Transportation Safety Project	$2,293	$2,270	97	150		2,023	97	150		2,023		Infrastructure - M	X	X	93
7-LA Department of Transportation-14	Los Angeles	112th Street and Flournoy Elementary Schools Safety Improvements Project	$6,999	$5,600	725	242	185	4,448	725	242	185	4,448		Infrastructure - M	X	X	93
10-Stockton-3	San Joaquin	Stockton SRTS Safety and Connectivity Improvements	$3,225	$2,838	127	380	2,331		127	380		2,331		Infrastructure - M	X	X	93
5-Santa Barbara-2	Santa Barbara	Downtown De LaVina Street Safe Crosswalks and Buffered Bike Lanes	$1,494	$1,494	60		114	1,320	60	113	1	1,320		Infrastructure - S	X	X	93
7-LA Department of Transportation-10	Los Angeles	Safe Routes for Seniors	$1,750	$1,750		1,750							1,750	Plan	X		93
9-Inyo County-2	Inyo	Lone Pine Sidewalk Construction and ADA Improvements	$1,939	$1,939	350		1,589		106	241	3	1,589		Infrastructure - M	X	X	93
8-Riverside County Transportation Department-7	Riverside	Active Transportation Improvements for the Communities of Thermal and Oasis	$6,944	$6,844	850		5,994		300	550		5,994		Infrastructure - M	X		93
10-Stockton-1	San Joaquin	California Street Separated Bikeway Project	$6,390	$4,390		4,390						4,390		Infrastructure - M	X	X	92.5
3-Chico-2	Butte	Little Chico Creek Pedestrian/Bicycle Bridge Connection at Community Park	$2,142	$1,497		1,497						1,497		Infrastructure - M	X	X	92
7-Long Beach-2	Los Angeles	Orange Avenue Backbone Bikeway and Complete Streets Improvements	$15,526	$13,363	127	566		12,670	127	566		12,670		Infrastructure - L	X		91.5

2019 Active Transportation Program
Statewide Component
Resolution G-26-68, Amending Resolution G-19-31
($1,000's)

Application ID	County	Project Title	Total Project Cost	ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
8-Temecula-1	Riverside	Santa Gertrudis Creek Trail, Phase 2	$2,085	$1,502			1,502					1,462	40	Infrastructure + NI - M	X		91
4-San Francisco Public Works-1	San Francisco	Alemany Interchange Improvements, Phase 2	$2,727	$1,971		1,971						1,971		Infrastructure - M	X		91
5-Transportation Agency for Monterey County-2	Monterey	Every Child: Community-Supported SRTS	$2,225	$2,143	2,143								2,143	Non-Infrastructure	X	X	91
10-Oakdale-1	Stanislaus	High School G Street Bike/Pedestrian Corridor Improvements	$703	$703	45	658			5	40		658		Infrastructure - S	X	X	91
7-LA County Department of Public Health-1	Los Angeles	Pedestrian Plans for Disadvantaged Communities in Unincorporated Los Angeles County	$1,550	$1,550	1,550								1,550	Plan	X		91
~~7-LA County Metropolitan Transportation Authority-1~~	~~Los Angeles~~	~~Doran Street Grade Separation Active Transportation Access Project~~	~~$22,219~~	~~$16,319~~		~~16,319~~						~~16,319~~		Infrastructure - L	X		91
12-Santa Ana-4	Orange	Kennedy Elementary and Villa Fundamental Intermediate SRTS	$1,482	$1,482	191	1,291			23	168		1,291		Infrastructure - S	X	X	91
7-Palmdale-3	Los Angeles	Avenue R Complete Streets and Safe Routes Project – Construction Phase	$9,630	$5,150	5,150							5,150		Infrastructure - L	X	X	90
3-Placer County Transportation Planning Agency-1	Placer	Highway 49 Sidewalk Gap Closure	$16,403	$14,403	1,083		13,320				350	13,320	733	Infrastructure + NI - L	X	X	90
12-Santa Ana-1	Orange	Fremont Elementary and Spurgeon Intermediate SRTS	$5,776	$5,776	927	4,849			84	843		4,849		Infrastructure - M	X	X	90
11-National City-6	San Diego	National City Bike Wayfinding	$942	$942	15	95	832		15	95		832		Infrastructure - S	X		90
11-Vista-2	San Diego	Townsite Complete Street Improvements	$4,177	$3,968	100	400	3,468		100	400		3,468		Infrastructure - M	X		90
8-Jurupa Valley-3	Riverside	Jurupa Valley Sunnyslope Area SRTS Sidewalk Gap Closure	$3,173	$2,855	1	388	2,466		1	388		2,466		Infrastructure - M	X	X	90
6-Kings County-2	Kings	SR 41 Pedestrian Crossing and Pathway Improvements	$360	$360	8	40	312		8	40		312		Infrastructure - S	X	X	90
8-Eastvale-1	Riverside	North/South Bike Network Gap Closure & Connectivity to North Eastvale	$8,091	$6,471	414	457	5,600		114	457		5,600	300	Infrastructure + NI - L	X	X	90
7-South Gate-2	Los Angeles	Tweedy Boulevard Complete Streets Project	$5,776	$4,620			4,620					4,620		Infrastructure - M	X	X	90
12-Anaheim-2	Orange	Citywide SRTS Sidewalk Gap Closure	$4,199	$4,149	104	974	50	3,021	104	550	424	3,021	50	Infrastructure + NI - M	X	X	90
8-Colton-1	San Bernardino	Jehue Corridor and Eucalyptus Avenue Class I Bike Paths	$2,820	$2,720	195	417		2,108	195	292	125	2,079	29	Infrastructure + NI - M	X	X	90
6-Kern County-5	Kern	Walk Isabella	$6,086	$5,140		854		4,286		854		4,286		Infrastructure - M	X	X	90
7-LA Dept. of Transportation-11	Los Angeles	Alexandria Avenue Elementary School Neighborhood Safety Improvements Project	$5,600	$4,480	549	183	382	3,366	549	183	382	3366		Infrastructure - M	X	X	90
3-Rancho Cordova-2	Sacramento	Rancho Cordova School Zone Improvement Project	$1,282	$1,122		1,122						1,122		Infrastructure - S	X		89
8-Moreno Valley-1	Riverside	Juan Bautista de Anza Multi-Use Trail Project	$8,653	$8,403	1,010	7,393				350	660	7,393		Infrastructure - L	X	X	89

2019 Active Transportation Program
Statewide Component
Resolution G-26-68, Amending Resolution G-19-31
($1,000's)

Application ID	County	Project Title	Total Project Cost	ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
4-San Jose-2	Santa Clara	Better BikewaySJ - San Fernando Corridor	$11,919	$9,992	357	1,427	8,208		357	1,427		8,208		Infrastructure - L	X	X	89
7-Monterey Park-1	Los Angeles	Monterey Park School and Crosswalk Safety Enhancement Project	$1,367	$1,367	155	1,212			15	140		1,212		Infrastructure - S	X	X	89
5-Transportation Agency for Monterey County-1	Monterey	Fort Ord Regional Trail & Greenway: Highway 218 Segment (Monterey County)	$12,397	$10,379	1,198		9,181				1,198	9,181		Infrastructure - L	X	X	89
5-Santa Barbara-1[§]	Santa Barbara	U.S. 101 State Street Undercrossing Active Transportation Improvements	$5,961	$3,217				3,217				3,217		Infrastructure - M	X	X	89
			$290,273	**$221,247** ~~**$237,566**~~	**$22,696**	**$70,279**	**$86,333**	**$58,258**									

[§] This project requested $4,756,000, however only $3,217,000 of programming capacity remains. Since this project would be fully funded in the Small Urban and Rural Component, the remaining $1,539,000 will be used from the SUR component to fully fund this project.

Adopted: January 30, 2019, Resolution G-19-31

CON: Construction Phase
DAC: Benefit to Disadvantaged Communities
NI: Non-Infrastructure
PA&ED: Environmental Phase
Plan: Active Transportation Plan
PS&E: Plans, Specifications & Estimate Phase

RW: Right-of-Way Phase
SRTS: Safe Routes to School
S: Small
M: Medium
L: Large

2021 Active Transportation Program
Metropolitan Planning Organization Component
Resolution G-26-68, Amending Resolution G-25-48
($1,000's)

Amended projects are shown in bold and highlight.

MPO	Application ID	County	Project Title	Total Project Cost	ATP Funding	FY 21-22	FY 22-23	FY 23-24	FY 24-25	PA&ED	PS&E	ROW SUP‡	ROW	CON SUP‡	CON	CON-NI	Project Type	DAC	SRTS	State Score	Regional Score or Rank*
FCOG	6-Clovis, City of-1	Fresno	Sierra Vista Elementary Area Sidewalk Improvements	$ 997	$ 997	$ 25	$ 96	$ 876	$ -	$ 25	$ 96	$ -	$ -	$ -	$ 876	$ -	Infrastructure - Small	x	x	79	74.5
FCOG	6-Coalinga, City of-1	Fresno	Coalinga East Polk Street Bike/Ped Safety and Connectivity Initiative	$ 1,770	$ 218	$ -	$ 23	$ 144	$ 51	$ 23	$ 144	$ -	$ 51	$ -	$ -	$ -	Infrastructure + NI - Small	x		85	71.33
FCOG	6-Fresno, City of-3	Fresno	Cross, Walk & Roll! SRTS in Central Fresno	$ 1,512	$ 1,274	$ 2	$ 129	$ -	$ 1,143	$ 2	$ 119	$ -	$ 10	$ -	$ 1,122	$ 21	Infrastructure + NI - Small	x	x	91	80
FCOG	6-Orange Cove, City of-1	Fresno	Bike Lane, Sidewalk and Crossing Improvement Project	$ 973	$ 973	$ 25	$ 109	$ 839	$ -	$ 25	$ 109	$ -	$ -	$ -	$ 839	$ -	Infrastructure - Small	x	x	79	74.17
FCOG	6-Reedley, City of-1	Fresno	Jefferson Elementary Safe Routes to School	$ 1,428	$ 1,353	$ -	$ 340	$ -	$ 1,013	$ -	$ 125	$ -	$ 215	$ -	$ 1,013	$ -	Infrastructure - Small	x	x	N/A	72.4
KCOG	6-Delano, City of-2	Kern	ATP-5 Bike Lane and Sidewalk Gap Improvement Project	$ 925	$ 911	$ -	$ -	$ 911	$ -	$ -	$ 120	$ -	$ -	$ -	$ 716	$ 75	Infrastructure + NI - Small	x	x	81	81
KCOG	6-Kern Council of Governments-1	Kern	Safe Routes for Cyclists in Kern County's Disadvantaged Communities	$ 826	$ 792	$ 792	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 792	Non-Infrastructure	x		84	84
KCOG	9-Tehachapi, City of-1	Kern	SRTS Dennison Road Bicycle/Pedestrian Corridor Improvement Project	$ 2,437	$ 2,432	$ 345	$ 2,087	$ -	$ -	$ -	$ 225	$ -	$ 120	$ -	$ 2,087	$ -	Infrastructure - Medium	x		86	86
MTC	4-Alameda County-2	Alameda	E. Lewelling Boulevard Safe and Complete Street for Active Transportation	$ 9,233	$ 2,996	$ -	$ 2,996	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,996	$ -	Infrastructure - Large	x	x	84	100
MTC	4-Emeryville, City of-2	Alameda	40th Street Protected Bikeway and Pedestrian Improvements	$ 13,915	$ 1,374	$ 1,374	$ -	$ -	$ -	$ -	$ 1,374	$ -	$ -	$ -	$ -	$ -	Infrastructure - Large	x		87	96
MTC	4-California Department of Transportation-3	Contra Costa	Central Avenue I-80 Undercrossing Ped/Bike Improvements	$ 4,333	$ 3,833	$ 535	$ 1,050	$ -	$ 2,248	$ 535	$ 677	$ 148	$ 225	$ 477	$ 1,771	$ -	Infrastructure - Medium	x		83	97
MTC	4-Metropolitan Transportation Commission (MTC)-1	Marin	Richmond-San Rafael Bridge Shared Use Path Gap Closure	$ 5,612	$ 4,302	$ 4,302	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,302	$ -	Infrastructure - Medium	x		80	101
MTC	4-San Francisco County Transportation Authority-1§	San Francisco	Yerba Buena Island Multi-use Pathway Project	$ 89,400	$ 3,800	$ -	$ 3,800	$ -	$ -	$ -	$ 3,800	$ -	$ -	$ -	$ -	$ -	Infrastructure - Large	x		73	93
MTC	4-San Francisco Municipal Transportation Agency-1§	San Francisco	Folsom Streetscape Project	$ 38,981	$ 7,040	$ 7,040	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,040	$ -	Infrastructure - Large	x		90	92
MTC	4-San Mateo, City of-1	San Mateo	Delaware Street Safe Routes to School Corridor	$ 1,661	$ 1,661	$ 37	$ 213	$ 10	$ 1,401	$ 37	$ 213	$ -	$ 10	$ -	$ 1,401	$ -	Infrastructure - Small		x	72	93
MTC	4-Santa Rosa, City of-1§	Sonoma	Santa Rosa US Highway 101 Bicycle and Pedestrian Overcrossing	$ 27,100	$ 12,000	$ -	$ -	$ 12,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,000	$ -	Infrastructure - Large	x	x	88	93
SACOG	3-Placerville, City of-1§	El Dorado	Placerville Drive Bicycle and Pedestrian Facilities	$ 26,913	$ 1,220	$ -	$ 1,220	$ -	$ -	$ -	$ 1,040	$ -	$ 180	$ -	$ -	$ -	Infrastructure - Large	x	x	80	85
SACOG	3-Citrus Heights, City of-1	Sacramento	Old Auburn Road Complete Streets - Phase I	$ 12,096	$ 2,115	$ 609	$ -	$ 1,506	$ -	$ 609	$ 914	$ -	$ 592	$ -	$ -	$ -	Infrastructure - Large			71	80
SACOG	3-Elk Grove, City of-1	Sacramento	Laguna Creek Inter-Regional Trail Crossing at State Route 99	$ 7,770	$ 504	$ 504	$ -	$ -	$ -	$ 504	$ -	$ -	$ -	$ -	$ -	$ -	Infrastructure - Large			79	81
SACOG	3-Sacramento, City of-2	Sacramento	American River Bridge Shared-use Path	$ 7,000	$ 2,700	$ -	$ 2,700	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,700	$ -	Infrastructure - Large			N/A	85
SACOG	3-West Sacramento, City of-3	Yolo	Sycamore Trail (Phase 3)	$ 2,689	$ 2,500	$ 80	$ 420	$ 2,000	$ -	$ 80	$ 320	$ -	$ 100	$ -	$ 2,000	$ -	Infrastructure - Medium	x	x	N/A	80
SACOG	3-Winters, City of-1	Yolo	SR128/I-505 Overcrossing (Br. 22-0110)/ Russell Blvd Bicycle and Pedestrian Improvements	$ 9,953	$ 414	$ 414	$ -	$ -	$ -	$ 414	$ -	$ -	$ -	$ -	$ -	$ -	Infrastructure - Large	x		74	77
SACOG	3-Yuba County-2	Yuba	Garden Avenue Safe Route to School Project	$ 2,500	$ 2,320	$ -	$ 50	$ 2,270	$ -	$ -	$ 50	$ -	$ -	$ -	$ 2,270	$ -	Infrastructure - Medium	x	x	85	82
SANDAG	11-La Mesa, City of-1	San Diego	La Mesa Bike and Sidewalk Connection Project	$ 4,488	$ 3,962	$ 180	$ 375	$ 3,407	$ -	$ 180	$ 375	$ -	$ -	$ -	$ 3,407	$ -	Infrastructure - Medium	x		47	2
SANDAG	11-San Diego Association of Governments (SANDAG)-4§	San Diego	Inland Rail Trail Gap Connector	$ 15,825	**$1,236** ~~$12,057~~	$ 1,236	$ -	$ -	~~$ 10,821~~	$ -	$ 1,236	$ -	$ -	$ -	~~$ 10,821~~	$ -	Infrastructure - Large	x	x	86	1
SCAG	11-El Centro, City of-1	Imperial	El Centro Pedestrian Improvement Project	$ 1,771	$ 882	$ -	$ -	$ 882	$ -	$ -	$ -	$ -	$ -	$ -	$ 882	$ -	Infrastructure - Medium	x	x	74	94
SCAG	7-El Monte, City of-1	Los Angeles	Traffic Calming for Parkway Dr/Denholm Dr	$ 5,350	$ 401	$ 401	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 401	$ -	Infrastructure - Medium	x		91	96
SCAG	7-Huntington Park, City of-1	Los Angeles	Huntington Park's Safe Routes and Childhood Obesity Project	$ 3,757	$ 3,757	$ 325	$ 3,432	$ -	$ -	$ 50	$ 275	$ -	$ -	$ -	$ 3,405	$ 27	Infrastructure + NI - Medium	x	x	91	101
SCAG	7-Long Beach, City of-4	Los Angeles	Pine Avenue Bicycle Boulevard	$ 4,087	$ 3,678	$ 90	$ 475	$ 514	$ 2,599	$ 90	$ 475	$ -	$ -	$ -	$ 2,599	$ 514	Infrastructure + NI - Medium	x		91	101

2021 Active Transportation Program
Metropolitan Planning Organization Component
Resolution G-26-68, Amending Resolution G-25-48
($1,000's)

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SCAG	7-Los Angeles, City of-10§	Los Angeles	Mission Mile: Sepulveda Visioning for a Safe and Active Community	$ 49,900	$ 39,670	$ 4,958	$ -	$ 2,125	$ 32,587	$ 4,958	$ 2,125	$ -	$ -	$ -	$ 32,587	$ -	Infrastructure - Large	x		91	100
SCAG	12-Brea, City of-1	Orange	Tracks at Brea - Gap Closure	$ 14,046	$ 1,787	$ -	$ 1,787	$ -	$ -	$ -	$ -	$ -	$ 1,787	$ -	$ -	$ -	Infrastructure - Large	x		85	105
SCAG	12-Orange County Transportation Authority (OCTA)-1§	Orange	Garden Grove-Santa Ana Rails-to-Trails Gap Closure	$ 42,397	$ 3,000	$ 3,000	$ -	$ -	$ -	$ 3,000	$ -	$ -	$ -	$ -	$ -	$ -	Infrastructure - Large	x		87	107
SCAG	12-Orange County-1	Orange	OC Loop Coyote Creek Bikeway (Segment O)	$ 6,605	$ 4,644	$ -	$ -	$ 4,644	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,644	$ -	Infrastructure - Medium	x		91	111
SCAG	12-Santa Ana, City of-3	Orange	Raitt Street Protected and Buffered Bike Lane	$ 5,499	$ 5,499	$ 81	$ 808	$ 4,610	$ -	$ 81	$ 808	$ -	$ -	$ -	$ 4,610	$ -	Infrastructure - Medium	x		90	110
SCAG	8-Cathedral City, City of-1	Riverside	Downtown Cathedral City Connectors: Gap Closure & Complete Streets Improvement	$ 5,566	$ 4,383	$ -	$ 4,383	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,383	$ -	Infrastructure - Medium	x		90	110
SCAG	8-Desert Hot Springs, City of-1	Riverside	Palm Drive Improvements	$ 4,905	$ 3,700	$ 3,700	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,700	$ -	Infrastructure - Medium	x		86.5	106.5
SCAG	8-Riverside County-1	Riverside	Safe Routes for All - Hemet	$ 636	$ 348	$ -	$ 348	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 348	Non-Infrastructure	x	x	91	91
SCAG	8-Wildomar, City of-1	Riverside	Bundy Canyon Active Transportation Corridor	$ 3,990	$ 1,454	$ 1,377	$ 77	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,377	$ 77	Infrastructure + NI - Medium			79	99
SCAG	8-Apple Valley, Town of-1	San Bernardino	Yucca Loma Elementary School Safe Routes to School Phase 2	$ 986	$ 838	$ 191	$ 647	$ -	$ -	$ -	$ 85	$ -	$ 106	$ -	$ 647	$ -	Infrastructure - Small	x	x	87	107
SCAG	8-Barstow, City of-1	San Bernardino	Pedestrian, Bicycle, and Safe Routes to Schools (SR2S), Barstow	$ 6,902	$ 6,406	$ -	$ -	$ -	$ 6,406	$ -	$ -	$ -	$ -	$ -	$ 6,406	$ -	Infrastructure + NI - Medium	x	x	86	106
SCAG	8-Fontana, City of-4	San Bernardino	Date Elementary School Street Improvements Project	$ 1,808	$ 1,808	$ 71	$ 128	$ -	$ 1,609	$ 71	$ 128	$ -	$ -	$ -	$ 1,591	$ 18	Infrastructure + NI - Small	x	x	88	108
SCAG	8-San Bernardino County-1	San Bernardino	Santa Ana River Trail - Phase III	$ 6,880	$ 1,105	$ 1,105	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,105	$ -	Infrastructure - Medium	x		87	107
SCAG	7-Southern California Association of Governments-2	Various	Sustainable Communities Program	$ 4,670	$ 4,670	$ 4,670	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,670	Non-Infrastructure	x	x	N/A	N/A
SCAG	7-Oxnard, City of-1	Ventura	SRTS Safety and Enhancements Project	$ 1,981	$ 1,981	$ 202	$ 1,779	$ -	$ -	$ -	$ 202	$ -	$ -	$ -	$ 1,480	$ 299	Infrastructure + NI - Small	x	x	86	101
SCAG	7-Oxnard, City of-2	Ventura	4th Street Mobility Improvements	$ 6,900	$ 650	$ 650	$ -	$ -	$ -	$ -	$ 650	$ -	$ -	$ -	$ -	$ -	Infrastructure - Medium	x		75	85
SCAG	7-Ventura County-3	Ventura	Santa Rosa Road Bike Lane Improvement and Pedestrian Project (SRRBLP)	$ 1,103	$ 330	$ -	$ -	$ 330	$ -	$ -	$ -	$ -	$ -	$ -	$ 330	$ -	Infrastructure - Small			67	82
SCAG	7-Ventura, City of-1	Ventura	Cabrillo Segment Multi-Use Path Gap Completion	$ 1,008	$ 1,008	$ 183	$ -	$ 825	$ -	$ 68	$ 110	$ -	$ 5	$ -	$ 825	$ -	Infrastructure - Small	x		90	100
StanCOG	10-Stanislaus County-1	Stanislaus	Robertson Road Elementary Safe Crossing and Active Transportation Connectivity Project	$ 1,997	$ 1,609	$ -	$ -	$ -	$ 1,609	$ -	$ -	$ -	$ -	$ -	$ 1,609	$ -	Infrastructure - Small	x	x	89.5	89.5
StanCOG	10-Waterford, City of-1	Stanislaus	Waterford Safe Routes to School Project - Yosemite Boulevard	$ 946	$ 946	$ 15	$ 128	$ 803	$ -	$ 15	$ 40	$ -	$ 88	$ -	$ 803	$ -	Infrastructure - Small	x	x	81	81
TCAG	6-California Department of Transportation-7	Tulare	Ivanhoe Safe Routes to School (SR 216)	$ 1,788	$ 1,070	$ 120	$ 181	$ -	$ 769	$ 120	$ 90	$ 22	$ 69	$ 165	$ 604	$ -	Infrastructure - Small	x	x	69	96
TCAG	6-Tulare County-3	Tulare	Tipton Sidewalk Improvements Project	$ 3,430	$ 1,218	$ -	$ -	$ -	$ 1,218	$ -	$ -	$ -	$	$ -	$ 1,218	$ -	Infrastructure - Medium	x	x	73	94.33
TMPO	3-Placer County-1	Placer	Kings Beach Western Approach Project	$ 8,330	$ 750	$ -	$ 260	$ 490	$ -	$ -	$ -	$ -	$ 260	$ -	$ 490	$ -	Infrastructure - Large	x		81	81
SJCOG	10-Stockton-5	San Joaquin	Greater Downtown Bike & Ped Connectivity	$ 1,998	$ 1,748	$ 75	$ 215	$ 1,458	$ -	$ 75	$ 215	$ -	$ -	$ -	$ 1,458	$ -	Infrastructure - Small	x		84	164.14
SJCOG	10-Stockton-6	San Joaquin	Downtown East-West Connection	$ 1,999	$ 1,799	$ 110	$ 240	$ 1,449	$ -	$ 110	$ 240	$ -	$ -	$ -	$ 1,449	$ -	Infrastructure - Small	x		75	149.43
				$ 491,572	**$ 152,009**																

*Regional scores and ranks are on various scales (and not necessarily out of 100). Individual scoring systems are outlined in each MPO's guidelines.

Adopted June 23, 2021, Resolution G-21-46
Adopted August 19, 2021, Resolution G-21-55 (SJCOG's MPO program)
Amended June 26-27, 2025, Resolution G-25-48

2021 Active Transportation Program
Metropolitan Planning Organization Component
Resolution G-26-68, Amending Resolution G-25-48
($1,000's)

MPO	Application ID	County	Project Title	Total Project Cost	ATP Funding	FY 21-22	FY 22-23	FY 23-24	FY 24-25	PA&ED	PS&E	ROW SUP‡	ROW	CON SUP‡	CON	CON-NI	Project Type	DAC	SRTS	State Score	Regional Score or Rank*

Abbreviations, Acronyms, and Initialisms

CON Construction Phase
DAC Disadvantaged Community
FCOG Fresno Council of Governments
KCOG Kern Council of Governments
MPO Metropolitan Planning Organization
MTC Metropolitan Transportation Commission (Bay Area)
NI Non-Infrastructure
PAED Project Approval and Environmental Document Phase
PSE Plans, Specifications, and Estimate Phase
ROW Right-of-Way Phase
SACOG Sacramento Area Council of Governments
SANDAG San Diego Association of Governments
SCAG Southern California Association of Governments
SJCOG San Joaquin Council of Governments
SRTS Safe Routes to School Project
StanCOG Stanislaus Council of Governments
TCAG Tulare County Association of Governments
TMPO Tahoe Metropolitan Planning Organization

June 11, 2026

Tanisha Taylor
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814
Tanisha.Taylor@catc.ca.gov

Dear Ms. Taylor:

Subject: DEPROGRAMMING REQUEST for Active Transportation Program (ATP) San Diego Association of Governments – Inland Rail Trail Gap Connector (Phase 4) 6066(189)

We are grateful for the California Transportation Commission's programming of $10,821,000 in Active Transportation Program (ATP) Cycle 5 Construction funding for the Inland Rail Trail Gap Connector (Phase 4). This project remains a critical regional active transportation corridor intended to improve connectivity and mobility within the region. The project will close a critical gap in the Inland Rail Trail and improve connections to regional transit and surrounding communities.

SANDAG respectfully requests deprogramming of the currently programmed ATP Cycle 5 Construction (CON) funds in the amount of $10,821,000 for the Inland Rail Trail Gap Connector (Phase 4) project.

The Inland Rail Trail Gap Connector project was originally developed as a single corridor project; however, due to project complexity, escalating construction costs now exceeding approximately $60 million, and overall funding constraints, SANDAG has reevaluated the project delivery strategy and overall funding approach. Through continued project development and coordination efforts, it was determined that advancing the project through smaller, phased segments would provide a more feasible and deliverable implementation strategy.

To continue advancing the corridor, SANDAG intends to pursue future ATP funding opportunities for phased project segments. SANDAG intends to pursue future ATP Cycles for Segment 1 Construction funding while continuing to advance right of way and design for the overall corridor. This approach will allow SANDAG to advance deliverable project segments while pursuing future funding opportunities that better align with project readiness, funding availability, and implementation schedules.

The project remains active, and SANDAG will continue submitting required quarterly status reports for the remaining pre-construction phases in accordance with ATP requirements. SANDAG will also continue advancing ongoing project development, environmental, and design coordination efforts for future phased implementation of corridor improvements.

Steps Taken to Continue Project Advancement:

To avoid cancellation of the overall project, SANDAG evaluated alternative delivery strategies, reviewed project segmentation opportunities, assessed funding availability, and coordinated with project stakeholders regarding future implementation and funding options. SANDAG also evaluated opportunities to phase improvements into smaller, more affordable segments that better align with funding availability and project readiness.

Lessons Learned:

Through this process, SANDAG recognized the importance of aligning programmed funding with constructible project segments and maintaining flexibility in project delivery strategies for large corridor projects impacted by escalating construction costs, evolving project schedules, and funding limitations. This effort also reinforced the importance of phased implementation strategies to continue advancing regional active transportation improvements while pursuing future funding opportunities.

Thank you for your consideration of this request. Please let us know if any additional information is needed.

Sincerely,

Mario Orso
Chief Executive Officer