

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 26-27, 2025

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.28, Action

Prepared By: Anja Aulenbacher
Associate Deputy Director

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Subject: Amendment to the 2025 Active Transportation Program Statewide and Small Urban and Rural Components, Resolution G-25-49, Amending Resolution G-24-76

Recommendation:

Staff recommends that the California Transportation Commission (Commission) approve an amendment to the 2025 Active Transportation Program with the following actions:

- Amend the Stanislaus Council of Governments' Church Street Mobility Enhancement Project programmed in the Statewide component to add \$3,258,000 to the construction phase in fiscal year 2028-29, for a total programmed amount of \$7,795,000.
- Amend the City of Visalia's Goshen Visalia Corridor Connection Project programmed in the Small Urban and Rural component to add \$31,672,000 to the construction phase in fiscal year 2028-29, and \$300,000 to the construction non-infrastructure phase in fiscal year 2025-26, for a total programmed amount of \$34,608,000.

Issue:

On December 5, 2024, the Commission adopted the 2025 Active Transportation Program Statewide and Small Urban and Rural components. At the time of program adoption, the Commission did not have enough programming capacity available to fully fund one project in the Statewide component and one project in the Small Urban and Rural component. Both projects were at the funding score threshold of their respective components.

The adopted program of projects for the Statewide component included \$84,350,000 for nine projects. Within the Statewide component, the Stanislaus Council of Governments received \$4,537,000 of its \$7,795,000 request for the Church Street Mobility Enhancement Project, leaving a \$3,258,000 funding shortfall. The adopted program of projects for the Small Urban and Rural component included \$16,870,000 for four projects. Within the Small Urban and Rural component, the City of Visalia received \$2,636,000 of its \$34,608,000 request for the

Goshen Visalia Corridor Connection Project, leaving a \$31,972,000 funding shortfall. At the time of programming, the Commission committed to working with the agencies to deliver the full projects.

After adoption of the 2025 Active Transportation Program Statewide and Small Urban and Rural components, Commission staff identified savings from canceled and lapsed projects or project phases. Therefore, sufficient programming capacity is now available to fully fund both projects. The recommended programming amendments are summarized below:

- **Stanislaus Council of Governments – Church Street Mobility Enhancement Project (Statewide component), in thousands:**

Programming	PA&ED	PS&E	ROW	CON	CON-NI	Total Award
Current Programming	\$321 FY 25-26	\$733 FY 26-27	\$240 FY 26-27	\$3,243 FY 28-29	\$0	\$4,537
Amended Programming	\$321 FY 25-26	\$733 FY 26-27	\$240 FY 26-27	\$6,501 FY 28-29	\$0	\$7,795
Proposed Change	None	None	None	+\$3,258	None	+\$3,258

- **City of Visalia – Goshen Visalia Corridor Connection Project (Small Urban and Rural component), in thousands:**

Programming	PA&ED	PS&E	ROW	CON	CON-NI	Total Award
Current Programming	\$0	\$0	\$0	\$2,636 FY 28-29	\$0	\$2,636
Amended Programming	\$0	\$0	\$0	\$34,308 FY 28-29	\$300 FY 25-26	\$34,608
Proposed Change	None	None	None	+\$31,672	+\$300	+\$31,972

Approval of this amendment will result in new programming totals of \$87,608,000 in the 2025 Active Transportation Program Statewide component and \$48,842,000 in the 2025 Active Transportation Program Small Urban and Rural component.

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 2025 Active Transportation Program Guidelines, which the Commission adopted at its March 22, 2024 meeting, describe the policies, standards, criteria, and procedures for the program's development, adoption, and management. The Commission established the 2025 Active Transportation Program as a four-year program (fiscal years 2025-26 through 2028-29).

The Commission adopted the 2025 Active Transportation Program Statewide and Small Urban and Rural components on December 5, 2024.

Resolution G-25-49, Amending Resolution G-24-76

Be It Resolved, that the California Transportation Commission does hereby amend the 2025 Active Transportation Program to:

- Amend the Stanislaus Council of Governments' Church Street Mobility Enhancement Project programmed in the Statewide component to add \$3,258,000 to the construction phase in fiscal year 2028-29 for a total programmed amount of \$7,795,000.
- Amend the City of Visalia's Goshen Visalia Corridor Connection Project programmed in the Small Urban and Rural component to add \$31,672,000 to the construction phase in fiscal year 2028-29 and \$300,000 to the construction non-infrastructure phase in fiscal year 2025-26 for a total programmed amount of \$34,608,000.

Be It Further Resolved, that all other provisions stipulated in Resolution G-24-76 remain in effect.

Attachments:

- Attachment A: Amended 2025 Active Transportation Program Statewide Component Program of Projects
- Attachment B: Amended 2025 Active Transportation Program Small Urban and Rural Component Program of Projects

California Transportation Commission
2025 Active Transportation Program
Statewide Component
(\$1,000s)
Resolution G-25-49, Amending Resolution G-24-76

CTC Application ID	Project Title	County	Total Project Cost	ATP Fund Request	25-26	26-27	27-28	28-29	PA&ED	PS&E	RW	CON	CON-NI	Project Type	DAC	SRTS	Final Score
5-Salinas, City of-1	John Street and Williams Road Safe Routes to Schools Project and Program	Monterey	\$ 9,955	\$ 7,954	\$ 1,650	\$ 550	\$ 5,754	\$ -	\$ 150	\$ 500	\$ 50	\$ 5,754	\$ 1,500	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	100
6-Madera, City of-1	Madera Citywide Safe Routes to School	Madera	\$ 7,756	\$ 6,201	\$ -	\$ -	\$ 6,201	\$ -	\$ -	\$ -	\$ -	\$ 6,201	\$ -	Infrastructure - Medium	Yes	Yes	99.5
6-Visalia, City of-2	Highland Community Connectivity	Tulare	\$ 7,194	\$ 5,470	\$ 520	\$ -	\$ -	\$ 4,950	\$ -	\$ -	\$ -	\$ 4,950	\$ 520	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	98
3-Grass Valley, City of-1	Wolf Creek Community and Connectivity	Nevada	\$ 16,300	\$ 12,990	\$ 195	\$ 1,700	\$ -	\$ 11,095	\$ 195	\$ 1,350	\$ 350	\$ 11,095	\$ -	Infrastructure - Large	Yes	No	98
7-San Gabriel Valley Council of Governments-1	Safe Paths Pomona: At-Grade Pedestrian and Bike Safety	Los Angeles	\$ 26,158	\$ 20,162	\$ 8	\$ 2,001	\$ 18,153	\$ -	\$ 8	\$ 1,701	\$ 300	\$ 18,153	\$ -	Infrastructure - Large	Yes	Yes	97.5
7-Inglewood, City of-1	Westchester-Veterans Station Multimodal Connection	Los Angeles	\$ 9,013	\$ 7,656	\$ 1,539	\$ -	\$ 6,117	\$ -	\$ -	\$ -	\$ 1,539	\$ 6,117	\$ -	Infrastructure - Medium	Yes	No	97
6-Visalia, City of-4	Beyond Bike Lanes - Elevating Santa Fe Street	Tulare	\$ 14,424	\$ 11,390	\$ 520	\$ -	\$ -	\$ 10,870	\$ -	\$ -	\$ -	\$ 10,870	\$ 520	Infrastructure + Non-Infrastructure - Large	Yes	No	96.5
7-Los Angeles County-1	West Rancho Dominguez Walks: Providing Safer Access to Schools and Parks	Los Angeles	\$ 9,990	\$ 7,990	\$ 1,784	\$ -	\$ 6,206	\$ -	\$ 512	\$ 792	\$ 480	\$ 6,206	\$ -	Infrastructure - Medium	Yes	No	96
10-Stanislaus Council of Governments-1 [‡]	Church Street Mobility Enhancement	Stanislaus	\$ 9,744	\$ 7,795	\$ 321	\$ 973	\$ -	\$ 6,501	\$ 321	\$ 733	\$ 240	\$ 6,501	\$ -	Infrastructure - Medium	Yes	Yes	96
			\$ 110,534	\$ 87,608													

Notes
‡Stanislaus Council of Governments requested \$7,795 for the Church Street Mobility Enhancement Project. However, only \$4,537 in programming capacity remained in the Statewide Component at the time of programming (December 5, 2024). Due to available savings in the ATP, the Commission programmed the remaining request amount on June 27, 2025.

Abbreviations, Acronyms, and Initialisms
CON: Construction phase
DAC: Project benefits a disadvantaged community
NI: Non-infrastructure
PA&ED: Project Approval & Environmental Document phase
PS&E: Plans, Specifications & Estimates phase
R/W: Right-of-way phase
R/W: Right-of-way phase
SRTS: Safe Routes to School project

California Transportation Commission
2025 Active Transportation Program
Small Urban and Rural Component
(\$1,000s)
Resolution G-25-49, Amending Resolution G-24-76

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9-Big Pine Paiute Tribe of the Owens Valley-1	Big Pine Paiute Tribal Active Transportation Plan	Inyo	\$ 251	\$ 251	\$ 251	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 251	Plan	Yes	No	95
1-Mendocino County-1	Covelo/Round Valley Safe Routes to School	Mendocino	\$ 6,181	\$ 6,181	\$ 220	\$ 880	\$ -	\$ 5,081	\$ 220	\$ 880	\$ -	\$ 5,081	\$ -	Infrastructure - Medium	Yes	Yes	95
9-Inyo County-1	Connecting Tecopa: Bicycle and Pedestrian Safety Corridor	Inyo	\$ 9,877	\$ 7,802	\$ 791	\$ 1,632	\$ -	\$ 5,379	\$ 791	\$ 618	\$ 1,014	\$ 5,379	\$ -	Infrastructure - Medium	Yes	No	95
6-Visalia, City of-3‡	Goshen Visalia Corridor Connection Project	Tulare	\$ 43,300	\$34,608	\$ 300	\$ -	\$ -	\$ 34,308	\$ -	\$ -	\$ -	\$ 34,308	\$ 300	Infrastructure + Non-Infrastructure - Large	Yes	Yes	95
			\$ 59,609	\$ 48,842													

Notes

‡The City of Visalia requested \$34,608,000 for the Goshen Visalia Corridor Connection Project. However, only \$2,636 in programming capacity remained in the Small Urban and Rural component at the time of programming (December 5, 2024). Due to available savings in the ATP, the Commission programmed the remaining request amount on June 27, 2025.

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CON:	Construction phase
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