

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 5-6, 2024

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.4, Action

Prepared By: Jaeden Gales  
Staff Services Manager

Published Date: November 22, 2024

Subject: Adoption of 2025 Active Transportation Program – Statewide and Small Urban and Rural Components, Resolution G-24-76

## **Recommendation:**

Staff recommends that the California Transportation Commission (Commission) adopt the 2025 Active Transportation Program – Statewide and Small Urban and Rural components, in accordance with the attached resolution and staff recommendations.

## **Issue:**

Staff recommends the Commission adopt the proposed 2025 Active Transportation Program – Statewide and Small Urban and Rural components in accordance with Staff Recommendations presented under Reference No. 4.3. The staff recommendations were made available to the Commission, the California Department of Transportation, regional agencies, local agencies, and other interested stakeholders on November 1, 2024. The Commission held a hearing to receive public comment on December 5, 2024 under Reference Number 4.3. The 2025 Active Transportation Program includes \$168.7 million in funding, with 50% to the Statewide component, 40% to the MPO (Metropolitan Planning Organizations) component, and 10% to the Small Urban & Rural component.

The Statewide Component includes 9 projects for funding, totaling \$84.35 million in Active Transportation Program funding and valued at approximately \$110.5 million, as shown in Attachment B.

The Small Urban and Rural Component includes 4 projects for funding, totaling \$16.8 million in Active Transportation Program funding and valued at approximately \$59.6 million, as shown in Attachment B.

## **Background:**

The Active Transportation Program's main purpose is to encourage increased use of active modes of transportation, such as biking and walking. In addition, 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 new cycle of Active Transportation Program funding occurs every two years with four years of funding per cycle.

Attachments:

- Attachment A: Resolution G-24-76
- Attachment B: 2025 Active Transportation Program – Statewide Component and Small Urban & Rural Component Staff Recommendation

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Adoption of the 2025 Active Transportation Program**  
**Statewide and Small Urban and Rural Components**

**RESOLUTION G-24-76**

- 1.1 **WHEREAS**, Streets and Highways Code Section 2384 requires the California Transportation Commission (Commission) adopt a program of projects to receive allocations under the Active Transportation Program; and
- 1.2 **WHEREAS**, the Commission must adopt a program of projects for the Active Transportation Program at least every two years, with each program covering four fiscal years; and
- 1.3 **WHEREAS**, the 2025 Active Transportation Program Guidelines were adopted on March 22, 2024; and
- 1.4 **WHEREAS**, the guidelines describe the policies, standards, criteria, and procedures for the development and management of the 2025 Active Transportation Program funding cycle; and
- 1.5 **WHEREAS**, the 2025 Active Transportation Program Fund Estimate was adopted on March 22, 2024, providing over \$568 million in Active Transportation Program programming capacity for fiscal years 2025-26 through 2028-29; and
- 1.6 **WHEREAS**, the Budget Act of 2024, signed into law on June 29, 2024, includes a \$400 million reduction to the \$1.049 billion one-time funding augmentation from the General Fund to the Active Transportation Program appropriated in the 2022 California State Budget; and
- 1.7 **WHEREAS**, the Commission adopted the Amendment to the 2025 Active Transportation Program Guidelines on August 16, 2024; and
- 1.8 **WHEREAS**, the Amendment to the 2025 Active Transportation Program Guidelines outlines the policies and procedures for managing the \$400 million reduction to the 2025 Active Transportation Program; and
- 1.9 **WHEREAS**, the Commission amended the 2025 Active Transportation Program Fund Estimate on August 16, 2024; and
- 1.10 **WHEREAS**, the Amended 2025 Active Transportation Program Fund Estimate provides over \$168 million in programming capacity to the 2025 Active Transportation Program, to be apportioned to the Statewide (50 percent), Small Urban and Rural (10 percent), and Metropolitan Planning Organization (40 percent) components in fiscal years 2023-24 through 2026-27; and
- 1.11 **WHEREAS**, pursuant to Streets and Highway Code Section 2382 subdivision (c), no less than 25 percent of overall program funds must benefit disadvantaged communities during each program cycle; and

- 1.12 **WHEREAS**, the staff recommendations conform to the 2025 Active Transportation Program Guidelines and other statutory requirements for the Active Transportation Program; and
- 1.13 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its December 5-6, 2024, meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission adopts the 2025 Active Transportation Program Statewide and Small Urban & Rural components, as indicated in Attachment B; and
- 2.2 **BE IT FURTHER RESOLVED**, that having a project included in the adopted 2025 Active Transportation Program Statewide and Small Urban and Rural components is not an authorization to begin work on that project. Contracts may not be awarded, nor work begin, until an allocation is approved by the Commission for a project in the adopted program; and
- 2.3 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2025 Active Transportation Program must comply with the Active Transportation Program Guidelines; and
- 2.4 **BE IT FURTHER RESOLVED**, that the project amounts approved for funding shall be considered as a “not to exceed amount” and that any increases in cost estimates beyond the levels reflected in the adopted program are the responsibility of the appropriate agency; and
- 2.5 **BE IT FURTHER RESOLVED**, that if available funding is less than assumed in the Fund Estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed; and
- 2.6 **BE IT FURTHER RESOLVED**, that staff, in consultation with the California Department of Transportation, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2025 Active Transportation Program Statewide and Small Urban & Rural components in order to reflect the most current information, or to clarify the Commission’s programming commitments, and shall request Commission approval of any substantive changes; and
- 2.7 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2025 Active Transportation Program of projects on the Commission’s website.

California Transportation Commission  
2025 Active Transportation Program  
Statewide Component  
Staff Recommendations (\$1,000s)

CTC Application ID	Project Title	County	Total Project Cost	ATP Funding	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/Williams Road Safe Routes to Schools Project and Programming	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 Project	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 Project	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 Project	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/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 <sup>‡</sup>	Church Street Mobility Enhancement Project	Stanislaus	\$ 9,744	\$ 4,537	\$ 321	\$ 973	\$ -	\$ 6,501	\$ 321	\$ 733	\$ 240	\$ 6,501	\$ -	Infrastructure - Medium	Yes	Yes	96
			\$ 110,534	\$ 84,350													

**Notes**  
‡Stanislaus Council of Governments requested \$7,795 for the Church Street Mobility Enhancement Project. However, only \$4,537 in programming capacity remains in the the Statewide component. Commission staff will work with the applicant to determine if the project can be delivered with the available ATP funding.

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

California Transportation Commission  
2025 Active Transportation Program  
Small Urban and Rural Component  
Staff Recommendations (\$1,000s)

CTC Application ID	Project Title	County	Total Project Cost	ATP Funding	25-26	26-27	27-28	28-29	PA&ED	PS&E	RW	CON	CON-NI	Project Type	DAC	SRTS	Final Score
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 <sup>‡</sup>	Goshen Visalia Corridor Connection Project	Tulare	\$ 43,300	\$ 2,636	\$ 300	\$ -	\$ -	\$ 34,308	\$ -	\$ -	\$ -	\$ 34,308	\$ 300	Infrastructure + Non-Infrastructure - Large	Yes	Yes	95
			\$ 59,609	\$ 16,870													

**Notes**  
‡The City of Visalia requested \$34,608,000 for the Goshen Visalia Corridor Connection Project. However, only \$2,636 in programming capacity remains in the Small Urban and Rural component. Commission staff will work with the applicant to determine if the project can be delivered with the available ATP funding.

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