

FY 2025-26 Awards

	Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communit es Definitions	Project Type	Project Description	Grant Request
1	1	Sustainable Communities Competitive	Lake County/City Area Planning Council	Lake County Tribal Transportation Needs and Engineered Feasibility Study	County of Lake	County of Lake	Rural Communities Native American Tribal Governments At/Below 80% AB 1550 (Gomez, 2016)	Other	The project will explore the needs, priorities, and feasibility of improving identified deficiencies within tribal road systems and transportation networks, both within and adjacent to native lands in the Lake County region. Features of the study would include a concise and detailed list of possible projects for each of the region's tribes, estimated costs, and potential funding sources to implement future projects. The goals of the project would be to identify and prioritize tribal transportation projects. It would serve as a complement to existing Tribal Transportation plans, or in some cases help to provide information useful in developing or updating older plans. Consistent with goals and policies of the Lake County Regional Transportation Plan, it will seek to develop partnering opportunities for future transportation projects that benefit both the tribes and the region as a whole.	\$199,191
2	1	Sustainable Communities Competitive	Humboldt County Association of Governments	Loleta Safe Routes to School and Connectivity to Tribal Lands	Humboldt	Loleta	Native American Tribal Governments	Multimodal (Motorized and Active Transport) Safety (Vision Zero)	To address the significant challenges to safe, sustainable, and active transportation in the greater community of Loleta, which includes two Native American Tribes and Loleta Elementary School, Humboldt County Association of Governments (HCAOG) will partner with the nonprofit Redwood Community Action Agency (RCAA), the Wiyot Tribe, the Bear River Band of the Rohnerville Rancheria, Humboldt County Public Works, Caltrans, and the diverse community members of Loleta to develop 30% design plans that focus on multimodal transportation safety improvements from Loleta Elementary School to Loleta's Main Street, as well as produce two Tribally-informed multimodal needs assessments and concept plans focused on enhancing transportation safety between both Bear River Rancheria and the Wiyot Tribe's Table Bluff Reservation, and Loleta Elementary/Main Street. This project will address pedestrian and roadway safety challenges created by the proximity of US Highway 101 to Loleta Elementary School, where vehicle speeds from highway offramps create unsafe conditions directly in front of the school. While Loleta Elementary School is ranked among the highest priorities for needed safety improvements among rural schools in HCAOG's "Safe Routes to School Prioritization Tool," no supportive plans have yet been developed for Loleta. There are currently no safe walking or biking paths connecting neighborhoods to Loleta Elementary School, and the few sidewalks that exist are narrow and in disrepair; intersections lack crosswalk markings and curb extensions; and speeds from US Highway 101 into Loleta create unsafe conditions. Enhancing safety, sustainability, and walkability can transform this community as it works on expanding school enrollment, developing a thriving business district, connecting the community with the Wiyot Tribe and the Bear River Rancheria in a safe and sustainable transportation network, and positioning Loleta to be a safe, healthy, and economically vibrant community along the future Great Redwood Trail.	\$310,000
3	1	Sustainable Communities Competitive (Technical)	Mendocino Council of Governments	Mendocino County Regional Vehicle Miles Traveled (VMT) Mitigation Program	Mendocino County	Fort Bragg, Point Arena, Ukiah, Willits	Rural Communities At/Below 80% AB 1550 (Gomez, 2016)	Climate Change (Adaptation, Vulnerability, etc.) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	MCOG is seeking to develop a Regional Vehicle Miles Traveled (VMT) Mitigation Program for the Mendocino County region to help local jurisdictions comply with SB 743 which requires CEQA lead agencies to assess VMT impacts that land use development or transportation projects may cause, and to mitigate these impacts when VMT impacts are identified. This project would develop recommendations for a regional VMT mitigation program that would allow developers and project sponsors to offset project VMT impacts through various methods, including the payment of fees, or direct implementation of, projects and programs that would reduce VMT in Mendocino County. Major deliverables/milestones include a Request for Proposals, stakeholder outreach, technical memoranda, program recommendations, pilot program recommendations, and draft and final Regional VMT Mitigation Program Recommendation Reports. Parties involved are expected to include MCOG, County of Mendocino, incorporated cities (Ukiah, Fort Bragg, Point Arena, Willits), Mendocino County Air Quality Management District, Caltrans, Native American Tribes, and local developers. VMT is a state, regional, and local issue which MCOG has addressed in its 2020 "Senate Bill 743 Vehicle Miles Traveled Regional Baseline Study", and addressing VMT impacts at the countywide level will provide a means for reducing VMT while also funding VMT reducing transportation projects and programs where they provide the greatest VMT and GHG reduction benefit.	\$278,869
4	1	Climate Adaptation Planning	Mendocino County Department of Transportation	Climate Adaptation Storm Drainage Vulnerability Analysis	Mendocino County	Unincorporated		Climate Change (Adaptation, Vulnerability, etc.) Multimodal (Motorized and Active Transport)	Mendocino County currently experiences localized flooding in various areas throughout the county due to inadequate culvert capacities and changing climate which, in turn, disrupts transportation and creates a safety issue for communities. This project will conduct a vulnerability analysis of culverts running under County owned and maintained rural roadways for impacts due to climate change. Data will be collected, an inventory will be created, and a countywide geographic information system (GIS) with existing drainage infrastructure features associated with the County maintained road system will be developed. Existing conditions will be analyzed to account for anticipated impacts from climate change through a hydrology and hydraulics analysis, and a development of a study for drainage infrastructure associated with the County maintained road system will be developed in order to prioritize replacement of culverts that cannot accommodate the impacts of climate change.	\$442,650
5	1	Sustainable Communities Competitive	City of Ukiah	City of Ukiah East Perkins Street Multimodal Transportation Plan	Mendocino	Ukiah	Rural Communities At/Below 80% AB 1550 (Gomez, 2016)	Multimodal (Motorized and Active Transport) Safety (Vision Zero)	The proposed City of Ukiah East Perkins Street Multimodal Transportation Plan will address deficiencies in pedestrian, bicycle, and transit facilities by studying needs and recommending multimodal and streetscape improvements for East Perkins Street (from Main Street to Oak Manor Drive), a key corridor connecting US 101 to downtown Ukiah. The goal of this project is to develop a community-vetted, technically feasible plan to create a safer, more efficient transportation corridor that promotes active transportation, housing, economic development, climate resilience, and provides accessible mobility options for Ukiah's under-resourced communities. Solutions will be informed by community and stakeholder engagement, data collection, and conceptual analysis. The plan will also consider upcoming developments within the corridor, including a new county courthouse, hospital expansion, and affordable housing projects, which are expected to increase transportation demands. Key outcomes include meaningful and comprehensive community engagement, an assessment of existing conditions and needs, conceptual alternatives analysis, and a final plan featuring recommendations, a 30% conceptual design, cost estimate, and an implementation strategy, which will developed in collaboration with Caltrans, the Mendocino Council of Governments, Mendocino Transit Authority, and other key stakeholders.	\$286,395
6	2	Sustainable Communities Competitive	Lassen County Transportation Commission	Bizz Johnson Rail Trail Extension Feasibility Study	Lassen County	Susanville	Rural Communities Regional/Local Definition	Active Transportation (Bicycle and Pedestrian) Multimodal (Motorized and Active Transport)	This project will fund the development of a Feasibility Study to extend the 25.4-mile Bizz Johnson National Recreation Trail another two miles eastward along an abandoned railroad grade to connect with the existing 3.5-mile Skyline Path at the intersection of State Route 36 and Skyline Road. The proposed connector is located in south Susanville in an under-resourced community. The project will implement phase 1 of the planned Susanville to Wendel rail trail previously identified in the 2022 Lassen County Active Transportation Plan and 2023 Lassen County Regional Transportation Plan 2023-2024. This project focuses on the first 2 miles of the connector to improve circulation on a planned network of Class I trails around the City. Through public engagement with local officials, interested stakeholders, and adjacent landowners, the study will analyze existing conditions along the proposed route and identify design features and cost estimates for future trail construction.	\$115,089
7	2	Sustainable Communities Competitive (Technical)	Lassen County Transportation Commission	Lassen County Electric Vehicle Charging Master Plan	Lassen County	Herlong, Johnstonville, Madeline, Standish, Susanville, Westwood	Rural Communities At/Below 80% AB 1550 (Gomez, 2016)	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The Lassen County Electric Vehicle Charging Master Plan will outline a path forward to install effective and equitable electric vehicle (EV) charging infrastructure throughout Lassen County by evaluating the physical and financial feasibility of expanding the charging network in the county and conducting a site analysis for EV charging locations. The Plan will include an evaluation of existing conditions, findings of stakeholder and public outreach, a feasibility and siting analysis, an infrastructure analysis, an economic analysis, and an implementation plan.  This plan is necessary due to the limited public EV charging infrastructure that currently exists in Lassen County. The plan supports state and federal Greenhouse Gas (GHG) emission reduction goals, aligns with local, regional, and state planning efforts, supports the expansion of EV accessibility to residents, and bolsters economic development by encouraging sustainable tourism in Lassen County. The Plan will coordinate with a multitude of Lassen County stakeholders, including the Susanville Indian Rancheria, City of Susanville, Chamber of Commerce, Lassen Transit Service Agency, and the general public to meet the demands of residents and visitors to the area alike.	\$170,863

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8	2	Sustainable Communities Competitive	Shasta Regional Transportation Agency (SRTA)	GoShasta Regional Active Transportation Plan Update (GoShasta Update)	Shasta	Anderson, Redding, Shasta Lake	Rural Communities Native American Tribal Governments Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The GoShasta Regional Active Transportation Plan Update (GoShasta Update) will build on the success of the original GoShasta Regional Active Transportation Plan (Original GoShasta Plan) by prioritizing equitable, multimodal transportation investments that enhance safety, connectivity, and sustainability across the Shasta Region. This update will address critical gaps in active transportation infrastructure, incorporate evolving state and regional priorities, and identify high-impact projects ready for funding and implementation. The GoShasta Update will serve as a regional framework for active transportation while also supporting jurisdiction-specific updates for Anderson, Redding, Shasta Lake, and Shasta County, ensuring locally tailored priorities and project designs are integrated into the broader regional effort. Deliverables will include detailed conceptual designs, prioritized project lists, and strategies to reduce greenhouse gas emissions, improve access for underserved communities, and increase resilience to climate risks. The Shasta Regional Transportation Agency (SRTA), with the City of Redding as the sub-applicant, will lead this effort in collaboration with local jurisdictions, tribal members, transit providers, and community-based organizations to ensure the GoShasta Update reflects community priorities and supports long-term regional and state goals.	\$317,000
9	3	Climate Adaptation Planning	County of Yuba	Yuba County - Climate Action & Adaptation Plan	Yuba County	Arboga, Linda, Olivehurst, Plumas Lake, West Linda		Climate Change (Adaptation, Vulnerability, etc.)	The County proposes to prepare a Climate Action & Adaptation Plan for adoption by the County's Board of Supervisors. The Plan will identify transportation system vulnerabilities and climate-related risks to existing transportation infrastructure users; identify adaptation planning projects that address those vulnerabilities and risks; and set into place climate projects for future programming into local or regional transportation plans, or both. Climate-related risks will, at a minimum, include Severe Weather – Extreme Heat, Flood, and Wildfire.	\$440,000
10	3	Sustainable Communities Competitive	City of Davis	City of Davis Active Transportation Plan	Yolo	Davis	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian)	The City of Davis proposes to develop a city-wide Active Transportation Plan (Plan) with the goal to increase the active mode share trips by 5% by 2040 with the development of innovative and data-proven successful projects, programs and policies that will reduce vehicle miles traveled and greenhouse gas (GHG) emissions (transportation accounts for 74% of GHG emissions in the City of Davis), improve access to transit stops, and enhance safety for all. The Plan will be informed by robust community outreach and the City will work with both our vocal and underrepresented community members and advocacy groups such as Cool Davis, Bike Davis, Strong Towns Davis, Davis Downtown Business Association, Davis Chamber of Commerce, Yolo Cares, Yolo County, the school district, church-based groups, SACOG, identity-based organizations, aging community organization and homelessness service providers to inventory the existing conditions, identify resident's needs and desires, and identify projects, programs and policies and prioritize the outcomes. Major deliverables include an executive summary designed for decisionmakers and community members filled with graphics and easy to read maps and a technical document which includes recommended prioritized short- and long-term projects, programs and policies to increase active transportation mode share. The Plan will have a strong nexus with existing plans such as the City of Davis' 2023 Climate Action and Adaptation Plan and 2023 Local Road Safety Plan; SACOG's Metropolitan Transportation Plan/Sustainable Communities Strategy; and the California Transportation Plan 2050, thereby furthering California's goal of creating a transportation system that is equitable, safe, sustainable, integrated, and efficient for all.	\$442,600
11	3	Sustainable Communities Competitive	City of South Lake Tahoe	Stateline Avenue Complete Streets Study	El Dorado County	City of South Lake Tahoe	At/Below 80% AB 1550 (Gomez, 2016)	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	The City of South Lake Tahoe will prepare the Stateline Avenue Complete Streets Study to identify current multimodal mobility challenges and develop a set of proposed improvements to enhance safety, vehicle circulation, and active transportation connectivity along Stateline Avenue that will improve quality of life for residents and regional visitors alike. The Study will engage with key stakeholders throughout the process, assess existing corridor needs and opportunities, conduct robust community engagement through workshops and pop-up events, recommend innovative and context-sensitive multimodal improvements, and provide the foundation for future implementation grant funding. The project has been previously identified within the 2024 Tahoe Regional Planning Agency (TRPA) Active Transportation Plan and the Tahoe Environmental Improvement Plan. The Study will continue to coordinate with these local entities as well as with Caltrans District 3 and El Dorado County to foster collaboration with these existing regional planning efforts for active transportation improvements. The eventual implementation of Complete Streets design concepts identified in the Study will support State, regional, and local goals by prioritizing safety, enhancing mobility efficiency, reducing greenhouse gas emissions, and improving accessibility and comfort for all users of the multimodal transportation system.	\$255,852
12	3	Sustainable Communities Competitive (Technical)	City of Yuba City	Yuba City Electric Vehicle Infrastructure Plan	Sutter	Yuba City	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Climate Change (Adaptation, Vulnerability, etc.) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The City of Yuba City requests \$270,016 to develop the Yuba City Electric Vehicle (EV) Infrastructure Plan within city limits, located in Sutter County (14.7 square miles, population 69,058 including 31,360 residents in disadvantaged Census Tracts) just 40 miles north of Sacramento where the City is the trading and service center for the surrounding agricultural area. The City proposes to develop an EV infrastructure plan to strategically plan for public EV infrastructure and City-owned fleet upgrades, prioritizing safety, equity, and sustainability while mitigating climate change by reducing greenhouse gas emissions from combustion engines. This initiative will foster a resilient urban environment, ensure equitable access to EV infrastructure, and promote public health through cleaner air and reduced environmental impacts. Stakeholders include Sacramento Area Council of Governments (SACOG), Feather River Air Quality Management District, Yuba-Sutter Chamber of Commerce, Yuba City Downtown Business Association, and Blue Zones Project to contribute to the Plan and assist with public outreach. This Plan will support California's Executive Order N-79-20, requiring automakers to increase the number of zero-emission light-duty vehicles each year starting in 2026 and until 100% of vehicles sold are zero-emission light-duty vehicles by 2035, the Yuba City Resource Efficiency Plan, and the 2015 Sacramento Region Transportation Climate Adaptation Plan.	\$270,016
13	3	Strategic Partnerships (FHWA SPR Part I)	Sacramento Area Council of Governments	CARTA Regional Toll Equity Study	El Dorado County, Placer County, Sacramento County, Sutter County, Yolo County, Yuba County	NA	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0	Multimodal (Motorized and Active Transport)	Consistent with local and statewide plans, the Sacramento Region (Sacramento, Yolo, Placer, El Dorado, Yuba, and Sutter counties) is developing our first toll lanes to reduce greenhouse gas emissions, improve transit reliability, and manage freeway congestion in our growing region. To deliver an equitable toll lane system, the Sacramento Region needs to evaluate the impact of toll lanes on low-income, disadvantaged, and other equity-priority communities; reduce disparities in benefits and burdens for those communities; and enhance transportation access for all users. The CARTA Regional Toll Equity Study (Study) will fill this gap by reviewing toll equity best-practices, analyzing how toll lanes will impact travel for equity-priority communities, and providing a clear and actionable roadmap to deliver an equitable toll lane network in the Sacramento Region. The Study will be led by the Capital Area Regional Tolling Authority (CARTA), a joint power authority between SACOG, Caltrans District 3, and Yolo Transportation District (YoloTD) that is the new designated tolling authority for the Sacramento Region.	\$500,000
14	3	Climate Adaptation Planning	Sacramento County	Wilton Area Roadway Resiliency Project	Sacramento	Wilton, a census designated place		Active Transportation (Bicycle and Pedestrian) Climate Change (Adaptation, Vulnerability, etc.) Multimodal (Motorized and Active Transport)	The Wilton Area Roadway Resiliency Project (Project) entails the development of a Resilience Improvement Plan to enhance the ability of existing surface transportation assets to withstand flooding and wildfires associated with extreme climate events. Located along the Cosumnes River, the Wilton Community has history of severe flooding events and wildfires that have damaged the community, closed roadways within the region's evacuation network, and have resulted in fatalities. Sacramento County Department of Transportation will work closely with Caltrans and multiple stakeholders to analyze climate impacts, understand community needs and concerns, identify and prioritize potential improvements, and prepare 30% design plans and estimates for improvements identified by the plan. The Project is included in Caltrans' Resiliency Improvement Plan, and is consistent with and will coordinate with other state, regional, and local plans.	\$650,000

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15	3	Sustainable Communities Competitive	City of West Sacramento	West Sac Forward Transit Priority Plan	Yolo County	City of West Sacramento	Regional/Local Definition At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Corridor (Local or Regional) Transit (Bus/Light Rail/Commuter Rail Service)	With West Sacramento experiencing some of the strongest growth in the region this century; planned Sacramento Regional Transit (SacRT) light rail transit construction into West Sacramento starting in 2026; public On-Demand Rideshare services growing in popularity; and existing Yolo County Transit District (YoloTD) bus and paratransit service changes anticipated - the City of West Sacramento in partnership with SacRT, YoloTD, and Via, with support from Sacramento Area Council of Governments (SACOG) proposes to develop the "West Sac Forward Transit Priority Plan": an innovative sustainable public transit plan rooted in community feedback and collaborative public participation. Using Sustainable Communities funding, our agencies will team-up to analyze existing systems targeting efficiency, effectiveness, and seamless integration of public bus, rail, rideshare, and planned rapid transit systems to better serve residents and local workforce through new policies, strategies, and recommended infrastructure improvements. Objectives include reducing transit delay, increasing reliability and resiliency, increasing ridership, improving access and mobility for equity priority communities and transit-dependent populations, reducing Greenhouse Gas (GHG) emissions, reducing congestion and Vehicle Miles Traveled (VMT), and improving traffic safety while balancing service cost and system performance. The final deliverable: a transformative plan with recommended improvements that support healthy, diverse communities and strengthen the economy by implementing the City's Strategic Plan and Mobility Action Plan, YoloTD's Short Range Transit Plan, and the SACOG 2025 Blueprint Triple Bottom Line strategic goals of Equity, Economy, and Environment - which complement Caltrans' six Strategic Plan Goals, meet grant objectives, and achieve CTP 2050 vision and Statewide Transit Strategic Plan objectives prioritizing cost-effective public transit services with improved mobility, social equity, and reduced GHG emissions.	\$431,490
16	3	Sustainable Communities Competitive	Placer County Transportation Planning Agency	Placer-Sacramento Gateway Plan Update	Placer, Sacramento	Auburn, Citrus Heights, Loomis, Lincoln, Rocklin, Roseville, Sacramento	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Corridor (Local or Regional) Multimodal (Motorized and Active Transport)	This grant proposal will update the Placer-Sacramento Gateway Plan, a comprehensive multimodal corridor plan developed in 2020 in partnership with regional and local agencies. The objective of the Gateway Plan Update is to identify and fund projects designed to reduce congestion through performance improvements that balance transportation needs, community impacts, with environmental benefits along the highly traveled 40-mile Gateway Corridor that includes segments of I-80, Bus 80, and SR 65, as well as parallel local roadways, transit, and bikeways. The Update will translate the goals from the Gateway Plan into an actionable list of regional projects to pursue over the next five years in a coordinated transportation funding effort. The Update represents a critical step in advancing a collaborative, forward thinking planning process that furthers the region's MTP/SCS by prioritizing sustainability, equity, and multimodal and environmental solutions to create a balanced transportation system in alignment with SB 1 objectives.	\$520,000
17	3	Sustainable Communities Competitive	City of Nevada City	Nevada City Active Transportation, Trails, and Complete Streets Master Plan	Nevada	Nevada City	Rural Communities At/Below 80% AB 1550 (Gomez, 2016)	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	Nevada City is a vibrant small town with an immediate need for a comprehensive and cohesive vision for active transportation, as the absence of a citywide transportation plan, including bicycle, pedestrian, or multimodal plans, has resulted in fragmented and piecemeal investments in bike, trail, and pedestrian infrastructure. Through a community driven process with robust community outreach and heavy involvement of stakeholders by way of a Project Advisory Committee (PAC) the City intends to create a Master Plan document that will focus on active transportation improvements, ultimately guiding the creation of a comprehensive and interconnected bicycle and pedestrian system that serves users of all ages and abilities and that can guide development of an active transportation network of safe and walkable streets, bikeways, and connecting trails to prioritize active transportation for residents, visitors, and workers. This plan will help to accomplish the vision statement in Caltrans' statewide "Toward an Active California" that states, "By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle" and the proposed Master Plan comports with and furthers the planning efforts outlined in the Caltrans Transportation Plan 2040 (CTP 2040), District 3 Active Transportation Plan and the Federal Highway Administration's Small Town and Rural Multimodal Networks Guide (2017). It also aligns with Nevada County Transportation Commission's Regional Transportation Plan that calls for "creating bicycle, pedestrian, and transit networks that provide access to key destinations" while the Plan would also further policies that are set out in our General Plan, Circulation Element. With its compact town center, Nevada City presents a great opportunity of becoming a very walkable and bikeable community in which active transportation trips are safe and comfortable for people of all ages and abilities.	\$323,135
18	4	Sustainable Communities Competitive (Technical)	San Francisco Bay Area Rapid Transit District (BART)	BART's Transit Oriented Development (TOD) Survey & Modeling	Alameda, Contra Costa, San Francisco	Berkeley, Castro Valley, Daly City, Dublin, El Cerrito, Fremont, Hayward, Millbrae, Oakland, Pleasant Hill, Pleasanton, Richmond, San Francisco, San Leandro, Union City, Walnut Creek	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Multimodal (Motorized and Active Transport) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition) Transit (Bus/Light Rail/Commuter Rail Service)	This Project is comprised of three interrelated components to assess the pandemic's impact on transit ridership and the effects of Transit Oriented Developments (TOD) on communities throughout the region. TOD Travel Behavior Survey to capture transportation choices, trip purposes among TOD residents and users, and other relevant information including demographics. TOD Scenario Model Update: evaluates TOD's impact on BART ridership and revenue, incorporating the effects of remote work on travel behavior. BART's Mode Shift Planning Tool Update integrating new TOD travel behavior data, recent station surveys, and the pandemic's effect on ridership to determine future access needs with the future TODs and parking reductions. These updates will inform future TOD projects, helping BART plan effectively for access and parking needs in stations slated for TOD developments that provide a multitude of much needed benefits to the communities BART serves.	\$699,830
19	4	Sustainable Communities Competitive	Central Contra Costa Transit Authority	Transit Connectivity and Bus Stop Design Guidelines	Contra Costa County	Clayton, Concord, Danville, Lafayette, Martinez, Moraga, Orinda, Pleasant Hill, San Ramon, Walnut Creek	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Multimodal (Motorized and Active Transport) Transit (Bus/Light Rail/Commuter Rail Service)	The Transit Connectivity and Bus Stop Design Guidelines will establish standards, policies, and strategies to improve County Connection bus stops. These guidelines aim to enhance multi modal access by improving pedestrian and bike connectivity for first/last mile connections, ensuring consistent and appropriate improvements across various land use contexts, streamlining the design process for quicker implementation, and improving bus speeds and service reliability. Furthermore, the plan will develop conceptual designs (up to 30%), funding strategies, and cost estimates for priority stops, with a focus on community input, particularly from under-resourced communities. The development of the guidelines will involve County Connection's partner jurisdictions, its transit users and community members, and community-based organizations identified in County Connection's adopted public participation plan that help reach under-resourced communities.  By improving transit access and reducing reliance on single-occupant vehicles, these guidelines will contribute to a more sustainable and equitable transportation system, reducing greenhouse gas emissions and improving community health and safety. These efforts align with current and past planning efforts locally (listed in Appendix 3), regionally, and statewide, including County Connection's Transit Access Improvement Study, Bus Stop Consolidation and Improvement Plan; Concord's Monument Corridor Community-Based Transportation Plan; Martinez's Downtown Martinez Community-Based Transportation Plan; Contra Costa Transportation Authority's County-wide Transportation Plan; and the California's Statewide Transportation Plan, Caltrans Strategic Plan, Climate Action Plan for Transportation Infrastructure, and Master Plan on Aging, the 2024 Regional Transportation Plan Guidelines, among others.	\$242,000
20	4	Sustainable Communities Competitive	Contra Costa County	Bay Point Enhanced Bicycle and Pedstrian Improvements Study	Contra Costa County	Bay Point	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	The Bay Point Enhanced Bicycle and Pedestrian Improvements Study ("Study") is a Contra Costa County-led effort that will evaluate the implementation of enhanced bicycle and pedestrian facilities, including Class IV bicycle facilities and green infrastructure, in Bay Point, specifically on: 1) McAvoy Road, starting at McAvoy Harbor and the Bay Point Regional Shoreline, across railroad tracks to Port Chicago Highway, 2) along Port Chicago Highway to Willow Pass Road, and 3) Willow Pass Road from the the Evora Road-westbound State Route 4 ramps intersection to the border with the City of Pittsburg. The Study will be the first step in implementing a safer, more robust multimodal transportation system in Bay Point with enhanced active transportation mobility, allowing for mode shift and improved access to key destinations for this disadvantaged community. Integral to the Study effort is a robust community and stakeholder engagement process, targeted at the most vulnerable populations, while providing for well-vetted and community-supported outcomes.	\$442,650

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21	4	Sustainable Communities Competitive	City of Belmont	City of Belmont Transportation Master Plan	San Mateo County	City of Belmont		Multimodal (Motorized and Active Transport) Safety (Vision Zero)	The City of Belmont (Belmont) proposes a Transportation Master Plan (TMP) that will guide the city in making multimodal transportation investments while accommodating growth in a way that maintains a high quality of life for Belmont residents, visitors, and commuters. The TMP will identify Belmont's existing and future roadway infrastructure challenges and potential solutions that would be implemented through a combination of public and private infrastructure investments. A 5-year and 10-year Short Range Plan and a 20-year Long Range Plan phasing forecasts will be developed and evaluated to provide a tool to help Belmont plan for growth based on the 2035 General Plan, Belmont Village Specific Plan, and projects identified in the Pedestrian and Bicycle Plan (2016) and Capital Improvement Projects (CIP). The TMP will also advance the State Adaptation Strategy and Belmont's Climate Change Action Plan via improved access to transit and enhanced pedestrian and bicycle access, while ensuring compliance with the Americans with Disabilities Act (ADA). The TMP will be prepared in collaboration with the general public, transit agencies, business communities, schools, law enforcement, first responders, and all city departments.	\$673,000
22	4	Sustainable Communities Competitive	City of Hayward	Nighttime Safety Enhancement Plan	Alameda	City of Hayward	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Below 25% CA Healthy Places Index	Multimodal (Motorized and Active Transport) Safety (Vision Zero)	The Nighttime Safety Enhancement Plan (Plan) is proposed to improve the citywide street light system to increase nighttime traffic safety and prevent crashes for all road users. The Plan will assess the existing lighting conditions, propose minimum illumination levels in various development areas with a focus on high pedestrian and bicycle corridors, and establish maintenance programs, processes for handling new street light requests, and short- and long-term capital improvement alternatives. The plan aligns with the City's Vision Zero goal by addressing the 58% of fatal and severe injury crashes that occur at nighttime, underscoring the need for enhanced lighting systems. The plan also aligns with the City's mode shift and greenhouse gas reduction goals, MTC's guiding principle to provide a safe and multimodal transportation system, and Caltrans' goal related to safety, climate, accessibility, and infrastructure in the California Transportation Plan 2050 by including emissions reductions with smart lighting technology, encouraging mode shift from auto to walking or biking at nighttime, reducing crime, and increasing access to safer multi-modal corridors. The City will involve individuals and community-based organizations representing residents most impacted by nighttime collisions, such as residents with disabilities, pedestrians and bicyclists, homeless individuals, and lower-income residents.	\$611,000
23	5	Sustainable Communities Competitive	Transportation Agency for Monterey County	2026 Active Transportation Plan and Level of Traffic Stress Analysis	Monterey County	Carmel, Del Rey Oaks, Gonzales, Greenfield, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, Seaside, Soledad	At/Below 80% AB 1550 (Gomez, 2016) At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian)	The 2026 Monterey County Active Transportation Plan and Level of Traffic Stress Analysis (the Plan) will develop a comprehensive strategy to create walking, biking and non-motorized transportation options for vulnerable and underserved persons throughout the county. This Plan is an update to the previous Monterey County Active Transportation Plan and will include a Level of Traffic Stress (LTS) analysis that will assess the experience of non-automotive road users and produce an interactive map highlighting existing bicycle and pedestrian network gaps to help TAMC and local jurisdictions focus on implementing the highest benefit projects on our transportation network. This Plan will incorporate the Caltrans District 5 Active Transportation Plan and develop project recommendations consistent with SB-960 and DP-37 so they can be directly implemented into the SHOPP. The Plan advances the Caltrans 2024-2028 Strategic Plan safety goal to reduce fatalities and serious injuries for bicyclists, pedestrians, and other vulnerable road users; equity goal to improve multimodal connectivity in underserved communities; climate action goal to reduce greenhouse gas emissions; and prosperity goal to improve multimodal access to destinations. The effort will be led by TAMC, in partnership with its member agencies, the Monterey County Health Department, and Caltrans District 5.	\$676,000
24	5	Sustainable Communities Competitive (Technical)	Monterey-Salinas Transit District	MST Designing for Transit Guidelines and ADA Analysis Project	Monterey	Carmel-by-the-Sea, Del Rey Oaks, Gonzales, Greenfield, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, Seaside, Soledad	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Complete Streets (Multimodal Specific Type) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition) Transit (Bus/Light Rail/Commuter Rail Service)	The proposed project is to develop a Designing for Transit Guidelines and ADA Analysis Project to support local complete streets objectives and Americans with Disabilities Act (ADA) transition efforts to provide the best possible experience for transit users and all road users. Project Necessity – The project is a critical component to increasing coordination of land use developments with public transportation to enable ADA accessible, safe, efficient, and effective transit operations, which can increase transit ridership and lower greenhouse gas emissions. Major Deliverables – The major deliverables of the project are to 1) develop an updated Designing for Transit Guidelines document that outlines adequate bus stop placement, required dimensions for Americans with Disabilities Act (ADA)-compliant bus stops and amenities, and minimum complete street dimensions for accommodating buses and other transit-supportive/priority treatments and 2) an analysis that identifies non-ADA compliant bus stops and cost estimates for ADA upgrades. Parties Involved – The primary project stakeholders will be Monterey-Salinas Transit District and Caltrans, but due to the intricately interconnected nature of this project, a variety of secondary project stakeholders, such as AMBAG, TAMC, Monterey County, and the 12 jurisdictions MST serves, will be involved in the project as well. Connection to Other Planning Efforts – The project is consistent with regional planning efforts outlined in AMBAG's 2045 Metropolitan Transportation Plan/Sustainable Community Strategy and supports Caltrans Sustainable Transportation Planning Grant Program's overarching objectives, as well as the California Transportation Plan 2050, MST's Transit-Oriented Development (TOD) Planning Study, City of Salinas 6th Cycle Housing Element, Seaside 2040 General Plan, City of Soledad General Plan, Monterey's ADA Transition Plan, and City of Salinas Vision Zero Plan (Attachment A).	\$271,600
25	5	Strategic Partnerships (FHWA SPR Part I)	Santa Barbara County Association of Governments	SR 135 Comprehensive Corridor Study	Santa Barbara County	Orcutt (Unincorporated Santa Barbara County), Santa Maria	Regional/Local Definition At/Below 25% CA Healthy Places Index	Corridor (Local or Regional)	The State Route 135 Comprehensive Corridor Study comes at the request of the City of Santa Maria and multiple SBCAG Directors to identify opportunities for improvement along the SR 135 corridor between the unincorporated community of Orcutt and the City of Santa Maria in northern Santa Barbara County. This study will have a wide scope, considering all road users and addressing safety, mobility, congestion, access management, and GHG emissions reduction. A consultant will be hired to prepare the corridor study, managed by SBCAG, with the major deliverable being a written document identifying the needs of the corridor and a list of projects and strategies to inform future regional transportation plan updates. The study will foster coordination among SBCAG, Caltrans, and the City of Santa Maria, building upon existing and planned efforts, with Complete Streets and Vision Zero elements.	\$160,000
26	5	Sustainable Communities Competitive	City of Capitola	Connecting Capitola Village Active Transportation Plan	Santa Cruz County	City of Capitola	At/Below 80% AB 1550 (Gomez, 2016)	Active Transportation (Bicycle and Pedestrian)	The City of Capitola is requesting funds to develop its first Active Transportation Plan (ATP) to create a safe, accessible, and connected active transportation network that meets the needs of all community members, including underserved populations such as seniors, youth, and low-income residents. This project will identify gaps, barriers, and opportunities in Capitola's bicycle and pedestrian infrastructure and emphasize modern, protected designs to improve safety and equity for all users. The ATP will incorporate climate resilience strategies, prioritize Vision Zero principles, and align with the goals of Capitola's General Plan, Regional Transportation Plan, District 5 Active Transportation Plan, and the California Climate Action Plan for Transportation Infrastructure (CAPTI). Community engagement will be a central focus, ensuring a collaborative vision that enhances mobility options, supports future grant competitiveness, and promotes healthier, more sustainable transportation choices.	\$450,000
27	5	Sustainable Communities Competitive	Santa Cruz Metropolitan Transit District	Santa Cruz METRO Bus Stop Master Plan	Santa Cruz	Capitola, Santa Cruz, Scotts Valley,, Watsonville	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0	Transit (Bus/Light Rail/Commuter Rail Service)	The Santa Cruz Metropolitan Transit District (Santa Cruz METRO) proposes to implement a Bus Stop Master Plan to enhance accessibility, safety, and comfort across its bus network. This initiative will address the necessity for modernized infrastructure to better serve customers, including those with disabilities, and to comply with the Americans with Disabilities Act (ADA). Major deliverables will include: 1) Update of METRO's Bus Stop Inventory as verified from field assessments of METRO's bus stops, prioritizing those that are in under-resourced communities and/or on the state highway system; 2) Meeting presentations and survey/focus group findings gathered from public outreach and stakeholder engagement; 3) Update of METRO's Bus Stop Design Guidelines (2015), including conceptual plans for new bus stops or improvements to existing bus stops, criteria for Rapid Corridor stops, and real-time passenger information systems; and 5) Development of preliminary cost estimates and a phased implementation plan.	\$380,264

	Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communit es Definitions	Project Type	Project Description	Grant Request
28	5	Sustainable Communities Competitive	Santa Ynez Band of Chumash Indians	Santa Ynez Valley Active Transportation Regional Connector Planning	Santa Barbara County	Buellton, Santa Ynez (unincorporated), and Solvang	Rural Communities Native American Tribal Governments	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The proposed planning work will help to accomplish a variety of planning efforts leading up to completion of 30% design of a selected alternative for what will ultimately become a 10-mile-long multi-use path. The future path will provide the Santa Ynez Band of Chumash Indians (SYBCI) with long-needed safe access to local schools, grocery stores, medical facilities, employment opportunities, and other vital destinations, while filling critical gaps in the Santa Ynez Valley's (SYV) active transportation network and adapting the region to expanding bike-tourism. The proposed scope includes consultant procurement, a public engagement program, an active transportation planning analysis, a traffic operations and safety analysis (including traffic data collection), and conceptual engineering with 30% design plans. The Chumash Tribe is partnering with the County of Santa Barbara, and the Cities of Buellton and Solvang to optimize the impact this project has on local communities by combining the Tribe's trail concept with the long-awaited multi-use River Trail project that has been described in several regional plans, including the Santa Barbara County Active Transportation Plan (ATP), Santa Barbara County Association of Governments (SBCAG) ATP, and SYV Bicycle Master Plan.	\$383,016
29	5	Climate Adaptation Planning	San Luis Obispo Council of Governments	Hwy 1 SLO North Coast Resiliency and Safety Plan	San Luis Obispo County	Unincorporated SLO County - Cambria and San Simeon		Climate Change (Adaptation, Vulnerability, etc.) Complete Streets (Multimodal Specific Type)	This project will conduct a comprehensive analysis of a 12-mile segment of the Pacific Coast Highway (Highway 1) between San Simeon and Cambria and applicable road segments in each community. The study aims to develop actionable recommendations for future projects that improve the corridor's functionality, resilience, and overall benefit to surrounding communities. This project is necessary for two key reasons. First, the Caltrans District 5 Climate Change Adaptation Priorities Report has designated sections of Highway 1, including roadways and bridges within the project area, as priority assets requiring further assessment due to their high cross-hazard vulnerability score. Second, strong community support for these improvements, particularly regarding safety enhancements, demonstrates a clear and compelling need that warrants evaluation and solutions. Complete Streets and multimodal/safety infrastructure recommendations will be made along Highway 1 and within the communities of San Simeon and Cambria addressing long-standing resident concerns.	\$354,000
30	5	Strategic Partnerships (FTA 5304)	San Luis Obispo Council of Governments	Transit Mobility Hub & Equity Study	San Luis Obispo County	Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Paso Robles, Pismo Beach, San Luis Obispo, SLO County	Regional/Local Definition	Multimodal (Motorized and Active Transport) Transit (Bus/Light Rail/Commuter Rail Service)	This project will rebrand and update the San Luis Obispo Council of Governments' twelve-year-old Park & Ride Lot Study, developing a plan to elevate existing park and ride facilities into a modern mobility hub network. Planning for incorporating a mobility hub network in San Luis Obispo County is crucial because the region's car-dependent land use, limited public transit use, low-density housing, and rural communities hinder access to jobs and contribute to greenhouse gas emissions. The updated study will incorporate innovative alternative transportation options to facilitate mode shift and reduce vehicle miles traveled (VMT). Additionally, a comprehensive operations evaluation of the regional and connecting local transit system will inform recommendations for future service planning, enhancing transportation access between affordable housing and employment centers. In partnership with local transit operators, large employers, community development staff from SLOCOG jurisdictions, and the community, the study aims to create a compelling network of alternative transportation options that improve regional mobility and increase transit ridership while reducing greenhouse gas emissions, reducing vehicle miles traveled, and preparing for system disruptions, which are all challenges outlined in the California Transportation Plan 2050 to overcome.	\$370,000
31	6	Sustainable Communities Competitive	Fresno Council of Governments	Fresno Metropolitan Light Rail Feasibility Study	Fresno	Fresno	At/Below 80% AB 1550 (Gomez, 2016)	Transit (Bus/Light Rail/Commuter Rail Service)	This project will be a case study for the feasibility of Light Rail Transit (LRT) in the Fresno Metropolitan Area. There is a strong travel demand into the City center with the potential to shift to public transit. The study will evaluate the economic, social, and environmental benefits for the Fresno area. All options should be objectively assessed, including LRT, Streetcars, and other light rail options. Ridership modeling will occur to determine feasibility of the LRT system, and the study will evaluate a phased implementation approach if it is demonstrated that a LRT system is viable from a ridership and operational cost perspective. This study aims to plan for connectivity and accessibility of sustainable, quality transportation for underserved communities.	\$700,000
32	6	Climate Adaptation Planning	Madera County Transportation Commission	Regional Climate Adaptation and Resilience Framework for Madera County	Madera	Chowchilla, Madera		Climate Change (Adaptation, Vulnerability, etc.)	The Madera County Transportation Commission (MCTC) seeks funding to develop a comprehensive Regional Climate Adaptation and Resilience Framework that takes a regional approach to identifying and addressing the climate vulnerabilities of the county's transportation system and its communities due to wildfires, flooding, drought, and extreme heat, using the best available climate science. This framework will guide Madera County's long-term resilience to climate change, promoting safe, sustainable, and accessible transportation infrastructure. Building upon prior assessments and local planning documents, the framework will align with the key objectives of the Caltrans Strategic Plan—improving safety and public health, reducing transportation disparities in underserved communities, and building a more climate-resilient transportation system. Conceptual designs, cost estimates, and grant-ready packages will be developed to secure future funding for implementing adaptation strategies and for integration into the Regional Transportation Plan/Sustainable Communities Strategy. This regional approach emphasizes cross-sector collaboration while maintaining a focus on localized needs. It will establish a process for intentional engagement with diverse stakeholders—including vulnerable communities, environmental organizations and tribal governments, assuring that identified adaptation strategies are equitable and sustainable for all within Madera County.	\$535,000
33	6	Sustainable Communities Competitive (Technical)	Fresno County Rural Transit Agency	FCRTA Microgrid Phase 2 Study	Fresno County	Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma	Rural Communities At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition) Transit (Bus/Light Rail/Commuter Rail Service)	To support State and regional greenhouse gas emission reduction goals and comply with State mandates, Fresno County Rural Transit Agency (FCRTA) aims to transition to an all-electric vehicle fleet by 2030. FCRTA understands the significant energy required to charge its EV fleet and is looking for solutions to reduce its impact on the vulnerable electrical grid. With funding from the Caltrans Sustainable Communities program, FCRTA completed its groundbreaking Fresno County Microgrid & Multimodal Resiliency Hub Feasibility Study in 2024 (referred to herein as Phase 1). All five microgrid sites recommended in this Phase 1 study are owned by the local municipality or community services district. FCRTA plans to conduct Phase 2 of the Microgrid Study, focusing on creating partnerships with local Fresno County public schools and installing microgrids on school district properties.	\$612,000
34	6	Sustainable Communities Competitive (Technical)	City of Corcoran	City of Corcoran Trail Technical Study – Transit Station to Park	County of Kings	City of Corcoran	Rural Communities At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Complete Streets (Multimodal Specific Type) Multimodal (Motorized and Active Transport) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	Through the Trail Technical Study – Transit Station to Park Project, the City of Corcoran will develop a plan for a Class 1 multi-use trail along Otis Avenue, providing multimodal connectivity to the city's transit station, Amtrak train station, the downtown district, Gateway Park, and housing all located along Otis Avenue. This project addresses critical safety and accessibility challenges for pedestrians, cyclists, and disabled travelers in Corcoran's disadvantaged community (SB 535). Major deliverables include an implementation plan, community engagement, and Complete Streets recommendations aligned with the California Transportation Plan 2050, CAPTI investment framework, Kings County Regional Transportation Plan's Sustainable Community Strategy (RTP SCS), and the community's priorities. By improving connectivity to housing, businesses, transit, and outdoor recreational resources, this project aims to not only provide safe infrastructure for active transportation but also to attract future homeowners and business developers, promoting economic growth and community revitalization. This project will support active transportation, reduce greenhouse gas (GHG) emissions, and promote seamless, affordable, and sustainable multi-modal mobility options.	\$309,855
35	6	Sustainable Communities Competitive (Technical)	City of Parlier	Manning Avenue Transformation Technical Study (MATTS) Project	County of Fresno	City of Parlier	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Complete Streets (Multimodal Specific Type) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The City of Parlier's Manning Avenue Transformation Technical Study (MATTS) Project is a planning effort to identify, prioritize, and implement equitable and sustainable transportation solutions that improve pedestrian safety, multimodal accessibility & connectivity, and overall quality of life for all residents. The project will analyze options such as reducing the corridor to a single lane in each direction, adding a Class 1 multi-use trail, implementing traffic circles at key intersections, and synchronizing traffic signals to enhance public safety, operation efficiency, and active transportation. With this technical study, the City of Parlier will be able to model various traffic congestion management solutions to develop innovative and actionable preliminary designs that align Fresno County Regional Transportation Plan & Sustainable Communities Strategy (RTP SCS), and California Climate Action Plan for Transportation Infrastructure (CAPTI) goals. Robust stakeholder engagement will include city residents of all ages, law enforcement, business owners, regional transportation planning officials, rural transit operators, and city staff to ensure the plan reflects community needs. This effort will provide a city-wide action plan for safer, more accessible transportation options in Parlier's under-resourced communities.	\$265,590

	Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communit es Definitions	Project Type	Project Description	Grant Request
36	6	Sustainable Communities Competitive	Tulare County Association of Governments	Evaluating the Feasibility and Impacts of Fare-Free Transit for Tulare County: Advancing Sustainable and Equitable Mobility Solutions	Tulare	Dinuba, Exeter, Farmersville, Porterville, Tulare, Visalia, Woodlake	At/Above 75% CalEnviroScreen Version 4.0	Transit (Bus/Light Rail/Commuter Rail Service)	This project seeks to evaluate the feasibility, implementation strategies, and impacts of a fare-free transit system across Tulare County's transit operators. Tulare County experiences some of the worst air quality in the nation, and high rates of persistent poverty. Eliminating transit fares, if feasible, will encourage increased mode shift towards transit and lower the cost burdens of transportation on county residents. The study will include robust stakeholder engagement, data collection on current transit usage and operations, analysis of fare-free transit models, and development of an implementation plan. The project will assess the financial, operational, and environmental implications of eliminating fares.	\$121,286
37	7	Sustainable Communities Competitive	City of Pico Rivera	Pico Rivera's Urban Renaissance: A Vision for a Multimodal, Climate Adaptive, and Economically Vibrant Future For All - General Plan Element Update (PR-UR)	Los Angeles County	City of Pico Rivera	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	General Plan Elements (Multimodal Spec. Type) Multimodal (Motorized and Active Transport)	Pico Rivera's Urban Renaissance: A Vision for a Multimodal, Climate Adaptive, and Economically Vibrant Future For All - General Plan Element Update (PR-UR) aims to close critical gaps in mobility, housing, and equity by comprehensively updating the Mobility/Circulation, Land Use, and Environmental Justice Elements of the General Plan. The City's 2012 General Plan Circulation Element is outdated and does not account for the high-quality transit network and rail stations being introduced, including a new Metro Eastside Transit Corridor (E-Line) station in the City's busiest intersection (Rosemead/Lakewood Blvd), a LOSSAN commuter rail station, and enhanced first/last mile connections. Surrounding areas are currently defined by lowdensity development, heavy truck traffic, above-average collision rates (resulting in significant injury and fatality), and limited parks and open space, emphasizing the urgent need for a more comprehensive update to support multimodal transportation and equitable development. Key deliverables include updated General Plan policies prioritizing multimodal transportation, affordable housing, climate resilience, and economic development near transit hubs. Led by the City of Pico Rivera in partnership with Metro, Caltrans, and community stakeholders, this effort aligns with SCAG's RTP/SCS, Vision Zero, and the Climate Action Plan for Transportation Infrastructure.	\$700,000
38	7	Sustainable Communities Competitive	City of Arcadia	Arcadia Active Transportation Plan	Los Angeles County	Arcadia, CA	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The Arcadia Active Transportation Plan (AATP) will seek to further regional and local sustainability through an improved active transportation network that will include bicycle and pedestrian improvements along primary travel corridors with connectivity to major activity centers at both local and regional centers. The Arcadia Active Transportation Plan will alleviate the safety and environmental hazards by establishing priority transportation needs to 1) identify feasible options to implement complete streets, transit-oriented developments, and first-last mile improvements and connections, 2) provide seamless active transportation accesses between local and the six surrounding regional jurisdictions, and 3) facilitate safe routes to schools safety features. This active transportation plan will further regional sustainability goals related to increasing transit-oriented housing developments, reducing GHG emissions through mode shift, and creating more equitable communities by facilitating affordable transportation options. The project planners will directly work to further the goals of the SCAG 2020-2045 RTP/SCS "Connect SoCal" State Planning Priorities, which aims to reduce GHG emissions, concentrate development near the downtown Metro Rail A Line transit station, and create a safer active transportation network. This Arcadia Active Transportation Plan will prioritize major north, south, east, and west corridors, facilitating and improving overall city-wide connectivity while ensuring regional connectivity beyond its boundaries.	\$319,150
39	7	Sustainable Communities Competitive	City of Pasadena	Rose Bowl Area & Brookside Park Multimodal Connectivity	Los Angeles	Pasadena	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Multimodal (Motorized and Active Transport) Transit (Bus/Light Rail/Commuter Rail Service)	The Rose Bowl, a National Historic Landmark in Pasadena, along with the nearby Brookside Park, is a key regional event hub and an important venue for the 2028 Olympics; however, longstanding connectivity issues have made it difficult for residents of the city's disadvantaged communities to access these sites. The Rose Bowl Area & Brookside Park Multimodal Connectivity Project aims to solve these challenges by developing a Multimodal Transportation Plan that emphasizes safe, sustainable active transportation and transit connections to the Rose Bowl, Brookside Park, adjacent schools, and employment centers, while enhancing regional connectivity into neighboring communities such Alhambra, East San Gabriel, Monterey Park, Rosemead, San Marino, and beyond. With a comprehensive strategy to integrate under-resourced communities and mitigate freeway-induced barriers, the Plan will align with state priorities such as Vision Zero, CAPTI, and the California Transportation Plan 2050, while positioning Pasadena for future funding to implement transformative improvements. Key deliverables for the project include: the Existing Conditions Study, Traffic Analysis, Parking Operations Analysis, Transit Service Analysis, Active Transportation Analysis, Safety Analysis, Multimodal Education and Transportation Demand Management (TDM) Strategies Document, Stakeholder/Community Engagement Plan, Equity Study, and Draft/Final Multimodal Transportation Plan. The project will be led by the City of Pasadena and Caltrans, with goals that align with the Los Angeles Metropolitan Transportation Authority (Metro), the City's General Plan, SCAG Connect SoCal 2024 (2024-2050 RTP/SCS), and CTP 2040.	\$442,650
40	7	Climate Adaptation Planning	Ventura County Transportation Commission	Ventura County Multimodal Transportation Network Climate Vulnerability Assessment & Action Plan	Ventura County	Camarillo, Fillmore, Moorpark, Ojai, Oxnard, Port Hueneme, Santa Paula, Simi Valley, Thousand Oaks, Ventura		Climate Change (Adaptation, Vulnerability, etc.)	To address climate-related infrastructure challenges facing Ventura County, the Project will produce: (1) Countywide Multimodal Vulnerability Assessment; (2) Outreach Plan; (3) Climate Adaptation Strategy and Funding Plan; (4) Adaptation Assessment and Action Plan; and (5) a Transportation Emergency Preparedness Guide for Individual & Families. The project will be developed with input from an Advisory Team consisting of VCTC, sub-applicant Ventura County Community Foundation (VCCF), project partners (such as Caltrans, County of Ventura, The Nature Conservancy), and VCTC's standing advisory committees (inc. all local jurisdictions and transit operators in Ventura County). VCCF will lead engagement with vulnerable communities. The Project applies Caltrans Climate Change Adaptation Strategy Report guidance, aligns with California Climate Adaptation Strategy priorities, makes decisions based on best available climate science, facilitates partnerships and collaboration to leverage resources, and considers nature-based solutions to identify and address vulnerabilities associated with climate change and other natural hazards, and builds on planning efforts by VCTC and partner agencies, such as VCTC & SBCAG's Transportation Emergency Preparedness Plan (TEPP), County of Ventura's VC Resilient Coastal Adaptation Project, and Caltrans' Climate Resilience & Transportation Safety Plan for PCH (SR1).	\$265,586
41	7	Sustainable Communities Competitive	Southern California Regional Rail Authority	Signage and Wayfinding Master Plan	Los Angeles, Ventura, Orange, Riverside, San Bernardino and Northern San Diego Counties	Acton, Anaheim, Baldwin Park, Buena Park, Burbank, Camarillo, Claremont, Commerce, Corona, Covina, El Monte, Fontana, Fullerton, Glendale, Industry, Irvine, Jurupa Valley, Laguna Niguel, Lancaster, Los Angeles, Montclair, Montebello, Moorpark, Moreno Valley, Norwalk, Oceanside, Ontario, Orange, Oxnard, Palmdale, Perris, Pomona, Rancho Cucamonga, Redlands, Rialto, Riverside, San Bernardino, San Clemente, San Juan Capistrano, Santa Ana, Santa Clarita, Simi Valley, Tustin, Upland, Ventura	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Transit (Bus/Light Rail/Commuter Rail Service)	SCRRA, operator of Metrolink regional rail, will work with local cities/counties, riders, stakeholders, priority populations, and connecting transit operators to develop a Signage and Wayfinding Master Plan for clear, accessible, and inclusive signage at 67 Metrolink stations in six counties to increase ridership, and promote equitable, accessible, affordable non-auto mobility options.  The Problem: Recent surveys show that 40% of Metrolink riders experience confusion about directions at Metrolink stations. This has a negative effect on rider experience, making it harder to connect to the next train or bus, or nearby transit-oriented development, including the many jobs near stations. The Project includes a robust public/stakeholder engagement, develops a signage and wayfinding toolkit, and provides detailed implementation recommendations (Case Studies) for five specific Metrolink stations.  These Case Study recommendations would become the first step of Master Plan implementation, to be advanced as a Pilot Program to test their efficacy in reducing rider confusion that 40% of current riders now experience at Metrolink stations, in advance of full deployment. If current and new riders can easily, safely, and confidently access Metrolink trains, make quick timed transfers that are integral to the new "Metrolink Reimagined" schedule, and reduce platform wait time missed connections, then ridership, mobility, public health, economic and environmental benefits will all increase. Better wayfinding for all reduces vehicle trips, helping reach State Rail Plan and regional (SCAG RTP/SCS) congestion and GHG reduction targets.	\$566,592

	Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communit es Definitions	Project Type	Project Description	Grant Request
42	7	Sustainable Communities Competitive (Technical)	City of Bell Gardens	Charging Forward: Bell Gardens Zero-Emissions Vehicle Charging Infrastructure Plan	Los Angeles	Bell Gardens	Rural Communities Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	General Plan Elements (Multimodal Spec. Type) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The City of Bell Gardens will develop a Zero-Emissions Vehicle Charging Infrastructure Plan (ZEVICIP) to address the deficiency of citywide charging infrastructure, with a focus on equitable access for under-resourced communities. The plan will analyze existing land use, zoning, and transportation patterns while aligning with the city's Environmental Justice (EJ) element, forthcoming Climate Action Plan (CAP), and California's greenhouse gas (GHG) reduction goals. Major deliverables include a comprehensive gap analysis, site-specific recommendations, and funding strategies to ensure actionable implementation. Key stakeholders include the Bell Gardens Public Works Department, Community Development Department, Police Department, community organizations such as the Electric Vehicle Association, regional agencies like Gateway Cities Council of Governments, and Bell Gardens residents, whose input will be integral to the plan's development. This effort will integrate seamlessly with regional and state planning initiatives to advance sustainable, multimodal transportation networks.	\$250,000
43	7	Sustainable Communities Competitive	City of Montebello	Montebello Mobility Hub Connectivity Feasibility Study	Los Angeles - County	City of Montebello	At/Below 80% AB 1550 (Gomez, 2016) CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0	General Plan Elements (Multimodal Spec. Type) Multimodal (Motorized and Active Transport) Transit (Bus/Light Rail/Commuter Rail Service)	The City of Montebello is conducting a Montebello Mobility Hub Connectivity Feasibility Study, an innovative initiative designed to explore the potential of establishing a Mobility Hub that enhances connectivity, accessibility, and sustainability across the city's primary commercial corridors: Washington Boulevard, Whittier Boulevard, Montebello Boulevard, and Beverly Boulevard. This comprehensive study will assess the feasibility of creating a centralized hub that integrates various modes of transportation including, but not limited to, public transit, active transportation options like walking and biking, shared mobility services, and electric vehicle infrastructure. By focusing on these three vital corridors, the project aims to improve first-mile/last-mile connectivity, reduce traffic congestion, and support the city's broader goals of economic development, environmental stewardship, and enhanced quality of life for its residents and visitors. The feasibility study will include stakeholder engagement, community outreach, and robust data analysis to identify mobility needs, evaluate site options, and develop strategic recommendations for the Mobility Hub.	\$400,000
44	7	Sustainable Communities Competitive	City of Culver City	Complete Streets Implementation Procedures	Los Angeles	City of Culver City		Complete Streets (Multimodal Specific Type) Freight/Goods Movement (Truck, Rail, etc.)	The City of Culver City proposes to develop an expanded, more detailed, and more robust Implementation Procedures (Project) as a needed revision to the City's first Complete Streets Guidelines (Guidelines), finalized in Fall 2024. The Project includes 1) robust public and stakeholder engagement process to ensure community understanding and buy-in; 2) inventory of available ROW for Complete Streets project construction; 3) updated Complete Streets implementation process; 4) revised Reconciliation Process; 5)new Dedication Requirements; 6) prioritized project list and 5-year plan for implementation (the "Playbook").	\$565,707
45	8	Sustainable Communities Competitive	Coachella Valley Association of Governments	Coachella Valley Multimodal Corridor Plan (CV MCP)	Riverside	Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, Rancho Mirage	Native American Tribal Governments At/Below 80% AB 1550 (Gomez, 2016)	Corridor (Local or Regional) Multimodal (Motorized and Active Transport)	The Coachella Valley Multimodal Corridor Plan (CV MCP) addresses the region's transportation challenges by enhancing non-motorized mobility options and focusing on equitable travel solutions across three critical freeway corridors within the Transportation Uniform Mitigation Fee (TUMF) zone that hinder local roadway connectivity: Interstate 10 (I-10), the region's primary east-west route; State Route 62 (SR-62), connecting Desert Hot Springs and northern communities; and State Route 86 (SR-86), linking Indio and Coachella to rural areas in the southern valley. Led by the Coachella Valley Association of Governments (CVAG), the CV MCP seeks to reduce localized travel on these high-speed corridors by improving access to reliable transit services and active transportation facilities at freeway interchanges and intersections, improving access to EV charging infrastructure and better-connected local roadways. By leveraging existing regional efforts such as the CV Link, a 40-mile valley-wide active transportation corridor, and CV Sync, the regional initiative synchronizing over 550 traffic signals on 21 corridors, the CV MCP will provide a plan for safe and convenient local connections between job centers, essential services, and disadvantaged communities. By aligning with local, regional, and state goals – including SCAG's Connect SoCal 2024, the California Transportation Plan (CTP) 2050, and state climate mandates like SB 375 – the CV MCP underscores a commitment to climate action, congestion relief, and social equity. When completed, the CV MCP will provide a plan for implementation projects to close critical infrastructure gaps, improve transit availability, unlock key funding opportunities, and catalyze sustainable and equitable transportation across the Coachella Valley.	\$619,710
46	8	Sustainable Communities Competitive	San Bernardino County Transportation Authority	360 Degree Look at Senate Bill 960 for San Bernardino County: Implementation Plan (Short title: 360° for SB 960)	San Bernardino	Adelanto, Apple Valley, Barstow, Big Bear Lake, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Needles, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Twentynine Palms, Upland, Victorville, Yucaipa, and Yucca Valley		Active Transportation (Bicycle and Pedestrian) Transit (Bus/Light Rail/Commuter Rail Service)	<p>The 360 Degree Look at Senate Bill (SB) 960 for San Bernardino County: Implementation Plan (360° for SB960) will take a grassroots 360° (from all angles) approach to identifying targets and performance measures for complete street assets in San Bernardino County along the California Department of Transportation (Caltrans) state highway system as required by SB 960.</p> <p>Working alongside the public, community-based organizations, member jurisdictions, transit operators, and Caltrans, the project will (1) identify and assess bike, pedestrian, and transit facilities on and along the state highway system, (2) review key studies, plans, and best practices, (3) define performance measures and solutions supporting active transportation and transit, and (4) set clear targets with quantifiable accomplishments, goals, objectives, costs, and performance measures. The project will also provide an online StoryMap with downloadable geographic information system data and application programming interface (API) links, setting a model other districts can follow.</p> <p>This project is needed not only because SB 960 mandates it but because transportation agencies need to better protect and serve vulnerable road users of all abilities and means, particularly in San Bernardino County, where 13.2% live in poverty, which is higher than both the state (12.3%) and national (12.8%) averages (source: U.S. Census Bureau, American Community Survey, 1-Year Estimates). In addition to meeting SB 960 requirements, 360° for SB960 also addresses the guiding principles of the Climate Action Plan for Transportation Infrastructure, 2024 Regional Transportation Plan/Sustainable Communities Strategy, and SBCTA's Long Range Multimodal Transportation Plan by making transit and active transportation more viable and attractive transportation options.</p>	\$700,000
47	8	Sustainable Communities Competitive	City of Coachella	Cesar Chavez Street Corridor Transformation Plan	CA	Coachella	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Corridor (Local or Regional) General Plan Elements (Multimodal Spec. Type)	The City of Coachella proposes the Cesar Chavez Street Corridor Transformation Plan to address critical transportation and land use challenges along the city's most significant north-south corridor. Cesar Chavez Street is designed in a suburban, automobile-centric manner that discourages walking and bicycling, isolates neighborhoods, and contributes to high numbers of pedestrian- and bicycle-involved crashes. This project will create a comprehensive transformation plan that prioritizes safety, expands multimodal access, and fosters sustainable land use along the corridor. The Plan will be developed in partnership with CivicWell and local nonprofit, Raices Cultura, emphasizing public engagement to ensure alignment with community needs. It will build upon the city's Active Transportation Plan, recent ATP-funded projects and new affordable housing and transit-oriented infill development, and regional goals outlined in SCAG's Connect SoCal 2020-45 SCS/RTP to advance sustainable and equitable urban development.	\$393,740
48	9	Climate Adaptation Planning	Inyo County Local Transportation Commission	Inyo County Evacuation Route Resilience Plan	Inyo County	Bishop		Climate Change (Adaptation, Vulnerability, etc.)	<p>The Inyo County Local Transportation Commission will hire a consultant to prepare an Evacuation Route Resilience Plan to improve safety for rural communities by making critical ingress/egress routes more resilient to present and future climate change impacts.</p> <p>The Plan will identify and catalog evacuation routes for Inyo County communities and develop a Capital Improvement Plan for Climate Adaptation that provides a prioritized list of necessary infrastructure improvements over a five-year implementation period. Conceptual plans (up to 30% design) may be developed to assist in the prioritization of projects and securing future implementation funding. The Plan will build on existing documentation of vulnerable roadways and incorporate the most current climate data. Stakeholder Advisory Committee guidance, and findings from extensive public outreach (including multijurisdictional agencies, Tribes, and community members). The Plan is consistent with current state climate adaptation planning efforts and will directly support the required update of the Inyo County Safety Element.</p>	\$197,422
49	9	Climate Adaptation Planning	Town of Mammoth Lakes	Town of Mammoth Lakes Climate Adaptation Plan	Mono	Town of Mammoth Lakes		[object Object]	The Town of Mammoth Lakes is requesting funding to work with a consultant to prepare a Climate Adaptation Plan. The Climate Adaptation Plan will help the Town address climate vulnerabilities, and plan for adding resilience to our transportation and other infrastructure. This plan will tie into existing work that has already been completed on the General Plan Safety Element, LHMP and Community Wildlife Protection Plan. The Climate Adaptation Plan will also help the Town meet the State's greenhouse gas (GHG) and vehicle miles traveled (VMT) reduction targets.	\$199,193



	Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communit es Definitions	Project Type	Project Description	Grant Request
50	9	Sustainable Communities Competitive	Bishop Paiute Tribe	Bishop Paiute Sustainable Transportation	CA	Bishop	Rural Communities Native American Tribal Governments At/Below 80% AB 1550 (Gomez, 2016)	Active Transportation (Bicycle and Pedestrian) General Plan Elements (Multimodal Spec. Type) Multimodal (Motorized and Active Transport) Safety (Vision Zero)	Gather information from Tribal community on existing conditions and improvements to incorporate into a 2.5 year project, resulting in a Sustainable Transportation Plan	\$600,998
51	10	Sustainable Communities Competitive	City of Modesto	Downtown Modesto Multimodal Transportation Network and Land Use Compatibility Action Plan	Stanislaus County	City of Modesto	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Multimodal (Motorized and Active Transport)	The City of Modesto (City) will lead, the preparation of the Downtown Modesto Multimodal Transportation Network and Land Use Compatibility Action Plan (Plan). The proposed Plan will build on the efforts of San Joaquin Regional Rail Commission's Valley Rail Project to seamlessly integrate the future rail network and its operations with the new Altamont Commuter Express (ACE) commuter rail station beginning in 2026.  In collaboration with multiple partner agencies and stakeholders, including direct engagement with local underserved communities, the City (the lead agency for the Plan) will focus Plan development on expanding regional access, encouraging infill development, and encouraging residents to utilize multimodal travel options. These improvements will also support multimodal trips to many key destinations within the City and region. Plan development will be guided by the Caltrans Smart Mobility Framework, Complete Streets strategies, Climate Action Plan for Transportation Infrastructure (CAPTI), California State Rail Plan, and other design and policy principles.	\$450,000
52	10	Sustainable Communities Competitive (Technical)	Calaveras Council of Governments	Travel Demand Model Update	Calaveras County	NA	Rural Communities At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Below 25% CA Healthy Places Index	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The Calaveras Council of Governments (CCOG) Travel Demand Model (TDM) Update will modernize transportation planning tools to analyze traffic patterns, Vehicle Miles Traveled (VMT), and multimodal impacts in Calaveras County (Reference Figure 1 – Project Location Map). The Project will update the TDM with detailed land use data, new trip generation rates, seasonal and weekend scenarios, and recalibration for improved accuracy. Recommended by the 2022 CCOG SB 743 Implementation Plan, it supports regional and state planning efforts, including CCOG's Regional Transportation Plan (RTP) and the Climate Action Plan for Transportation Infrastructure (CAPTI). The updated TDM will also be used to develop Calaveras County's Road Impact Mitigation (RIM) fee program and nexus fee study to fund critical transportation improvements. Led by CCOG in partnership with Caltrans, the updated TDM will guide sustainable growth, support GHG reduction goals, and promote equitable multimodal connectivity.	\$213,986
53	10	Sustainable Communities Competitive (Technical)	Merced County Association of Governments	Merced County Travel Demand Model Update	Merced	Atwater, Dos Palos, Gustine, Los Banos, Livingston, Merced	Rural Communities At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	To support the development of the 2030 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), MCAG proposes to collaborate with The Transit Joint Powers Authority for Merced County to enhance its travel demand forecasting model by integrating post-pandemic on-demand data, developing a mode choice module including a transit component, and refining the assessment of performance indicators such as Vehicle-Miles-Traveled (VMT) and greenhouse-gas (GHG) emissions. The proposed update is aligned with the recommendations for Group B.2 regions in 2024 RTP guidelines regarding the model base year, transportation network, travel behavior, transit system and emissions. For local jurisdictions and other MCAG travel demand forecasting model users, the proposed model update will also support data-driven decisions that foster sustainable growth, equitable mobility, and improved quality of life for all residents in Merced County.	\$288,608
54	11	Sustainable Communities Competitive	San Diego Association of Governments (SANDAG)	San Diego Regional Last-Mile Freight Delivery Plan	San Diego County	All 18 Cities in San Diego County and Unincorporated Areas	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0	Freight/Goods Movement (Truck, Rail, etc.) Safety (Vision Zero)	Current last-mile freight delivery practices create many issues for communities across the State, including air pollution, greenhouse gas (GHG) emissions, congestion, unsafe conditions, and excessive vehicle miles traveled (VMT). The proposed San Diego Regional Last-Mile Freight Delivery Plan (Project) will address these issues by developing a proposal for a Regional Last-Mile Freight Delivery Program supported by analysis of potential funding sources, such as a regionwide delivery fee, and a path to implementation that navigates legal obstacles. The Project Development Team, consisting of SANDAG, sub-applicant San Diego County Air Pollution Control District, Caltrans, and consultants, will engage with local jurisdiction staff, community members, and freight industry representatives to identify challenges and help shape realistic strategies for the private sector. These strategies will leverage new policies, technologies, and transportation innovations to prevent conflicts between last-mile delivery vehicles and vulnerable road users (people walking, biking, riding transit, and using accessibility devices) while improving carrier efficiency. The Project will advance recommendations and actions identified in SANDAG's 2021 Regional Plan, California Transportation Plan 2050, California Freight Mobility Plan (CFMP) 2023, California Sustainable Freight Action Plan (CSFAP), Climate Action Plan for Transportation Infrastructure (CAPTI), San Diego and Imperial Counties Sustainable Freight Implementation Strategy, and SANDAG Concept of Operations for Curb Access Management.	\$450,000
55	11	Sustainable Communities Competitive	San Diego Metropolitan Transit System (MTS)	Otay Mesa East Transit Planning Study	San Diego	San Diego	At/Above 75% CalEnviroScreen Version 4.0	Transit (Bus/Light Rail/Commuter Rail Service)	MTS is seeking STGP funding to support a consultant-led initiative focused on enhancing transit connectivity in Otay Mesa East. The rapid growth in the Otay Mesa East community has outpaced the region's development and a study is necessary to understand how transit can better serve the residents and businesses. Through robust, extensive outreach efforts, MTS will engage with the Otay Mesa community to gather input and ensure that local needs are prioritized. A comprehensive transit study will then assess current transit services and identify opportunities for improvements tailored to the area's unique requirements. The resulting recommendations will inform adjustments to the transit network, promoting equitable access and improved mobility for the community, which is in line with San Diego's Metropolitan Planning Organizations Proposed 2025 Regional Plan Transportation Network: San Diego Region goal for the Otay Mesa community.	\$442,650
56	11	Strategic Partnerships (FHWA SPR Part I)	San Diego Association of Governments (SANDAG)	San Diego Regional Freight Resilience Plan	San Diego County	All 18 Cities in San Diego County and Unincorporated Areas	At/Above 75% CalEnviroScreen Version 4.0	Climate Change (Adaptation, Vulnerability, etc.) Freight/Goods Movement (Truck, Rail, etc.)	SANDAG, in partnership with The Port of San Diego will produce a San Diego Freight Resilience Plan, and replicable approach for other jurisdictions, that will assess the region's resiliency capabilities, assets, and challenges pertaining to our multimodal freight network and adjacent critical infrastructure. The Plan will strategize efforts that will enhance our regional capacity to mitigate, prepare for, respond to, and recover from catastrophic natural or manmade disasters. The Plan will map critical infrastructure and supply chain networks that can be used to inform response capabilities and will leverage a Threat and Hazard Identification and Risk Assessment (THIRA) methodology to inform the fortification of the region's rail, air, and sea supply routes, providing strategic direction for the prioritization and funding of activities that will reinforce our critical and ample supply chain networks. The Plan will provide detailed direction pertinent to regional roles and responsibilities of public and private entities in preparation for and response to crises, as well as for inter-jurisdictional and binational coordination efforts. The Plan will assess how historically disadvantaged communities are uniquely and disproportionately impacted by the various forms of freight activity and will provide valuable insights on strategies to best safeguard the proposed focus areas, and our greater region, against additional undue adversity in the event of a regional economic emergency.	\$500,000
57	11	Sustainable Communities Competitive	Imperial County Department of Public Works	Gateway of the Americas Freight Optimization Plan	Imperial	Unincorporated area near Calexico	Rural Communities At/Above 75% CalEnviroScreen Version 4.0	Corridor (Local or Regional) Freight/Goods Movement (Truck, Rail, etc.)	The Gateway of the Americas (Gateway) is a commercial and industrial planning area that surrounds the Calexico East Port of Entry (Calexico East POE), the second busiest commercial port of entry along the California-Baja California Border. Access to the Calexico East POE can be obtained through State Route 7 (SR-7) via Interstate 8 (I-8) or State Route 98 (SR-98). During peak hours, commercial vehicles stack along SR-7 and spill onto local roads idling for hours inadvertently causing passenger vehicles to bypass SR-7 and use a local road to cut into Calexico East POE. Project funding will support the development of a freight optimization plant to determine critical capital improvements based on existing and planned land use to maximize commercial freight and passenger vehicle circulation and reduce greenhouse gas emissions and other harmful environmental determinants of health caused by traffic congestion and vehicle idling accessing the Calexico East POE; advancing the statewide priorities outlined in the California Freight Mobility Plan 2023, climate Action Plan for Transportation Infrastructure, and Climate Adaption Strategy and Regional 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments.	\$298,576



	Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communit es Definitions	Project Type	Project Description	Grant Request
58	11	Sustainable Communities Competitive	County of San Diego	Planning for First and Last Mile Transportation Solutions in Unincorporated San Diego County Villages	San Diego County	Unincorporated San Diego County	At/Below 80% AB 1550 (Gomez, 2016) At/Below 25% CA Healthy Places Index	Multimodal (Motorized and Active Transport) Transit (Bus/Light Rail/Commuter Rail Service)	The project will create a First Mile/Last Mile (FM/LM) Transportation Services Evaluation and Implementation Plan to determine the appropriateness and feasibility of FM/LM services for Villages in unincorporated San Diego County and develop an implementation strategy for effective deployment. The Plan will evaluate transportation service needs, recommended service areas, implementation costs, and potential funding and partnership opportunities to address gaps in transportation connectivity and access to essential services for residents with limited transit options, high transportation costs, and mobility barriers, while also reducing vehicle miles traveled (VMT), lowering greenhouse gas (GHG) emissions, and enhancing equitable and sustainable transportation solutions. Major deliverables include a comprehensive FM/LM planning and implementation plan, a prioritization checklist based on community needs, a cost-benefit analysis of anticipated implementation, and a draft scope of work for FM/LM implementation. Partners include Caltrans, the San Diego Association of Governments (SANDAG), San Diego Metropolitan Transit System (MTS), and North County Transit District (NCTD). The project supports the County of San Diego (COSD) 2024 CAP Action T-6.3 commitment to increase access to FM/LM services in the unincorporated area, COSD Sustainable Land Use Framework and other COSD planning efforts to integrate transportation and housing planning, SANDAG's 2021 Regional Plan and Draft Proposed 2025 Regional Plan mobility hubs and neighborhood electric vehicle service efforts, California Transportation Plan 2050's efforts to expand shared mobility, and other State transportation planning efforts.	\$300,000
59	11	Sustainable Communities Competitive	City of Oceanside	Oceanside Active Transportation Plan	San Diego	Oceanside	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data	Active Transportation (Bicycle and Pedestrian)	The City of Oceanside will develop an Active Transportation Plan (AT Plan) to improve access, safety, and connectivity to schools, parks, and other community destinations. A citywide AT Plan is needed to provide Oceanside's students, residents, and visitors with safer and more accessible non-motorized transportation options while improving connectivity and reducing greenhouse gas emissions. The AT Plan will include a robust outreach and engagement plan that reaches a wide range of community members, especially those directly benefiting from sustainable transportation options, such as those with lower incomes, no or limited access to automobiles, as well as local bicycle and pedestrian groups. The AT Plan will build on years of engagement, data collection, and feasibility analysis conducted for the 2008 Bicycle Master Plan, 2020 Oceanside Safe Routes to School Plan, and recent General Plan update. The AT Plan will result in a list of prioritized infrastructure projects and complementary policies and programs that will help create a healthier, safer, and more connected Oceanside.	\$595,000
60	11	Sustainable Communities Competitive	City of San Diego	Balboa Park Multimodal Mobility Study	San Diego	San Diego	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	General Plan Elements (Multimodal Spec. Type) Multimodal (Motorized and Active Transport)	<p>In partnership with a community-based organization (CBO) and technical experts, the City of San Diego (City) will develop a comprehensive, data-driven, and community-led framework for enhancing Balboa Park's mobility options and addressing access needs. The study will build on the City's Pedestrian Master Plan, Parking Demand Management Study and ongoing Trails Master Plan, Mobility Master Plan, Bike Master Plan, Park Needs Index, and Balboa Park Prioritization Framework (see Links); and integrate archival records, travel data, and community input to identify mobility constraints and propose solutions to long-standing accessibility barriers caused by car-centric planning.</p> <p>Specifically, the Balboa Park Multimodal Mobility Study (BPMMS) will recommend strategies to:</p> <ol style="list-style-type: none"><li>1) Establish east-west connections across topographic and highway barriers;</li><li>2) Create safe pedestrian and bike access;</li><li>3) Reclaim underutilized infrastructure for engaging and inviting public spaces;</li><li>4) Strengthen multimodal networks connecting under-resourced communities and the entire region to the Park.</li></ol> <p>By supporting the State's Bicycle and Pedestrian Plan, the City's Climate Action Plan, Complete Streets Policy, and Parks Master Plan goals (see Links), the BPMMS aims to reduce greenhouse gas emissions, achieve Vision Zero goals of zero traffic-related fatalities and severe injuries, enhance mobility options, and foster a sustainable, equitable park environment for all. The funding will enable the project to set a national example for large urban parks addressing car-centric mobility challenges and ensuring inclusive access to valuable park resources.</p>	\$700,000
61	11	Sustainable Communities Competitive	City of El Centro	Heart of El Centro Community Connectivity and Revitalization Project	Imperial	El Centro	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Corridor (Local or Regional) Multimodal (Motorized and Active Transport)	The Heart of El Centro Revitalization and Connection project will create a master plan for the city's Main Street Corridor, covering Downtown El Centro and the Civic Center areas, spanning 120 acres. Specifically, the project aims to revitalize these key urban areas by improving mobility, enhancing public spaces, and identifying mixed-use development zones to reduce reliance on automobiles and accommodate the growing demand for housing, transportation, and workforce development related to the region's expanding lithium extraction industry. Key strategies include increasing pedestrian and bicycle infrastructure, improving public transit connections, and addressing safety concerns with traffic-calming measures. The plan will also prioritize environmental sustainability and social equity by engaging historically underserved communities in the visioning. Ultimately, this project will create a vibrant and resilient urban core that supports the long-term economic benefits of the lithium industry, in a way that enhances the quality of life for our residents in El Centro and the broader Imperial Valley region.	\$217,900
62	11	Strategic Partnerships (FHWA SPR Part I)	San Diego Association of Governments (SANDAG)	Rural Corridors Study: Improving Transportation Infrastructure on or near Tribal Lands	San Diego County	Unincorporated areas: Pala, Pauma, Rincon and La Jolla reservations along SR 76; Santa Ysabel Reservation along SR 79; and La Posta, Manzanita and Campo reservations along SR 94 and I 8.	Rural Communities Native American Tribal Governments	Corridor (Local or Regional)	The San Diego Association of Governments (SANDAG) seeks funding to conduct a corridor study of the eastern segments of SR-76, SR-79, I-8, and SR-94 with a focus on projects that are regional in nature and priorities for the reservations along those corridors: Pala, Pauma, Rincon and La Jolla reservations along SR 76; Santa Ysabel Reservation along SR 79; and La Posta, Manzanita and Campo reservations along SR 94 and I 8. The Study will include an existing conditions report, prioritized transportation solutions, a feasibility assessment, and an action plan for future funding. The study will expand on the existing Intraregional Tribal Transportation Study completed in 2021 and leverage the unique government-to-government framework SANDAG maintains with the Southern California Tribal Chairmen's Association (SCTCA). Robust engagement and coordination with the tribal nations along the corridors identified will be a cornerstone of the study, as well as close collaboration with SCTCA.	\$250,000
63	12	Sustainable Communities Competitive	City of Irvine	Campus Drive Complete Streets and Safety Study	Orange	Irvine	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type) Safety (Vision Zero)	The Project is located along Campus Drive, between University Drive and Turtle Rock Drive. It was identified as a hot spot and key corridor for improvements in the City's Local Roadway Safety Plan (LRSP). The Project is adjacent to UCI, University High School, retail centers, and residential communities. The LRSP proposed options for countermeasures that could enhance the safety of the corridor and increase pedestrian and cyclist usage. The Study will review applicable local/state/federal standards, collect data, analyze the corridor and its intersections for pedestrian and bicycle enhancements, develop design alternatives, and select the preferred alternative. The Study will evaluate features, such as buffered or protected bikeways, enhanced roadway crossings, safety signage and striping, and traffic signal modifications. The final product will be a document outlining the complete street improvements for the corridor.	\$294,803
64	12	Strategic Partnerships (FTA 5304)	Anaheim Transportation Network	ANNA Bus Rapid Transit and Community Connection Nodes Planning Project	Orange County	City of Anaheim	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Multimodal (Motorized and Active Transport) Transit (Bus/Light Rail/Commuter Rail Service)	The Anaheim Transportation Network (ATN) will use grant funding to 1) develop a Community Outreach Plan and 2) prepare 20% Engineering Design Plans for the Advancing Neighborhood Networks for All (ANNA) Bus Rapid Transit (BRT) and Community Connection Nodes project. The project is needed to address traffic congestion, growing population and developments, and increases in visitors in the City of Anaheim; and will provide an easily accessible and efficient transit option. The planned BRT route will travel along the Katella Avenue corridor, a major arterial roadway in Anaheim, and provide end-of-line community connection nodes at the Anaheim Convention Center (ACC) and the Anaheim Regional Transportation Intermodal Center (ARTIC), which provides connection to Metrolink and Amtrak Rail, as well as stops connecting residential areas, businesses, and other transit routes. ATN is committed to working with local stakeholders in the planning process, including Caltrans District 12, City of Anaheim, OCVIBE, Anaheim Convention Center, The Disneyland® Resort, Southern California Association of Governments (SCAG), Metrolink, Amtrak, OCTA, OC Bike Coalition, Oasis Family Resource Center, the Boys & Girls Club, and others. The project builds on ATN's Multimodal Transit Plan and will support the local goals outlined in Anaheim's Master Transit Plan, as well as the region's shared goals (building a multimodal network and connecting communities) presented in SCAG's Connect SoCal 2024 Regional Transportation Plan and Sustainable Communities Strategy.	\$425,165

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Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communitess Definitions	Project Type	Project Description	Grant Request
12	Sustainable Communities Competitive	Orange County Transportation Authority	Move OC: A Vibrant Path to Active Transportation	Orange County	Aliso Viejo, Brea, Buena Park, Costa mesa, Cypress, Dana Point, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Irvine, La Habra, La Palma, Laguna Beach, Laguna Hills, Laguna Niguel, Laguna Woods, Lake Forest, Los Alamitos, Mission Viejo, Newport Beach, Orange, Placentia, Rancho Santa Margarita, San Clemente, San Juan Capistrano, Seal Beach, Stanton, Tustin, Villa Park, Westminster, Yorba Linda, and unincorporated parts of Orange County	At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian)	A countywide active transportation plan will be developed which focuses on mode share, safety and comfort, bicycle and pedestrian network improvement, and transportation equity. The Plan will include infrastructure, programmatic, policy, and funding recommendations based on goals, metrics, and comprehensive infrastructure and non-infrastructure inventories. A multi-phase public outreach to achieve the vision where residents of all ages, abilities, and income levels can easily choose safe non-motorized transportation as their primary mode for trips within the county.	\$600,000