

FY 2025-26 Non-Awards

	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
1	1	Sustainable Communities Competitive	City of Clearlake	Clearlake Comprehensive Safe Routes to School Plan	Lake	Clearlake	Regional/Local Definition At/Above 75% CA School Meals Data At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The Project goal is to improve the safety of children, parents, staff and neighbors and to increase the number of children that walk and ride their bicycle to school. The City will work with the school district, individual schools, parents and youth to identify barriers to walking and bicycling to school sites. The findings will be compiled into a plan with detailed design recommendations for physical changes to streets, sidewalks and intersections to support safe and active transportation to all the schools. The primary objective will be to develop recommendations for infrastructure changes to improve safe walking and bicycling. In addition to "engineering" changes, the plan will also include recommendations for non-infrastructure programs such as "walking school buses" or "rewards programs" that make use of the other SRTS "E"s, namely Encouragement, Education, Enforcement and Evaluation.	\$196,176
2	2	Sustainable Communities Competitive (Technical)	City of Redding	Active Transportation Collision Reporting Plan (COR-ATCRP)	Shasta County	City of Redding	At/Above 75% CalEnviroScreen Version 4.0	Multimodal (Motorized and Active Transport) Safety (Vision Zero)	The Active Transportation Collision Reporting Plan (COR-ATCRP) is aimed at improving the tracking and analysis of collision data, particularly for new multimodal users such as electric scooters and e-bikes, along with cyclists and pedestrians. Current underreporting creates significant gaps in understanding transportation safety risks, and this project seeks to address those by integrating data into a Geographic Information System (GIS). Collaboration with the Redding Police Department, California Highway Patrol, and local transportation agencies will ensure comprehensive data collection, helping to identify high-risk areas. The findings will inform targeted infrastructure improvements to enhance safety for vulnerable road users. By aligning with state and regional safety goals, this initiative will contribute to safer, more sustainable transportation networks in the region.	\$350,000
3	2	Sustainable Communities Competitive (Technical)	County of Siskiyou	Siskiyou County and North Region ZEV Infrastructure Readiness Plan	Modoc, Siskiyou, and Trinity counties	Potentially any city within the counties of Modoc, Siskiyou, and Trinity counties	Rural Communities At/Below 80% AB 1550 (Gomez, 2016)	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The County of Siskiyou is proposing to develop a collaborative regional Zero Emission Vehicle (ZEV) Readiness Plan with sub-recipients, Modoc and Trinity counties, and the Rural County Representatives of California (RCRC). The Readiness Plan will identify ZEV infrastructure gaps, assess the electrical grid's capacity, assess existing mobility options, source public input regarding preference of locations, identify optimal areas for charging capacity, and recommend improvements to ZEV infrastructure as well as pathways for development. In the spirit of equity and inclusion, a ZEV Task Force will shape and implement a comprehensive public outreach strategy to inform the community and receive input on the development of the ZEV Readiness Plan, and will have a priority focus on under-served communities. Representatives from all incorporated cities, Caltrans District 2, the Tribes (both federally and non-federally recognized), the County Transportation Commissions, utilities, and community-based organizations working on ZEV infrastructure and/or directly with under-served communities. The ZEV Readiness Plan will include prioritized strategies and actions, as well as financial models that take into account economic realities, public and philanthropic funding opportunities, and advanced financing tools to ensure the tri-county region can advance ZEV local and state goals. This project will bring local governments, Tribal communities, special districts, and community-based organizations together to focus on increasing ZEV usage and mobility options, achieving local and state goals to reduce greenhouse gas emissions (GHGs), improving the economic sustainability of the region and ensuring rural communities receive needed support.	\$601,429
4	3	Sustainable Communities Competitive	County of Sacramento	Safe Routes for Sacramento Seniors	Sacramento County	unincorporated Sacramento County	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The Safe Routes for Sacramento Seniors (SR4SS) Project will develop a plan for pedestrian improvements that directly address the safety and access needs of older adults, including people with disabilities. The plan will: identify concentrations of older adults, including within disadvantaged communities, using census and demographic data; identify high pedestrian collision areas using Statewide Integrated Traffic Records System (SWITRS), Transportation Injury Mapping System (TIMS) and local data; identify community destinations and attractors (social services, parks, shopping centers, religious institutions, medical facilities) in areas with high concentrations of seniors and high pedestrian collision rates; identify barriers, gaps and other deficiencies in the pedestrian network that keep seniors and persons with disabilities from safely walking to destinations; identify up to 30 candidate sites for evaluation of context sensitive pedestrian improvements that may include sidewalk gap closures, enhanced street crossings (e.g. high visibility crosswalks, curb extensions, median refuge, rapid rectangular flashing beacons), enhanced street lighting, and accessibility improvements per Americans with Disabilities Act (ADA) and Public Rights-of-Way Access Guidelines (PROWAG); evaluate benefits and costs of candidate sites and select 5 to 20 locations for improvement; and kickstart project design through the development of 30% pedestrian improvement plans. A robust public participation program will engage older adults, the disability community and under-resourced communities. The result will be a community-supported plan for pedestrian improvements that directly benefit vulnerable seniors and people with disabilities, including within disadvantaged communities. The plan will be used to apply for additional funding through regional, state and/or federal grant programs for environmental clearance, final design, and construction of project improvements.	\$250,000
5	3	Sustainable Communities Competitive	Town of Truckee	Town of Truckee Active Transportation Plan	Nevada	Truckee	Rural Communities	Active Transportation (Bicycle and Pedestrian)	The Town of Truckee seeks to develop a comprehensive Active Transportation Plan (ATP) to build upon the Truckee Trails and Bikeways Master Plan (2015), with the goal of integrating all modes of active transportation and addressing a broader range of policy considerations to improve accessibility, connectivity, safety, and mobility throughout the community. The plan will emphasize reducing greenhouse gas (GHG) emissions and reducing the community's dependence on automobiles; foster a healthier, more sustainable environment, and provide inclusive transportation options for diverse user groups, including children, the mobility-impaired, and the aging population, in alignment with several local, regional, and state planning efforts, including the Town of Truckee's 2040 General Plan, California Transportation Plan (CTP) 2050, Caltrans District 3 Active Transportation Plan, Complete Streets strategies, and the Climate Action Plan for Transportation Infrastructure (CAPTI). This project will be carried out in close collaboration with the Nevada County Transportation Commission (NCTC) to ensure that Truckee's ATP aligns with and supports the regional Active Transportation Plan, as they serve as a critical tool to guide both current and future transportation development in Truckee and the surrounding region. Key deliverables for the project include a comprehensive analysis of existing transportation networks, identification of gaps and barriers such as inadequate sidewalks, bike lanes, and problematic pedestrian and bicycle crossings, and the prioritization of recommended improvements which will focus on creating safer, more direct connections between neighborhoods, the Downtown core, and other key activity centers, reducing the need for vehicle use. Prioritizing improvements will guide the most effective expenditure of Measure U funds, which is a self-help sales tax recently approved by Truckee voters to fund trails and bicycle infrastructure.	\$237,250
6	3	Climate Adaptation Planning	City of Citrus Heights	Citrus Heights Climate Adaptation Plan	Sacramento County	City of Citrus Heights	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016)	Climate Change (Adaptation, Vulnerability, etc.)	The City of Citrus Heights requests \$200,000 in financial assistance to create a Climate Adaptation Plan to better meet the standards and needs of the community in protecting, responding and mitigating climate change. Citrus Heights is acutely vulnerable to impacts of climate change, as more frequent and intense heat waves, wildfire, droughts, and flooding strain Citrus Heights assets and operations, and inflict greater challenges on its community members. Specifically, Citrus Heights desires to identify greater opportunities for mode switch and enhanced mobility, while addressing storm water management challenges due to flood events, extreme heat mitigation, and placement of new tree canopies.	\$200,000
7	3	Sustainable Communities Competitive	City of Sacramento	City of Sacramento Walking, Bicycling, and Access to Transit Wayfinding Plan	Sacramento County	City of Sacramento	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	The Walking, Bicycling, and Transit Access Wayfinding Plan (Wayfinding Plan) for the City of Sacramento will plan the citywide installation of signage to direct communities to destinations via active modes and increase community members' ability to utilize the City's growing active transportation network, improving accessibility and sustainability, and reducing the financial burden of car usage. The Wayfinding Plan will include pilot conceptual designs for up to three wayfinding project areas in SB 535 disadvantaged communities; identify strategies to increase community members' feelings of connectivity; and educate community members about traffic-calmed, low-stress active transportation routes to destinations, including access to public transit.	\$399,682

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8	3	Sustainable Communities Competitive	City of Sacramento	Another One Rides the Bus: Transit Needs in Sacramento to Meet Climate, Equity, and Mobility Goals	Sacramento	Sacramento	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Climate Change (Adaptation, Vulnerability, etc.) Transit (Bus/Light Rail/Commuter Rail Service)	<p>The City of Sacramento is committed to achieving carbon neutrality by 2045, a goal outlined in the City's 2024 Climate Action & Adaptation Plan (CAAP). The CAAP sets a goal of an 11% transit mode share by 2030, up from its current 1.5% (CAAP, Appendix C). Achieving a 9.5% point increase in transit mode share in five years requires an urgent shift in planning, design, and operation of public transit and the City's transportation system. In recognition that this complex challenge requires a holistic approach, the City and Sacramento Regional Transit District (SacRT) will collaborate on a community-driven mode shift plan.</p> <p>This plan will develop a comprehensive understanding of opportunities for the City and SacRT to successfully increase transit ridership that includes identifying trips that could be served by transit but currently are not. The Transit Service and Accessibility Toolkit (Toolkit), Project Inventory, and Implementation Plan will provide a strategic framework to address underserved transit areas, with a focus on the city's under resourced communities, and equip both agencies with the tools to increase transit ridership effectively and quickly via service enhancements, transit amenities, and wraparound infrastructure and policies such as first-last-mile networks, improved street design, and transit-oriented development.</p> <p>Improving transit not only shift trips to a more sustainable mode to support the City's CAAP and the state's Climate Action Plan for Transportation Infrastructure (CAPTI) but also provides a viable mobility option beyond cars – a strategy emphasized in the state's Master Plan for Aging (MPA). The projects identified in this plan may be used to prioritize investments through future SACOG Mobility Zones.</p>	\$476,854
9	3	Sustainable Communities Competitive	Town of Loomis	Taylor Road Complete Street and Corridor Revitalization Plan	Placer County	Town of Loomis	Rural Communities	Complete Streets (Multimodal Specific Type) Corridor (Local or Regional)	<p>Taylor Road in the Town of Loomis is a two-lane arterial parallel to I-80, connecting rural, suburban, and urban communities between Roseville and Auburn and providing access to Downtown Loomis, 5,380 jobs, a high school and grammar school, residential subdivisions, and industrial uses in Loomis, as well as connections to I-80 and rural communities in Placer County. After decades of fragmented growth and socio-demographic shifts in Loomis, community involvement and investment in the once vibrant corridor have stagnated, and worsening congestion, a lack of multimodal infrastructure, and quality of life issues have discouraged residents from working, shopping, and socializing in the corridor, opting to drive longer distances for similar needs. The Taylor Road Complete Street and Corridor Revitalization Plan (the Project) will empower residents, workers, businesses, and rural visitors to envision a safer, connected, and more dynamic corridor that encourages active travel, economic growth, and long-term community involvement. As a small community, local stakeholders (including a Project Advisory Committee) will play a vital role in tapping into the diverse perspectives and experiences of corridor users, including but not limited to student leaders to represent the children walking and cycling to/from school, the Chamber of Commerce to represent local businesses, the Senior LIFE Center to represent the older adults, and a handful of other community-based organizations (CBOs) passionate about revitalizing community and economic activity in the corridor. Guided by community engagement efforts led by CivicWell, the Project will ultimately provide a preferred alternative for multimodal Complete Street improvements, a corridor revitalization plan (e.g., streetscape improvements, placemaking, re-introducing public events, etc.), and an implementation plan that serves as a roadmap for advancing the project into construction (e.g., funding strategy, right-of-way needs, environmental constraints, stakeholder coordination, etc.).</p>	\$280,000
10	3	Sustainable Communities Competitive (Technical)	County of Nevada	Nevada and Sierra Counties Regional ZEV Infrastructure Readiness Plan	Nevada County, Sierra County	NA	Rural Communities At/Below 80% AB 1550 (Gomez, 2016)	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	<p>Nevada County, along with Sierra County and RCRC, is developing a comprehensive Zero Emission Vehicle (ZEV) Infrastructure Readiness Plan to identify infrastructure gaps, assess electrical grid capacity, and determine optimal charging locations. The plan will be guided by a diverse ZEV Task Force, including representatives from cities, Caltrans District 3, Tribes, utilities, and community organizations, ensuring broad public input and equitable implementation. The initiative will evaluate existing mobility options and recommend improvements for both transit and goods movement infrastructure, while maintaining alignment with climate change reduction goals, CAPTI, and CTP2050. The plan will include prioritized strategies with detailed financial models incorporating public funding opportunities and advanced financing tools to expedite implementation. This collaborative effort aims to increase ZEV usage, reduce greenhouse gas emissions, and enhance economic sustainability while ensuring rural communities receive adequate support.</p>	\$367,500
11	4	Sustainable Communities Competitive	County of Marin - Department of Public Works	Tam Junction Corridor Complete Streets and Resiliency Plan	Marin	Tamalpais Valley (unincorporated)	At/Below 80% AB 1550 (Gomez, 2016)	Climate Change (Adaptation, Vulnerability, etc.) Complete Streets (Multimodal Specific Type)	<p>The Tam Junction Corridor Complete Streets Plan will address long-standing safety and congestion problems along Shoreline Highway, a critical arterial and evacuation route connecting an MTC Equity Priority Community with the Tamalpais Valley community and local schools. By creating safer, resilient infrastructure for all users, the effort will enable people of all ages to walk and bike to work, schools, transit stops, and local businesses. The resulting complete streets plan will build on findings in the Local Roadway Safety Plan and align with the TAM Countywide Transportation Plan, which identifies the corridor as a key activity hub, bus transit priority, recreation bike route, and part of the region's primary active transportation network. It will also integrate sea-level rise (SLR) considerations from the Regional Shoreline Adaptation Plan and complement rerouting efforts for the vulnerable Mill Valley-Sausalito Pathway. Collaborating with Caltrans, TAM, transit agencies, park agencies, and community partners, the County will develop a sustainable, multi-modal plan that fosters a vibrant, connected, and resilient community.</p>	\$340,725
12	4	Sustainable Communities Competitive	Town of Colma	Colma Boulevard Bicycle and Pedestrian Improvement Plan	San Mateo	Town of Colma	Regional/Local Definition	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	<p>The Colma Boulevard Bicycle and Pedestrian Improvement Plan aims to enhance safety, accessibility, and active transportation along a key corridor connecting Junipero Serra Boulevard and El Camino Real, near the Colma BART Station and within an MTC Transit Oriented Community. The Plan will implement complete street improvements, including continuous sidewalks, protected bike lanes, ADA-compliant curb ramps, high-visibility crosswalks, improved street lighting, landscaping, and stormwater treatment. Key stakeholders include residents, businesses, neighboring communities, including disadvantaged communities. The Plan will reduce vehicle miles traveled (VMT) and associated greenhouse gas (GHG) emissions, supporting state reduction targets and aligning with the Caltrans Sustainable Transportation Planning Grant (STPG) program's objectives of promoting sustainable transportation options and reducing reliance on single-occupancy vehicles.</p>	\$239,030
13	4	Sustainable Communities Competitive	Transportation Authority of Marin	Marin Countywide Active Transportation Plan	Marin County	Belvedere, Corte Madera, Fairfax, Larkspur, Mill Valley, Novato, Ross, San Anselmo, San Rafael, Sausalito, Tiburon	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)	<p>The Marin Countywide Active Transportation Plan (CATP) will develop the first coordinated countywide active transportation plan for prioritizing a complete all ages and abilities network in Marin County. This Plan was identified as a key next step following the completion of TAM's 2024 Countywide Transportation Plan (CTP) which established a countywide active transportation network where a complete set of low Level of Traffic Stress (LTS) improvements would be prioritized through this CATP. Through robust countywide public engagement this plan will establish a suite of AT investments to address safety, equity, mobility, and resiliency with conceptual designs for priority projects, cost estimates and an implementation plan to complete the network. Extensive Public outreach including workshops, surveys, pop up events, and online outreach will be conducted throughout the process guided by TAM's Equity Working Group consisting of local CBOs representing equity priority communities (EPCs) and historically underserved communities. As a key next step following the completion of TAM's 2024 Countywide Transportation Plan (CTP), the CATP will develop a prioritization framework that builds off of the Caltrans District 4 2024 Bike Plan Update and the CATP will advance TAM's Adopted Safe Systems approach to addressing the High Collision Network, advance critical sea level rise protections in Marin County, and improve mobility for Marin's non-drivers and most vulnerable road users.</p>	\$550,000

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14	4	Climate Adaptation Planning	San Francisco Bay Area Rapid Transit District	Climate Resilience Roadmap	Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara	Antioch, Berkeley, Colma, Concord, Daly City, Dublin, El Cerrito, Fremont, Hayward, Lafayette, Millbrae, Oakland, Orinda, Pittsburg, Pleasanton, Richmond, San Bruno, San Francisco, San Leandro, South San Francisco, Walnut Creek, San Jose, Milpitas	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Climate Change (Adaptation, Vulnerability, etc.) Transit (Bus/Light Rail/Commuter Rail Service)	San Francisco Bay Area Rapid Transit District (BART) anticipates a dramatic rise in disruptive climate events such as rising sea levels, intense downpours, heat waves, droughts, high winds, and wildfires. The Climate Resilience Roadmap (Project) will identify climate risks and resilience goals specific to the BART system and provide strategies, actions, costs, durations, and timelines to rapidly restore transit service following these events, ensuring essential transit service for the most under-resourced populations. In 1991, the Oakland Hills Firestorm created significant BART service delays due to its proximity to the Rockridge station and negatively impacted all riders, especially the under-resourced in Alameda and Contra Costa counties. To prevent delays from events like the Oakland Hills Firestorm and align with local, regional, and state planning needs, BART will consult with critical internal and external stakeholders, including multiple BART departments and riders, partner agencies (Ports of San Francisco and Oakland and San Francisco Municipal Transportation Agency), and local/regional governments (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara Counties). This comprehensive collaboration will optimize BART's ability to build resilient transit infrastructure and provide service to under-resourced communities after disruptive climate events.	\$884,000
15	4	Sustainable Communities Competitive	City of Oakland Department of Transportation	San Antonio and Jingletown Neighborhood Connections Plan	Alameda	Oakland	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 San Antonio and Jingletown neighborhoods are dense, diverse neighborhoods in East Oakland with a strong history of community advocacy for safer streets and traffic calming. Both neighborhoods contain streets and intersections on the City's High Injury Network that are hotspots for speeding, reckless driving, and sideshows, and both experience poor air quality due to their proximity to major goods movement routes, Interstate 880, and the parallel Union Pacific rail line. While there are major capital projects underway (e.g., East Bay Greenway) and recently completed capital projects in the area (e.g., Bay Trail connection from Lancaster to Holly), little work has been done at the neighborhood level to connect people to these projects and create calm streets for local residents. Through this planning effort, the City will collaborate with Community-Based Organizations, stakeholder agencies (including Caltrans District 4, Union Pacific Railroad, Bay Area Rapid Transit (BART), AC Transit, Amtrak, Alameda County Transportation Commission (ACTC), and others), residents, and businesses in San Antonio and Jingletown to identify a set of key corridors, facilitate engagement to reach consensus on multimodal upgrades, and collaboratively develop conceptual designs to advance capital projects that reflect community priorities. The City will also ensure that these projects support local, regional, and state planning priorities by: (1) integrating with the Oakland General Plan Update (2045), Housing Element (2030), Equitable Climate Action Plan (2030), and Capital Improvement Program (2023); (2) aligning with MTC Priority Development Areas, MTC Transit-Oriented Communities Policy, and Alameda County Community-Based Transportation Plan (2020); and (3) supporting the State's Climate Adaptation Goals and 2024 RTP Guidelines' Goals and Best Practices by encouraging mode shift, GHG emission reductions, and improved connectivity between the active transportation network, transit, housing, and job centers.	\$700,000
16	4	Sustainable Communities Competitive	City of Oakland Department of Transportation	Hegenberger Road Complete Streets Plan	Alameda	Oakland	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 Hegenberger Road Complete Streets Plan seeks to address long-standing, community-identified transportation needs along Hegenberger Road by partnering with community-based organizations from East Oakland and partner agencies (such as BART, AC Transit, and Caltrans) to engage community members in establishing transportation-focused priorities and develop up to four design concepts for near- and long-term improvements. Hegenberger Road serves as a key corridor to access neighborhoods, schools, libraries, parks, local and regional businesses, and regional amenities such as the Oakland International Airport, the Coliseum BART and Amtrak Stations, the Oakland waterfront, and East Bay Regional Park lands. Today, Hegenberger Road between International Boulevard (State Route 185) and Doolittle Drive (State Route 61) is a high-speed, eight-lane road on the City's High Injury Network (2024) and passes over the I-880 freeway, Union Pacific Railroad, BART tracks, and the San Leandro Creek. Improvements to Hegenberger Road such as traffic calming, improved pedestrian safety and accessibility, new and safer bike network connections, improved access to transit and better bus stop conditions, and better connections to and from key destinations such as the East Bay Greenway, San Leandro Creek Trail, MLK Jr. Shoreline, and the Oakland International Airport are identified as priorities in past planning documents such as the Coliseum Area Specific Plan (2015), the East Oakland Neighborhood Initiative (2021), and the Power the People: MLK Shoreline Access Study (2023). This Plan will result in an implementable project that will support better racially and socially equitable outcomes for under-resourced communities, State and regional goals for supporting community-led transportation enhancements in Equity Priority Communities, reducing greenhouse gas emissions, and building out complete street networks, future infill development, and reflect community priorities for transportation.	\$700,000
17	4	Sustainable Communities Competitive	Napa Valley Transportation Authority	South Napa County Station Area Plan	Napa County	City of American Canyon, County of Napa	Rural Communities Regional/Local Definition	Multimodal (Motorized and Active Transport) Transit (Bus/Light Rail/Commuter Rail Service)	The South Napa County Station Area Plan aims to improve transportation connections to a future multimodal rail station linking Napa, Solano, and Sonoma Counties, aligning with local, regional, and state goals for sustainable, multimodal transportation. This initiative addresses the region's continual growth in housing and industry and involves collaboration among NVRTA (operator of the Vine Transit system), landowners, the Napa Valley Vine Trail Coalition, local agencies (Napa County and City of American Canyon), and Caltrans. The project supports the state's Climate Action Plan for Transportation Infrastructure (CAPTI) by promoting equitable community reconnections, reducing automobile dependence, alleviating congestion, decreasing vehicle-related pollution, and enhancing job access within and beyond the region. Key deliverables include identifying potential station locations, assessing circulation and land uses to ensure seamless access for all transportation modes, and developing an implementation and funding strategy to position local partners for grant opportunities. This effort builds upon the 2019 Sonoma Marin Area Rail Transit (SMART) Passenger Rail Service Novato to Suisun feasibility study and the 2024 Solano Transportation Authority (STA) Vallejo Passenger Rail Study.	\$400,000
18	4	Sustainable Communities Competitive	City of Albany	Cerrito Creek Crossing Alternatives Analysis	Alameda, Contra Costa	Albany, El Cerrito	Regional/Local Definition	[object Object]	The Cerrito Creek Crossing Alternatives Analysis (the Project) is a collaboration between the Cities of Albany and El Cerrito that will develop and evaluate design alternatives to close a gap in the regional and local active transportation network, thereby enhancing safety and connectivity along a major multimodal corridor and state highway. The goal of the Project is to assess route options that will provide a connection between the cities of Albany and El Cerrito by addressing barriers posed by Cerrito Creek, San Pablo Avenue, and Albany Hill that are negatively impacting public safety, connectivity, and accessibility. The Project is also needed to support other active transportation investments already made to Carlson Boulevard in El Cerrito and Kains Avenue and Adams Street in Albany, the planned east-west bikeway, as well as to provide active transportation access to high-density mixed-use developments currently planned or underway on account of updated land use policies such as both the City of Albany and El Cerrito's San Pablo Avenue Specific Plans and AB 2923, which led to the El Cerrito Plaza BART Station Transit-Oriented Development plan. The Project directly supports the Metropolitan Transportation Commission's (MTC) Plan Bay Area 2050 goals, including "Connected Transportation" and Strategy T8, which emphasizes creating safer, more accessible infrastructure for walking and biking; and advances the Caltrans District 4 Bicycle Plan, the Alameda County Transportation Commission's (ACTC) San Pablo Corridor Parallel Bike Improvements Project, and the West Contra Costa County Transportation Commission's San Pablo Avenue Multimodal Corridor Study, all of which seek to create a safe and convenient north/south active transportation corridor along and/or parallel to San Pablo Avenue, a high injury route that experienced the third highest number of pedestrian and cyclist related collisions in Alameda County.	\$265,590

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19	4	Sustainable Communities Competitive	San Francisco Municipal Transportation Agency (SFMTA)	Chinatown San Francisco Community-Based Transportation Plan	San Francisco	San Francisco	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)	The Chinatown San Francisco Community-Based Transportation Plan (CBTP) is a long-range, comprehensive transportation plan that will be co-led by the SFMTA, CCDC and grassroots community-based organizations as a community planning effort. At its core, the Chinatown CBTP aims to create a unified transportation vision for Chinatown that serves its multiple roles as a neighborhood commercial district, regional cultural hub, home to 15,000 residents, and international tourist destination with around two million annual visitors. This guiding vision will come at a particularly important moment for Chinatown, an Equity Priority Community (EPC) that is still recovering from the impacts of the COVID-19 economic downturn while also facing imminent changes such as near-term potential Muni service cuts, daylighting implementation, and citywide growth. As a diverse and complex neighborhood that serves as both a destination and connector to other key downtown locations, this proposal will increase accessibility by encouraging visitors to opt for more sustainable and multimodal transportation modes and support the neighborhood's economic vitality and stability through a planning process guided by extensive community collaboration and social equity.	\$619,710
20	4	Strategic Partnerships (FTA 5304)	City of Petaluma	City of Petaluma - Transit Vision Plan	Sonoma	Petaluma	Not Applicable	Climate Change (Adaptation, Vulnerability, etc.) Transit (Bus/Light Rail/Commuter Rail Service)	Given the changed conditions of a post-COVID-19 world and changed commute and mobility patterns, the City of Petaluma (Petaluma Transit) has identified the need to create a long-range transit visioning plan for the community. The Petaluma Transit Vision plan will help to identify short through long term vision, goals, priorities, and operating and capital projects to implement for the agency going forward to create a innovative, sustainable approach to transit for the community going forward. The plan will help to address a multitude of changed condition in Petaluma and surrounding region in recent years in areas including population and housing growth, financial projections, changed community patterns and preferences, economic considerations and increased cost of living for the Petaluma community. The plan will be a collaborative, community focused initiative involving a robust community outreach and involvement component throughout to ensure that all people and parts of the community are involved and well represented in an equitable manner. The study will include items such as an existing conditions report, summary of the Petaluma Transit system, analysis of current and changed conditions and commute patterns, financial analysis, comprehensive operational analysis and creating a short term (fiscally constrained) and long-term vision for the transit agency into 2025 and beyond. The process will include draft and final reports which will be presented and ultimately adopted by the Petaluma Transit Advisory Committee and City Council.	\$290,000
21	4	Climate Adaptation Planning	Contra Costa Transportation Authority	Resilient Transportation for Contra Costa: Countywide Climate Adaptation Planning (CCAP) Data Dashboard	Contra Costa County	19 Cities/Towns, Unincorporated County	At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Climate Change (Adaptation, Vulnerability, etc.)	The performance-based Contra Costa Countywide Climate Adaptation Planning (CCAP) Data Dashboard project. The Project will leverage CCTA's past investments in tools and cloud-based database management and existing centralized multi-agency data repository technological advancement to develop an Artificial Intelligence (AI)-enabled decision support system to advance climate adaptation of the countywide multi-jurisdiction transportation infrastructure. The project aims to develop an integrated climate adaptation data platform that will assess and establish ongoing monitoring and reporting of transportation infrastructure performance, resilience, and vulnerabilities, risk, and opportunities, identify adaptation strategies and progress toward each, create local implementation roadmaps, enable investment tracking, before-and-after study summary analysis reporting, and support equitable decision-making with emphasis on under-resourced communities. The project team will coordinate closely with CCTA-defined public agencies throughout the County departments, regional agencies, community-based organizations, unincorporated county and 19 cities/towns, transit service providers, and academic/research partners to ensure comprehensive stakeholder engagement throughout the project lifecycle.	\$600,000
22	4	Sustainable Communities Competitive	City of San José	Bike San José – San José Bicycle Master Plan Update	Santa Clara County	City of San José	At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian)	This Bike Plan Update Project ("Project") will update the City of San José's ("City") City Council-adopted Better Bike Plan 2025 ("BBP 2025") to help the City achieve its Council-adopted mode shift, safety, and equity goals for bicycling by developing a plan with specific project, programmatic, and policy recommendations developed through robust community engagement, feasibility analysis, and best practices research. The primary purpose of the Project is to develop strategies and identify areas where the City can devote more resources to achieve bicycle mode share, safety, and equity goals, going beyond BBP 2025's emphasis on bikeways infrastructure implementation, while simultaneously helping the City overcome challenges in implementing its bikeways network. The Project will focus on protected bikeways implementation; identification of encouragement and behavior change programs that aid the City's mode shift goals; policy recommendations for shared micromobility programs specific to San José's needs; strategies for effective bike boulevard implementation; policy and program recommendations for bike parking; and strategies for funding implementation of the results of the Project. Additionally, the Project aligns with CAPTI strategies, including: S1: cultivating and accelerating sustainable transportation innovation by improving active transportation; S2: supporting a robust economic recovery by expanding active transportation investments; and S3: elevating community voices through expanded engagement, and aligns with various City initiatives to improve environmental sustainability, such as Climate Smart San Jose. Implementation of the Project can result savings to residents who shift to bikes as a primary mode of transportation, as the cost to own and operate a vehicle in 2024 is approximately \$12,297, according to the American Automobile Association, whereas owning and operating a bicycle is cheaper.	\$400,000
23	4	Sustainable Communities Competitive (Technical)	City/County Association of Governments of San Mateo County	Empowering Communities: A ZEVSE Deployment Plan for San Mateo County	San Mateo County	County-wide	Rural Communities At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	California and its governor have set aggressive goals for reducing GHG emissions and the transition to zero-emission vehicles, while Caltrans promotes technology and innovative designs to improve performance and social equity, and other plans, such as the California Transportation Plan, recognize the transportation needs of rural and underserved communities. Other statutes, including streamlining for public charging infrastructure permitting on private sites, leaves little opportunity for local governments to plan and ensure appropriate placement of charging and fueling to serve its communities, especially those underserved and rural equity priority communities, where charging station companies are unlikely to provide service. This project, which will be informed by a Stakeholder Task Force and priority community input, will identify best data sources, tools, and methodologies and then run an analysis, estimating the number of charging/fueling sites needed and geographically locating them, prioritizing transit, future mobility hubs, traffic patterns and where people live, work, and congregate, to establish estimates through 2035 and 2045 at a countywide scale, which will then be reduced geographically into informative city-scale plans for both EV charging and Hydrogen fueling. The consultant will then work directly with city planning departments to receive input on potential locations and provide guidance on zoning and planning approaches that will give local governments the ability to influence growth over station numbers, type, and location.	\$396,000
24	4	Sustainable Communities Competitive	Solano Transportation Authority	Solano County State Route 12 Comprehensive Multimodal Corridor Plan	Solano County	Fairfield, Rio Vista, and Suisun City	At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian) Climate Change (Adaptation, Vulnerability, etc.) Complete Streets (Multimodal Specific Type) Corridor (Local or Regional) Freight/Goods Movement (Truck, Rail, etc.) Multimodal (Motorized and Active Transport) Safety (Vision Zero) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition) Transit (Bus/Light Rail/Commuter Rail Service)	The proposed State Route 12 Comprehensive Multimodal Corridor Plan will update the existing State Route 12 Major Investment Study that was completed in 2001. The proposed Plan will identify improvements that will make the corridor in Solano County resilient to climate change and multimodal. Public and stakeholder engagement will be an integral part of the Plan development process. Project partners include the Cities of Fairfield, Rio Vista, and Suisun City, as well as Solano County, Caltrans, Metropolitan Transportation Commission, California Highway Patrol, and Travis Air Force Base.	\$500,000
25	4	Sustainable Communities Competitive	City of Oakland	Pedestrian Accessibility and Safety Plan (ADA Transition Plan)	CA	Oakland	Regional/Local Definition	Active Transportation (Bicycle and Pedestrian)	The goal of this planning activity is to update the ADA Transition Plan and update the City's Safety Action Plan with additional recommendations for enhancing safe pedestrian access for people of all ages and abilities, including seniors, school children, and adults. This planning effort will include focused community engagement, data collection.	\$1,000,000

	Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communités Definitions	Project Type	Project Description	Grant Request
26	4	Sustainable Communities Competitive	Alameda CTC	25/26 Alameda County Safe and Sustainable Freeway Ramp Intersections Plan	Alameda County	Alameda Countywide	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0	Multimodal (Motorized and Active Transport) Safety (Vision Zero)	The Alameda County Safe and Sustainable Freeway Ramp Intersections Plan will identify and prioritize safety, active transportation access, and climate-adaptive improvements at freeway ramp intersections, supporting safety, health, and resilience in communities adjacent to and disproportionately burdened by the high traffic volumes and speeds at these locations. Stemming from recommendations of previous planning efforts by Caltrans and Alameda CTC, the Plan will prioritize intersections countywide, develop a toolbox of treatments, and advance improvements at approximately four high-priority locations. Working with stakeholders including Caltrans, local jurisdictions, and community-based organization partners, the Plan will engage the community to develop concept designs, cost estimates, and funding and implementation plans for these four prioritized locations.	\$600,000
27	4	Strategic Partnerships (FTA 5304)	Western Contra Costa County Transit Authority (WestCAT)	Hercules Hub Multimodal Transit Hub Ferry and Vertiport Feasibility Study	Contra Costa County	City of Hercules	At/Above 75% CalEnviroScreen Version 4.0	Multimodal (Motorized and Active Transport)	The project will study the feasibility of additional modes of transit to the Hercules Hub, which is currently designed for bus service from the Western Contra Costa Transit Authority (WestCAT) and train service from the Capitol Corridors Joint Powers Authority (CCJPA), with bicycle and pedestrian access via the Bay Trail. The Hercules Hub is strategically located less than a mile from the I-80/SR-4 Interchange, making it ideal for connecting travelers from eastern and central Contra Costa County and the north bay counties to Richmond, Oakland, San Jose, San Francisco, and the Peninsula. Adding innovative modes of public transportation beyond bus and train with ferry and/or passenger drone service would help the Hercules Hub realize its potential as a regionally significant multi-modal hub. These services are possible because of emerging technologies that make shallow water ferries and electric vertical take-off and landing aircraft affordable. This study will include robust public engagement to gather needed input from stakeholders and the surrounding under-resourced communities; major deliverables will include Ridership and Goods Movement Forecasts, a Conceptual Plan, and a Feasibility Study.	\$497,965
28	5	Sustainable Communities Competitive (Technical)	City of Santa Cruz	Multimodal Transportation Impact Analysis and Impact Fee Updates Project	Santa Cruz	City of Santa Cruz	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016)	Multimodal (Motorized and Active Transport) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The Multimodal Transportation Impact Analysis and Impact Fee Updates Project changes how the City of Santa Cruz considers the impacts of and assesses fee for new development in order to deliver safe, multimodal network improvements. This technical project will include modeling the General Plan Land Use Plan using VMT rather than LOS to determine impacted areas of the city and a program of projects. This project will then create a quantitative methodology for assessing multimodal impacts related to new development and a defined process for disclosing those impacts as part of updated Transportation Study Guidelines. Finally, these will inform updates to the Traffic Impact Fee program that will update an existing auto-oriented impact fee program to a new multimodal transportation impact fee. This project aligns the shared policy and planning goals of the state, region, and City of Santa Cruz to better connect transportation improvements with development and to support multimodal transportation investments.	\$619,710
29	5	Sustainable Communities Competitive	Santa Barbara County Association of Governments	Broadband Enhancement for Trip Reduction Project	Santa Barbara County	Buellton; Carpinteria; Goleta; Guadalupe; Lompoc; Santa Barbara; Santa Maria; Solvang	Regional/Local Definition	Climate Change (Adaptation, Vulnerability, etc.) Other	SBCAG Board of Directors amended their Joint Powers Authority (JPA) agreement to add planning and implementation of regional broadband as one of its core missions. This complements the State of California's commitment to building the necessary infrastructure to adequately plan for and provide high-speed broadband to individual communities and institutions within those communities that would specifically show trip reduction benefits. The Broadband Enhancement for Trip Reduction Project will expand access to businesses, residences, emergency response centers, educational institutions, and healthcare facilities. It will eliminate unnecessary or mandated trips and reduce Greenhouse House Gases (GHG). In addition to a reduction in GHG, improved regional broadband service will improve public health by connecting key regional anchor institutions and health centers, creating resiliency for communication in the region for emergency response when transportation networks may be affected, and providing equity in the sense of access to a broader group of users despite cost concerns for broadband access.	\$125,712
30	5	Climate Adaptation Planning	Santa Barbara County - Flood Control District	Montecito Flood Control Master Plan, Phase 2	Santa Barbara County	Unincorporated Santa Barbra County	Not Applicable	Climate Change (Adaptation, Vulnerability, etc.) Freight/Goods Movement (Truck, Rail, etc.)	The Community of Montecito in Santa Barbara County is acutely vulnerable to the drought, fire, and flood cycle impacting California, exacerbated by climate change, resulting in devastating debris flows, more frequent floods, significant loss of life and property, and closures of critical transportation corridors such as SR 192, US 101, and UPRR. Recognizing these consequences, the County of Santa Barbara has updated its Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) in 2023 to identify, evaluate, and mitigate known hazards. To address some these challenges, the County has initiated the Montecito Flood Control Master Plan, a multi-phase project. Phase 1 of the project, completed in Fall 2024 with local funding, explored initial flood mitigation options and laid foundational groundwork. Phase 2, which is the focus of the grant application, aims to develop conceptual designs to pave the way for future detailed design and construction of comprehensive flood mitigation improvements in Montecito.	\$1,000,000
31	5	Climate Adaptation Planning	City of Grover Beach	South 4th Street Climate Resiliency Plan	County of San Luis Obispo	City of Grover Beach	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016)	Climate Change (Adaptation, Vulnerability, etc.) Complete Streets (Multimodal Specific Type)	The City of Grover Beach is seeking grant funding to develop a feasibility study to improve the resiliency of South 4th Street to climate change and environmental hazards as well as develop a multi-modal solution for pedestrians and bicycles to use as an alternate route to Highway 1. The South 4th Street Climate Resiliency Plan will look at proposed solutions to improve a portion of the roadway that is indefinitely closed to the public due to frequent flooding and falling trees. This will include a drainage analysis, constraints and potential permits memorandum, and geotechnical considerations. The study will also look at alternative alignments for multi-modal access along the corridor. Additional tasks will include review of existing documents, survey and mapping, public outreach, and engagement with other stakeholders including Caltrans, Union Pacific Railroad, and the California Coastal Commission.	\$275,774
32	5	Sustainable Communities Competitive	City of Solvang	Mission Drive Complete Streets Project	Santa Barbara County	Solvang	Rural Communities At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Complete Streets (Multimodal Specific Type)	The Mission Drive Complete Streets Project addresses critical safety, accessibility, and sustainability challenges in Solvang's downtown corridor, which serves residents, commuters, and over 2.5 million annual visitors. The project will deliver key improvements, including signalized pedestrian crossings, a multipurpose trail, and traffic-calming measures, to reduce accidents, alleviate congestion, and promote active transportation. Led by the City of Solvang in partnership with the Santa Barbara County Association of Governments (SBCAG) and local stakeholders, the project aligns with California's climate goals and the Regional Transportation Plan (RTP). These improvements prioritize equitable access for under-resourced communities, including Latinx commuters and the Santa Ynez Band of Chumash Indians, ensuring a safer, more inclusive transportation network.	\$221,325
33	5	Sustainable Communities Competitive	City of Soledad	Vehicle Miles Traveled and Greenhouse Gas Reduction Project	Monterey	Soledad	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data	Climate Change (Adaptation, Vulnerability, etc.) General Plan Elements (Multimodal Spec. Type) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The City of Soledad's proposed Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) Reduction Project will include a City-wide Climate Action Plan (CAP) and comprehensive Transportation Demand Management (TDM) Policy that is tailored to the needs of a disadvantaged, majority-minority, rural community. Throughout the CAP and TDM development, the City will work alongside Community-Based Organizations (CBOs), the Soledad Unified School District (SUSD), State and Regional Agencies (including but not limited to: the Association of Monterey Bay Area Governments (AMBAG), Monterey-Salinas Transit (MST), and Transporation Agency for Monterey County (TAMC)), developers, businesses, and residents. In collaboration with our community partners, the City will determine equitable and proven measures to reduce GHG and VMT to advance California's mandate of reducing GHG emissions to 80% below 1990 levels by 2050 and create the first-ever CAP and TDM for Soledad. These efforts will also inform the preparation of the City's 2045 General Plan (Siempre Soledad), allowing for the creation of an implementation plan for GHG and VMT reduction and climate action for the next 20 years of city planning and development, setting an example for rural, disadvantaged communities across the State. This project aligns with the Association of Monterey Bay Area Government's Sustainable Communities Plan, the State of California's statewide Transportation Plan and State Bicycle and Pedestrian Plan, the Monterey-Salinas Transit District Innovative Clean Transit (ICT) Rollout Plan, and the City of Soledad's HCD-compliant Housing Element.	\$274,443

	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
34	5	Sustainable Communities Competitive	Santa Barbara County, Community Services Department, Parks Division	Orcutt Creek Okerblom Trail Design Plan and Outreach	Santa Barbara	Orcutt (unincorporated community in Santa Barbara County)	At/Below 80% AB 1550 (Gomez, 2016)	At/Above 75% CA School Meals Data	Active Transportation (Bicycle and Pedestrian) Multimodal (Motorized and Active Transport)	The Orcutt Creek Okerblom Trail is the highest priority trail in Orcutt per the Orcutt Community Plan (OCP), and it is also identified in the County Active Transportation Plan, OCP Parks, Recreation & Trails Map, OCP Bikeways Map, and SBCAG Regional Transportation Plan. The project involves hiring a trail planning consultant to assist with public workshops and stakeholder meetings, create a project web page and prepare trail design plans up to 30% complete and construction cost estimates for three key centrally located missing gaps in the trail in order to create a continuous multi-use path through the heart of Orcutt once constructed. This level of project planning is needed in order to be eligible and compete for construction funds. The goal of the project is to promote and encourage an alternative form of transportation away from busy Orcutt roadways and to extend the bicycling and pedestrian environment of the Orcutt community as a functioning and efficient element of an integrated multimodal transportation system once the project is constructed. The project will also present an opportunity to link older and newer residential areas, four nearby public schools, Old Town Orcutt, the upcoming regional OASIS senior center, commercial centers and local public parks and open space together along a singular multi use path, and as such the Parks Division intends to work with local non-profit alternative transportation/trail/senior citizen organizations and the school district in its implementation.	\$235,000
35	5	Sustainable Communities Competitive	County of San Luis Obispo	San Luis Obispo County Active Transportation Plan	San Luis Obispo	San Luis Obispo County Unincorporated Areas	Rural Communities	Regional/Local Definition	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type) Multimodal (Motorized and Active Transport)	Develop an Active Transportation Plan (ATP) for the County of San Luis Obispo by upgrading the currently expired Countywide Bike Plan into a multimodal Active Transportation Plan.	\$700,000
36	5	Sustainable Communities Competitive	City of Sand City	Sand City Multiuse Commuter Trail – Planning Project	Monterey	City of Sand City	At/Below 80% AB 1550 (Gomez, 2016)	At/Above 75% CA School Meals Data	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The City of Sand City is requesting funding to develop conceptual traffic design, perform technical analyses, including photometric analysis to improve intersection traffic safety, and community outreach for the project to close a critical 1-mile gap in the Monterey Bay Coastal Recreation Trail (MBCRT). It will address the concerns raised by residents and stakeholders regarding pedestrian safety at intersection crossings along the proposed trail route. The City has developed conceptual plans for the trail alignment to connect to the future Monterey Salinas Transit (MST) SURF! Station, a future 356-unit housing complex with 52 units designated as affordable housing, and a new four-story, 215-room hotel. Funding is requested for community engagement in partnership with local stakeholders, including the cities of Seaside, Monterey, Pacific Grove, Del Rey Oaks, Marina, and the Transportation Agency of Monterey County (TAMC). This Project aligns with local and regional plans and is ranked 16th in top priorities countywide in the 2018 Monterey County Active Transportation Plan.	\$250,584
37	5	Sustainable Communities Competitive (Technical)	Association of Monterey Bay Area Governments	Big Data Analytics and Modeling for Sustainable Transportation Planning	Monterey, San Benito and Santa Cruz Counties	Monterey, 17 other cities (too many to list here)	Rural Communities	Native American Tribal Governments Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	Implement big data in our modeling and analytic software tools to support the region's sustainable transportation planning efforts, congestion management, affordable housing, efficient land use, air quality, economic, and climate change strategies, as per the adopted AMBAG's adopted MTP/SCS, and goals of SB 375 and SB 960. This would compliment AB 744 efforts and application of the CTC data purchased to assess applicability, scalability, and adaptability of big data for use in small to medium rural MPOs in California. The project will focus on people's behavior, travel patterns, and adoption of new technologies in a fast-moving environment to assist us in data driven decisions that advance transportation equity, especially in our hard-to-reach, underserved and disadvantaged communities.	\$500,000
38	5	Sustainable Communities Competitive (Technical)	The San Benito Local Transportation Authority	Zero Emission Bus (ZEB) Clean Fuel Path Strategy	Hollister	San Benito County	At/Below 80% AB 1550 (Gomez, 2016)	At/Above 75% CalEnviroScreen Version 4.0	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition) Transit (Bus/Light Rail/Commuter Rail Service)	The San Benito County Local Transportation Authority (LTA) and the City of Hollister are seeking funding to investigate clean fuel type options (e.g. electric, hydrogen) for the LTA's zero-emission bus (ZEB) fleet transition that leads to a cost-effective implementation strategy. The strategy will also consider recent changes in transit demand, vehicle costs, facility needs, and LTA financial constraints. Operational issues that will be analyzed include refueling options and timing, fleet sizing for each alternative, and supportive infrastructure requirements (e.g. power grid capacity, hydrogen production) for each clean fuel path option. The clean fuel path strategy aims to engage Caltrans, regional stakeholders (Council of San Benito County Governments, Association of Monterey Bay Area Governments, Valley Transportation Authority); community stakeholders (City of Hollister, City of Gilroy, City of San Juan Bautista, and County of San Benito) in addition to nearby transit agency who are ZEB implementation leaders (e.g. Santa Cruz Metro, Monterey-Salinas Transit, etc.) and potential partners for implementation efforts. Through a collaborative and thorough planning process, the LTA can meet the future transit needs of San Benito County residents while advancing the State's broader goal of reducing greenhouse gas emissions through a successful zero-emission fleet implementation.	\$226,165
39	5	Strategic Partnerships (FHWA SPR Part I)	Council of San Benito County Governments	SR 25 Comprehensive Multimodal Corridor Plan (CMCP)	San Benito County	Hollister	At/Below 80% AB 1550 (Gomez, 2016)	At/Above 75% CalEnviroScreen Version 4.0	Corridor (Local or Regional) Multimodal (Motorized and Active Transport)	The State Route (SR) 25 Comprehensive Multimodal Corridor Plan will result in comprehensive and long-term improvement strategies along a 10.8 mile segment of State Route 25 (SR 25) within San Benito County and Santa Clara County that leverages and complements a recently initiated environmental planning process and makes the implementation agency partners eligible to pursue state transportation grant funding. This corridor is a critical commuter and Surface Transportation Assistance Act (STAA) priority trucking route with significant safety concerns and traffic volumes that significantly exceed the capacity of the existing two-lane rural roadway. A streamlined and cost-effective CMCP is possible by leveraging the technical analysis and public outreach efforts underway for a Caltrans-led environmental impact report (EIR) for the corridor. In collaboration with Caltrans, the Santa Clara Valley Transportation Agency (VTA), and the Association of Monterey Bay Area Governments (AMBAG), the Council of San Benito County Governments (SBCOG)-led CMCP will expand the scope of the EIR work to ensure that a comprehensive and long-term vision of the SR 25 is developed.	\$250,000
40	6	Sustainable Communities Competitive (Technical)	City of Lemoore	Walkable Lemoore: Multimodal Connectivity and Overcrossing Study	County of Kings	City of Lemoore	At/Above 75% CA School Meals Data	At/Below 25% CA Healthy Places Index	Complete Streets (Multimodal Specific Type) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The Walkable Lemoore: Multimodal Connectivity and Overcrossing Study will develop data-driven strategies to improve pedestrian, bicycle, and micromobility access, reducing reliance on vehicles and creating a more connected, accessible, and sustainable transportation network. A key component is the technical study for a pedestrian overcrossing at Vine Street and State Route 198, which will eliminate a major barrier, encourage active transportation, and contribute to VMT reduction, improved air quality, and public health benefits. The study aligns with California's GHG reduction targets, the Climate Action Plan for Transportation Infrastructure (CAPTI), and the California Transportation Plan (CTP) 2050, ensuring consistency with statewide mobility and climate goals. Consideration will be given to extreme heat mitigation strategies, integrating shade and cooling elements to enhance year-round usability. This project will serve as a blueprint for future multimodal improvements, advancing equity and long-term transportation resilience in Lemoore.	\$265,590
41	6	Sustainable Communities Competitive	City of Hanford	People's Trail Master Plan	Kings County	Hanford	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)	The People's Trail Master Plan will provide a blueprint for an off-street path that runs across the City of Hanford from south to north with an overcrossing over State Route 198. This shared-use path will connect Hanford's disadvantaged neighborhoods to the city's largest employment center and the city's high schools. The City will work with the Hanford community to develop the Master Plan, which will provide a conceptual design for the trail and position the City as grant-competitive for designing and constructing the trail. The City is working with the landowner, People's Ditch Company, to obtain public access along the water canal. The trail will be co-located along the canal's maintenance road. When completed, the People's Trail will support Kings County's goal of increasing active transportation and reducing GHGs in the region.	\$270,017
42	6	Sustainable Communities Competitive	City of Avenal	Tactical Urbanism Complete Communities Study	County of Kings	City of Avenal	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)	Consistent with the California Transportation Plan 2050, the purpose of the Tactical Urbanism Complete Communities Study is to improve the City of Avenal's local transportation system's safety, accessibility, and convenience for non-motorized modes of transportation. This project will consist of a series of community-driven pilot studies to demonstrate innovative low-cost & temporary active transportation solutions at locations throughout the city that have exhibited persistent safety and accessibility concerns. Based on the data gathered from the pilot studies and community input, the City of Avenal will develop a local multimodal transportation improvement plan. In addition to the pilot studies, this project will also examine Avenal's existing zoning ordinances and requirements for new developments to determine how they may be updated to facilitate a shift to more sustainable modes of transportation. Avenal residents and local organizations will be key partners in this project because community input and feedback is critical to understanding the specific needs of our residents and to determine the effectiveness and appropriateness of the pilot studies.	\$265,590

	Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communities Definitions	Project Type	Project Description	Grant Request
43	6	Climate Adaptation Planning	County of Fresno	Eastern Fresno County Climate Adaptation Plan	Fresno	Various communities in eastern Fresno County	Rural Communities Native American Tribal Governments At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Climate Change (Adaptation, Vulnerability, etc.)	A study of the eastern unincorporated communities (east of Highways 99 and 41 to the County line) and overlapping incorporated communities will be performed to plan for the resilience of transportation infrastructure due to flooding, drought, wildfire, tree mortality, and other climate-related causes. When storm events occur, the roads can flood and impact thousands of residents trying to get to school, work, and access to other vital resources. This area of study was chosen due to its high risk for flash floods, wildfires, road failures, and high concentration of rural communities (see Attachment A). Deliverables include a report with scoping, cost estimates, and a list of priority projects, with feasibility of recommended actions, identified through a scientific and public process that considers cost, equity, long-term resiliency, and potential environmental impact. The study is in alignment with the Fresno County Hazard Mitigation Plan, the California Transportation Plan, the California Climate Adaptation Strategy, and Climate Action Plan for Transportation Infrastructure (CAPTI). The primary goal of the study is to identify the best ways to prepare, respond, manage, adapt, and maintain in the wake of the affects of climate change.	\$1,500,000
44	6	Sustainable Communities Competitive	City of Porterville	City of Porterville Transportation Safety Planning	Tulare	Porterville	At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The City of Porterville intends to use Sustainable Transportation Planning Grant Program funds to draft and adopt a Transportation Safety Plan which will incorporate Safe Routes to School and Vision Zero planning priorities, methodologies, and best practices. The plan will address city-wide alternative transportation concerns through the identification of specific physical improvements to increase connectivity and accessibility in Porterville. The plan will align the City with regional and State planning goals and connect to nationwide transportation safety movements including Safe Routes to School and Vision Zero.	\$125,270
45	6	Sustainable Communities Competitive	County of Tulare	Monson-Sultana Complete Streets for Enhanced Sustainability Project	Tulare	Monson and Sultana Communities	Rural Communities At/Above 75% CalEnviroScreen Version 4.0	Complete Streets (Multimodal Specific Type) Multimodal (Motorized and Active Transport)	The Monson-Sultana Complete Streets for Enhanced Sustainability Project includes the collection and analysis of empirical and human data: to develop an equitable, comprehensive Complete Streets Plan for the Monson and Sultana Communities. This project includes 30% design that will be informed by robust community and stakeholder engagement efforts. This multi-modal plan will highlight enhancements that can be made to the transportation network to better connect the two communities, promote active transportation for all users, increase the utilization of the regional transit system, and address existing safety concerns. This planning project is a critical first step to the eventual implementation of the proposed Complete Streets design; and it will align with State, Regional, and Local efforts to reduce greenhouse gas emissions, improve roadway safety, and increase each community's sustainability and adaptability to climate change.	\$296,100
46	7	Sustainable Communities Competitive	The Broem Group, LLC	DBA Truk Hub	LA	Lancaster, LA	Rural Communities At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Climate Change (Adaptation, Vulnerability, etc.) Freight/Goods Movement (Truck, Rail, etc.)	The Truk Hub project by The Broem Group LLC addresses the critical shortage of safe and secure truck parking in Lancaster, California, a major trucking route. The project will develop a 5-acre sustainable truck parking facility featuring green infrastructure, including solar panels, recycling programs, and landscaped layouts, to reduce greenhouse gas emissions and improve logistics efficiency. Key deliverables include a secure, well-lit parking area with advanced security systems, rest facilities, and easy access layouts. The project supports California's Regional Transportation Plan (RTP) goals by enhancing freight mobility and addressing climate targets, while aligning with local efforts like the Mojave Inland Port development to meet the growing demand for trucking support services.	\$175,000
47	7	Sustainable Communities Competitive	City of Hawthorne	City of Hawthorne Active Transportation Plan (ATP)	Los Angeles	Hawthorne	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	The City of Hawthorne Active Transportation Plan (ATP) will be created and adopted to provide a framework for a multi-modal network for the City's future bicycle and pedestrian capital improvement projects to connect residents to various destinations including workplaces, schools, residences, businesses, and recreation areas and reduce pedestrian fatalities. The City is in need of a network of low-volume, low-stress bicycle facilities, and improved first- and last-mile connections to the nearby transit services. Major deliverables for the project include copies of the agreement between the selected consultant and grantee, PowerPoint presentations from the advisory committee and community engagement meetings, public outreach materials, such as flyers, surveys, and sign-in sheets, a City Council agenda and meeting minutes with plan acceptance and approval, and a completed Final Plan. Parties involved in the development and creation of the Plan will comprise of City staff from various departments, such as Public Works, Planning, Hawthorne Police, City Manager and Community Services, City elected officials, public stakeholders from neighborhood representatives, members from the City's schools and districts and residents from adjacent cities. Consistent with planning efforts such as the City of Hawthorne General Plan, California Transportation Plan 2050, California State Bicycle and Pedestrian Plan, and SCAG 2040 Regional Transportation Plan, this plan will expand on upon previous efforts to create a well-connected network for all mobility types throughout the city.	\$400,000
48	7	Sustainable Communities Competitive	City of Culver City	Culver City Mobility Hub Guidelines, Implementation, and Connectivity Plan	Los Angeles County	Culver City, CA	Regional/Local Definition 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) Multimodal (Motorized and Active Transport)	The Culver City's Mobility Hub Guidelines, Implementation, and Connectivity Plan is a transformative initiative to reimagine the City's transit ecosystem through the development of a comprehensive framework for deploying multimodal transportation hubs, to specifically address first/last mile connectivity, reduce vehicle dependency, and enhance equity. Despite having a robust local transit network, the City lacks a systematic process to evaluate and deliver critical amenities at bus stops, missing opportunities to improve transit accessibility and leaving riders without essential infrastructure such as bike share, micromobility options, microtransit & Transportation Network Company (TNC) zones, secure bike parking, and related improvements. This effort will enable communities through placemaking, focusing on the Culver City Transit Center, to enhance first/last mile connections and support vibrant, inclusive public spaces. Major deliverables include a typology playbook for determining future bus stop locations, conceptual designs (up to 30%) for mobility hubs at the Culver City Transit Center and other key locations, and an actionable implementation plan to deploy mobility hubs strategically across the City. In partnership with community stakeholders, and regional transit agencies such as Metro, this project aligns with Culver City's General Plan 2045, SCAG's RTP/SCS goals, and California's Climate Action Plan for Transportation Infrastructure. By integrating data-driven solutions, this initiative will deliver equity-focused, sustainable mobility systems while fostering economic growth and community resilience.	\$354,000
49	7	Climate Adaptation Planning	South Bay Cities Council of Governments	South Bay Vulnerability Assessments and Climate Adaptation Strategies for Transportation	Los Angeles County	Cities of Carson, El Segundo, Gardena, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Manhattan Beach, Palos Verdes Estates, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, Torrance, Harbor City/San Pedro/Wilmington communities of City of LA, and County of LA Districts 2 & 4	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Climate Change (Adaptation, Vulnerability, etc.) Multimodal (Motorized and Active Transport)	The South Bay Cities Council of Governments (SBCCOG) will update its vulnerability assessments and transportation climate adaptation strategies, expanding upon prior work completed in 2019. This project is necessary to identify climate vulnerabilities, particularly in underserved communities, and ensure the resilience of the region's multi-modal transportation network. Deliverables will include a public outreach plan to engage the community throughout the process; updated vulnerability indices containing most recent climate projection and demographic data, and actionable transportation strategies with cobenefits for accessibility and connectivity. The SBCCOG will collaborate with its member cities, stakeholders, community based organizations, and agencies such as LA Metro, aligning with plans such as the California Transportation Plan 2050 to identify the unique transportation needs of the South Bay's diverse, suburban communities. This effort builds upon the SBCCOG's 16 years of climate action and adaptation work and fulfills a previous adaptation strategy to update its adaptation plan every five years.	\$309,750
50	7	Climate Adaptation Planning	City of West Hollywood	Sky Sanctuaries: San Vicente Streetscape Project	Los Angeles	West Hollywood	Not Applicable	Climate Change (Adaptation, Vulnerability, etc.) Complete Streets (Multimodal Specific Type)	The Sky Sanctuaries: San Vicente Streetscape Project is a creative streetscape project that redesigns an existing roadway in order to temporarily transform and revert back, thereby creating a dynamic, flexible plaza featuring nature-based stormwater management, permeable pavements, and elevated sky gardens to reduce urban heat islands, improve water quality, and restore biodiversity. This project stands as West Hollywood's most significant undertaking to date to integrate their fossil fuel elimination and greenhouse gas reduction initiatives into a single transformative urban design and infrastructure effort. Key deliverables include a multifunctional street plaza with protected bike lanes, traffic calming measures, and new green infrastructure to enhance pedestrian and cyclist safety and foster sustainable mobility. Desired outcomes include reduced greenhouse gas emissions, improved community connectivity, and urban design resilience to climate impacts such as drought and flooding. This collaborative effort aligns with the State of California's Green Infrastructure and Climate Resilient Strategies as well as the Southern California Association of Governments' Sustainable Communities Strategy.	\$1,000,000

	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
51	7	Sustainable Communities Competitive	South Bay Cities Council of Governments	South Bay Micromobility Destination Parking Plan	Los Angeles	Carson, Gardena, Hawthorne, Inglewood	At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Multimodal (Motorized and Active Transport)	The South Bay Micromobility Destination Parking Plan is the fourth and final major component of the SBCCOG's Sustainable Mobility Strategy, anchored by small, relatively inexpensive, short range, low speed devices powered by small battery packs which minimize energy demand compared to full size EVs. The other components include the Local Travel Network (LTN), a 243-mile network of existing low volume, slow speed streets currently being implemented, a Micromobility Safety Action Plan funded through a Safe Streets For All grant, and a Micromobility Hub planning study being funded by LA Metro. Together, these initiatives are expected to create the infrastructure for the micromobility ecosystem which will accelerate the conversion of ICE vehicles to zero-emission devices and help meet the state's and RTP's goals for zero emission mobility. Major deliverables will include a detailed survey of parking facilities at significant destinations in the South Bay, especially those frequented by under-resourced communities, a Playbook for retrofitting existing parking facilities that will provide templates for initial and advanced schemes for accommodating the range of form-factors associated with micro-devices, and an analysis of the facilities that agree to implement micro parking arrangements. The parties involved include members of under-resourced communities (via surveys), owners and managers of parking facilities at significant destinations, city public works department and parking enforcement divisions, and a consultant to develop a micromobility parking design manual for destinations.	\$353,690
52	7	Sustainable Communities Competitive	City of Lancaster	Lancaster Land and Logistics Innovation Project	Los Angeles	Lancaster	Regional/Local Definition At/Below 25% CA Healthy Places Index	Freight/Goods Movement (Truck, Rail, etc.) General Plan Elements (Multimodal Spec. Type)	The City of Lancaster (City) proposes to engage in the Lancaster Land and Logistics Innovation Project (Project). This includes comprehensive updates to two separate but essential planning documents: Fox Field Industrial Corridor Specific Plan (Fox Field Specific Plan) and the City of Lancaster Circulation Element. The Project's goal is to plan for and support new uses related to logistics, light industrial, and manufacturing jobs, while strengthening economic development opportunities to the City of Lancaster and the northernmost region of Los Angeles County known as the Antelope Valley. This requires leveraging a variety of resources including land availability, evaluating surrounding existing land uses, area infrastructure, and workforce capacity to find opportunities to modernize and implement environmentally sound and business-friendly strategies while planning for future land uses.	\$455,044
53	7	Sustainable Communities Competitive	City of Palmdale	City of Palmdale Active Transportation Plan Update	Los Angeles	Palmdale	Regional/Local Definition At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Multimodal (Motorized and Active Transport)	The City of Palmdale is requesting Sustainable Transportation Planning Grant funding to update their current Active Transportation Plan to meet current standards and propose attainable and effective strategies to improve pedestrian and bicycle networks within the City of Palmdale. The City is proposing to update their existing ATP to a comprehensive, approved strategic plan to create a network of Connected Complete Streets for transportation options, neighborhood destinations, trails and open spaces. This would allow more people to walk to transit stops, improve Safe Routes to School needs, extend bicycle lanes, and improve overall transportation connectivity. This will align closely with and SCAG Connect SoCal Goals and LA Metro's Active Transportation Strategic Plan and contribute to reaching Statewide GHG emissions reductions targets. This will align closely with the City's compliant Housing Elements, Antelope Valley Transit District's Strategic Integrated Mobility Plan, LA Metro Active Transportation Strategic Plan (ATSP), and the SCAG Connect SoCal Plan.	\$486,915
54	7	Sustainable Communities Competitive	Ventura County Transportation Commission	Ventura County Clean Fuels Assessment & Strategic Plan	Ventura County	Camarillo, Moorpark, Fillmore, Ojai, Oxnard, Port Hueneme, Santa Paula, Simi Valley, Thousand Oaks, Ventura	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	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	To accelerate zero emissions transportation transitions, clean fleets, and infrastructure deployments that maximize community, economic, and environmental benefits, the Project will conduct a Conditions Assessment for Clean Energy Development and Alternative Fuels Production and Distribution for the transportation sector in Ventura County. The project will be developed through a partnership between VCTC and sub-applicant Oxnard Harbor District / Port of Hueneme, including stakeholders from Caltrans, County of Ventura, ten incorporated cities within the county, Ventura County Regional Energy Alliance (VCREA), Ventura County Air Pollution Control District (VCAPCD), community stakeholders, and fuel off-takers, including transit agencies, municipal fleets, and others from the military, industrial, and agricultural sectors.	\$133,340
55	7	Sustainable Communities Competitive	City of Culver City	Local Road Safety Plan: A Path to Vision Zero	Los Angeles	City of Culver City	Regional/Local Definition At/Below 25% CA Healthy Places Index	Multimodal (Motorized and Active Transport) Safety (Vision Zero)	The City of Culver City proposes to update and improve its existing (and first) Local Road Safety Plan (LRSP), which was adopted in November 2021 and is intended to be substantially updated every two to five years. The revised document, the "Local Road Safety Plan: A Path to Vision Zero" will include updated crash data and multimodal roadway user and transit volumes, will deploy a more robust engagement plan to elicit community input on safety concerns, including "near misses" that identifies more problems than crash data might convey.	\$371,826
56	7	Sustainable Communities Competitive	City of Industry	City of Industry Bicycle Master Plan	Los Angeles	City of Industry	At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	The City of Industry is a small city in the San Gabriel Valley, of less than 440 residents, that sees 75,000+ commuters arrive every day from neighboring cities to work in one of the 3000 local business. Almost all of them arrive by car, alone, because there are no official bike paths, because there is no bike master plan. We propose hire a consultant to develop a comprehensive Bicycle Master Plan, that , in partnership with neighboring cities, lays out a regionally integrated strategy for developing bike infrastructure that shift thousands of driving commuters into biking commuters, eliminating an estimated 9300 metric tons of carbon emissions each year and providing health benefits for local residents due to increased active transportation options and cleaner air. The proposed plan furthers the goals of and integrates with multiple existing plans, such as Connect SoCal 2024- the SCAG RTP, as well as existing bike plans from La Puente, Walnut, Diamond Bar, and other San Gabriel Valley cities.	\$286,500
57	8	Sustainable Communities Competitive (Technical)	City of Moreno Valley	Vehicle Miles Traveled Reduction and Mitigation Fee Program	Riverside	City of Moreno Valley	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	Project DescriptionSenate Bill 743 (SB 743) replaced vehicle delay with Vehicle Miles Traveled (VMT) as a finding of significance under the California Environmental Quality Act (CEQA), and the City desires to establish a VMT mitigation fee to support mobility improvements that would be more effective in reducing VMT and to streamline CEQA clearance. This project analyzes the best practices (e.g. statutory requirements, legal requirements, and pending legal cases) for VMT mitigation strategies; develop criteria to determine developments and transportation projects subject to the VMT Reduction Program; establish VMT metrics and thresholds for the Traffic Impact Fee and Traffic Impact Analysis Guidelines; identify projects and programs to be funded by the VMT Mitigation Fee; and recommend a VMT mitigation fee structure (may require nexus analysis and/or calculation and establishment of a fee) through a program that considers local needs, goals, and equity. The City will coordinate with internal departments on the critical and necessary updates the 2005 Traffic Impact Fee and 2006 Traffic Impact Analysis Guidelines for compliance with SB 743. The City will also work with technical stakeholders (i.e. Caltrans, Western Riverside Council of Governments, Riverside County Transportation District, South Coast Air Quality Management District, and Riverside County) and conduct outreach to prepare an equity-based program. A VMT Reduction and Mitigation Program is consistent with policies in the City's relevant plans in order to provide a funding source and/or support the implementation of projects/programs identified the City's Bicycle, Pedestrian, and Trails Master Plan; and state related efforts to invest in active transportation, climate change reduction, and underserved communities.	\$354,120

	Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communités Definitions	Project Type	Project Description	Grant Request
58	8	Sustainable Communities Competitive	City of Moreno Valley	Bicycle Master Plan Update and New Pedestrian Plan	Riverside	City of Moreno Valley	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian)	The Bicycle Master Plan Update and New Pedestrian Plan will bring the City's active bicycle transportation plan up to date by using better community engagement methods, incorporating completed work, and adding new projects to improve the network as well as introduce a new, never-before-seen pedestrian plan for the City of Moreno Valley. The City's November 2014 Bicycle Master Plan included the City's existing bicycle facilities, bicycle collisions, recommended bike lanes/routes, and potential bikeway funding options. However, it has been 10 years since this plan was adopted, thus it is outdated and since then, many new developments have been made to the City and many changes have been made. Additionally, a new recently approved law, SB1216, bans the use of sharrow and Class 3 bike lanes on streets with posted speed limits above 30 MPH, after January 1, 2026. This must be laid out in the Bicycle Master Plan update. Additionally, the City will use the Bicycle Master Plan Update to identify further ambitious goals for signature projects. The Update is essential because the City decides to apply for future grant funding, it must have a more current Bicycle Master Plan. The City of Moreno Valley's New Pedestrian Plan is essential since the City has never established such plan. A Pedestrian Plan's purpose is to make walking around a community safer, more comfortable and more accessible and thus improve public health. Furthermore, it will lay out the foundation for pedestrian improvements within the City's public right-of-way. Lastly, it will serve as an important tool for when and if the City plans to seek funding for pedestrian improvements.	\$ 424,944
59	8	Climate Adaptation Planning	City of Cathedral City	Cathedral City Sustainable Landscape Palette for Climate Resilient Transportation Planning	Riverside County	Cathedral City	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data	Climate Change (Adaptation, Vulnerability, etc.) Multimodal (Motorized and Active Transport)	The Cathedral City Sustainable Landscape Palette for Climate Resilient Transportation Planning project aims to enhance Cathedral City's climate resilience by developing a sustainable, climate-appropriate landscape palette that aligns with the city's transportation planning efforts. This initiative seeks to implement heat and blow sand mitigation and increase shade equity while integrating green infrastructure, native plant species, and climate-smart landscape practices into the city's transportation corridors and public and private spaces. By creating a localized, climate-adapted landscape palette, the project will improve the city's ability to withstand environmental stressors, reduce the urban heat island effect, and enhance the ecological health of its transportation corridors.	\$233,896
60	8	Climate Adaptation Planning	City of Murrieta	Murrieta CAP Update	Riverside	Murrieta	Not Applicable	Climate Change (Adaptation, Vulnerability, etc.)	The City of Murrieta request \$150,000 in funding to update its existing Climate Action Plan (CAP) to enhance its ability to respond to needs of the community in protecting, responding to and mitigating climate change. Located in Riverside County, Murrieta is acutely vulnerable to the impacts of climate change, such as more frequent and intense heat waves, wildfire, droughts and flooding. The City is also in great need of greenhouse gas emissions reduction strategies, given the City rapidly growing population (Riverside County has one of the fastest growing populations in the country) and a large commuter population (as high as 60% of the population), reinforcing On-road Transportation as its greatest source of Greenhouse Gas Emissions (76%) based on Inventory of Emissions assessment conducted in 2016. The strategic components of the update align with local, regional and state planning efforts to address climate change and reduce overall carbon emissions including the State Climate Action Plan and the Riverside County 2019 Climate Action Plan.	\$150,000
61	8	Sustainable Communities Competitive	City of Victorville	City of Victorville: Circulation and Climate Resilience 2045	County of San Bernardino	City of Victorville	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Below 25% CA Healthy Places Index	Complete Streets (Multimodal Specific Type) General Plan Elements (Multimodal Spec. Type)	The City of Victorville seeks funding to perform updates to the Circulation and Resource Elements (including Open Space) of its 2045 General Plan. These updates aim to enhance sustainable transportation and equitable recreational spaces, adhering to mandated policies such as Complete Streets and traffic calming (AB 932), revised truck routes (AB 98), and equitable access to open space (SB 1425). As outlined by policies within the Southern California Association of Governments' 2024-2050 Regional Transportation Plan, the project will: promote safer, more efficient mobility for all community members including the most vulnerable road-users; create high-quality interconnected open spaces while prioritizing the climate mitigation, adaption, resilience, and economic benefits of these lands; aid in the reduction of greenhouse gas emissions and air pollutants while promoting clean transportation technologies; and support the City's goal of fostering community well-being and prioritizing programming that serves the most disadvantaged areas of the City. Public outreach will involve workshops and informational sessions focused on the city's under-resourced areas to ensure robust community engagement throughout the process, resulting in a compliant and comprehensive 2045 Victorville General Plan that aligns with the State and federal mandated initiatives of the Caltrans Sustainable Transportation Planning Grant Program and results in a more resilient Victorville.	\$700,000
62	8	Sustainable Communities Competitive (Technical)	San Bernardino County Transportation Authority	Advanced Signal and Transit Technology for San Bernardino Valley Priority Transit & Smart Corridors	San Bernardino County	San Bernardino Valley – Los Angeles and Riverside County Lines to the West, Riverside County Line to the South and East, San Gabriel and San Bernardino Mountains to the North. Cities include:Chino, Chino Hills, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa	At/Above 75% CalEnviroScreen Version 4.0	Multimodal (Motorized and Active Transport) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	One of the common themes that emerged from both the SBCTA Long Range Multimodal Transportation Plan (LRMTP) and the SBCTA/SBCOG Smart County Master Plan (SCMP) is the need to move forward with a set of multimodal "smart corridors" in the San Bernardino Valley on which to examine the applicability advanced technology to improve transit speed, reliability, public safety, operational efficiency, and system recovery. The advancements in transit technology are particularly intriguing, with the emergence of new cloud-based Transit Signal Priority (TSP) systems. This project will support the technology component of SBCTA's investment in its identified Priority Transit and multimodal "Smart Corridor" initiative with a particular focus on advanced technology for the Omnitrans Priority Transit Network in the Valley. The project will work with local jurisdictions and Omnitrans to explore advanced technologies to improve traffic and transit system management on specific corridors.	\$270,000
63	10	Sustainable Communities Competitive	San Joaquin Regional Transit District	Systemwide Fare Study and Equity Analysis	San Joaquin	Stockton	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	Transit (Bus/Light Rail/Commuter Rail Service)	A more equitable fare structure is the primary goal of the Systemwide Fare Study and Equity Analysis. For the purposes of the fare study, SJRTD defines equity as supporting transit-reliant and financially burdened customers while providing fair access to fares, products, and discounts regardless of race, color, national origin, income, or other marginalized status. The intent of this assessment is to ensure the impacts of the fare changes will be fairly distributed among all customers. To do this, RTD needs to conduct an equity analysis to ensure protected populations (minority and low-income) will not be unevenly harmed by fare changes (e.g., new fare prices, products or programs, or new ways to pay for fares) and unprotected populations (non-minority and/or non-low-income customers) will not unevenly benefit.	\$251,325
64	10	Sustainable Communities Competitive	City of Waterford	City of Waterford Active Transportation Plan	Stanislaus	Waterford	Rural Communities Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The City of Waterford requests funding to develop an Active Transportation Plan to serve as a guide for the implementation of future active transportation projects and programs. The City is a disadvantaged, underserved community with significant gaps in its active transportation network, causing safety issues for pedestrians and cyclists, especially youth traveling to school and low-income residents commuting to work. With support of Stanislaus Council of Governments (StanCOG), Waterford Unified School District (WUSD), and the Stanislaus Consolidated Fire Protection District, the project includes a Safe Routes to School (SRTS) Master Plan, a Pedestrian Plan, a Bicycle Master Plan, and the final adoption of the City's Active Transportation Plan. The City will establish an active transportation community advisory committee (CAC) to help implement and oversee a robust community outreach and engagement process throughout the planning process. The Project will include an examination and analysis of existing conditions, a bicycle and pedestrian facilities map, collision data analysis, and a public review period., and is consistent with the City's Local Road Safety Plan and the City's General Plan.	\$398,385
65	10	Strategic Partnerships (FHWA SPR Part I)	Stanislaus Council of Governments	SR 132 Multimodal Corridor Plan	Stanislaus	Modesto	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0	Complete Streets (Multimodal Specific Type) Corridor (Local or Regional)	This is a corridor plan to guide investment for the Underserved Community in Modesto and Stanislaus County, along the SR 132 corridor. It will plan for how to improve regional and interregional circulation for Stanislaus County's 3,700 farms and 550,000 residents, relieve traffic congestion, and improve operations and safety. To sustain the benefits of the project, forestall the need for future widenings impacting farmland, and reduce VMT through the corridor, StanCOG and its partners will identify a list of transportation programs, projects and policies for implementation that will promote and incentive sustainable travel through the corridor.	\$480,000

Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communities Definitions	Project Type	Project Description	Grant Request
10	Sustainable Communities Competitive	San Joaquin Council of Governments	Empowering Sustainable Communities: Mobility Hub Design and First/Last Mile Solutions in San Joaquin County	San Joaquin County	Stockton, Lodi, Tracy, Lathrop, Mountain House, Ripon, Escalon	Rural Communities Native American Tribal Governments 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	Multimodal (Motorized and Active Transport) Transit (Bus/Light Rail/Commuter Rail Service)	The Empowering Sustainable Communities project aims to address critical transportation challenges by advancing the planning and up to 30% design of a fourth mobility hub as set forth in the San Joaquin Regional Mobility Hub plan, will be located near affordable housing, and, once implemented, will enhance access to transit and reduce reliance on single-occupancy vehicles. The project will also include a regional study to improve first- and last-mile connectivity, tailored for the specific needs of San Joaquin County, particularly in underserved areas, including the expansion of San Joaquin County's Mobility-as-a-Service (MaaS) application. This work builds on previous efforts and will ensure that transportation solutions are equitable, sustainable, and responsive to the needs of local communities. Through community engagement and careful planning, this project seeks to create a more integrated, accessible transportation network for all residents, especially those in low-income and rural areas.	\$680,785
11	Sustainable Communities Competitive	San Diego Metropolitan Transit System (MTS)	MTS Transit Amenities Study	San Diego	Bonita, Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, San Ysidro, Santee	At/Above 75% CalEnviroScreen Version 4.0	Transit (Bus/Light Rail/Commuter Rail Service)	MTS is seeking program funding to support a consultant-led initiative focused on enhancing the experience of transit users by evaluating and prioritizing the distribution and type of amenities at MTS stops, with a particular focus on addressing the needs of under-resourced communities. The study will engage the community, including both passengers and non-passengers, to gather input on desired amenities. Exploring industry best practices, review existing MTS policies, and recommend updates to ensure equitable placement and innovative strategies to improve the user experience. The project will establish criteria for prioritizing improvements, explore innovative approaches to providing amenities in locations where traditional solutions are constrained by space or construction requirements, estimate capital and operating costs, and identify potential funding sources and partnerships. The study will produce a comprehensive prioritization plan to guide the implementation of amenity enhancements across the MTS system.	\$442,650
11	Sustainable Communities Competitive	North County Transit District	Buena Creek Rail Safety and Community Enhancement Project	San Diego County	Unincorporated San Diego County near Vista, CA	Not Applicable	Transit (Bus/Light Rail/Commuter Rail Service)	The Buena Creek Rail Safety and Community Enhancement Project (Project) will fund a Project Study Report of safety improvements of two highway-rail crossings and one pedestrian crossing that will improve the mobility of people and goods. The Project is a proposed grade separation of the Escondido Subdivision at the Buena Creek Station east of Buena Creek Road through the northern intersection of S Santa Fe Avenue and York Drive, where the rail line will descend to grade/roadway elevation. This grade separation will facilitate future service and community enhancements along the corridor by eliminating three at-grade crossings and facilitating connectivity to existing trails, improving ADA accessibility, and providing additional capacity for double-tracking within the corridor. The grade separation as proposed would accommodate freight rail service currently in operation along the corridor.	\$262,467
11	Climate Adaptation Planning	City of San Diego	El Cajon Boulevard: A Climate Resilient Complete Corridor	San Diego County	City of San Diego	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Climate Change (Adaptation, Vulnerability, etc.) Complete Streets (Multimodal Specific Type)	The City will integrate climate adaptation and mobility planning to assess the functionality of El Cajon Blvd. from Fairmont Ave. to College Ave. (Fig. 1) and develop 30% design plans for climate adaption strategies and multimodal improvements. The project will build on previous and ongoing planning efforts: Complete Boulevard Planning Study, College Area Community Plan Update (CPU), and Mid-City CPU; leverage climate and mobility data; and engage with residents, businesses, CBOs, technical experts, and regional public agencies (Caltrans, MTS, and SANDAG) to develop, evaluate, and advance resiliency and mobility improvements for a critical corridor in an environmental justice community. This project progresses adaptation strategies in the City's Climate Resilient SD plan and California Adaptation Strategy by planning for a climate-ready transportation network that protects our transit system; provides safe, multimodal options accessible to the public in any weather, including heat waves, severe storm events, and wildfires; and creates alternative emergency evacuation routes. This integrated mobility and climate resilience planning approach can serve as a model for other corridors in San Diego and cities across the state. Funding is necessary to advance planning work initiated by the Mid-City CPU into the design phase and identify funding opportunities for improvements that address the long-term resilience of the corridor.	\$1,000,000
11	Sustainable Communities Competitive	North County Transit District	North County Transit District (NCTD) Bus Network Redesign	San Diego	Carlsbad, Del mar, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, Vista	Native American Tribal Governments At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Below 25% CA Healthy Places Index	Transit (Bus/Light Rail/Commuter Rail Service)	North County Transit District (NCTD) seeks to conduct a Bus Network Redesign (BNR) throughout its service area to address evolving transit needs, post-pandemic travel patterns, and shifting regional growth dynamics. The primary deliverable will be a data and outreach-driven "Bus Network Redesign" which will evaluate NCTD's bus network through an in-depth analysis of existing ridership data, demographic trends, travel patterns, and supplemented by extensive outreach strategies such as on-board surveys, focus groups, community workshops, and pop-up engagements. This deliverable will produce specific network recommendations for optimizing service alignment, frequency, and reliability to better serve existing and future transit users. This study will be developed in coordination with input from NCTD's nine municipal partners (Cities of Carlsbad, Del Mar, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, Vista, and the County of San Diego), regional agencies like SANDAG, and community-based organizations (CBOs) representing equity-priority populations. The BNR aligns with SANDAG's 2021 Regional Transportation Plan (RTP) goals of enhancing equitable mobility, reducing greenhouse gas emissions, and improving access to opportunities, as well as supporting the California Transportation Plan (CTP) 2050 and Caltrans 2024-2028 Strategic Plan goals of equity, climate action, and prosperity.	\$446,307
12	Sustainable Communities Competitive	City of Irvine	Venta Spur Trail Crossings Study	Orange	Irvine	Regional/Local Definition	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	The Venta Spur Trail is a major east-west Class I (off-street) pedestrian and facility extending east/west throughout the City from the western City limit to the eastern area and Great Park. It runs parallel to and mostly in between Bryan Avenue and Irvine Boulevard. This trail crosses many streets at mid-block locations where no bicycle/pedestrian crossing is available, creating gaps in the trail and forcing the users to deviate from their path to cross the streets at the nearest intersections. This study is proposed to identify the appropriate trail crossings for five locations and to recommend needed improvements at another five unsignalized intersection crossings along this facility to enhance its accessibility and safety as an important element of the City's multi-modal network.	\$289,491
12	Sustainable Communities Competitive	City of Santa Ana	City of Santa Ana Transit Amenities Master Plan	Orange	Santa Ana	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)	To promote the use of local transit and reduce single occupancy vehicular trips and associated greenhouse gas emissions (GHG) the City of Santa Ana (the City) is proposing to develop a Transit Amenities Master Plan (TAMP). The TAMP will be a comprehensive document that outlines a strategy to improve the quality and accessibility of public transit infrastructure. The TAMP will be developed by conducting an existing conditions assessment for all 650 City bus stops and will propose upgrades to bus stop features like shelters, lighting, walkways, other safety amenities etc. to enhance overall rider experience and encourage greater transit usage. Additionally, the TAMP will develop a scoring/prioritization method the City will utilize when implementing transit upgrades to ensure adequate transit infrastructure is dispersed throughout the City.	\$619,710
12	Sustainable Communities Competitive	City of Anaheim	City of Anaheim Active Transportation Plan	Orange	Anaheim	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian)	The City of Anaheim (City) will develop a City-level Active Transportation Plan (Plan) to provide a comprehensive framework for safer, more connected active transportation options throughout Anaheim. A City-level Plan is needed to identify and design solutions for existing active transportation infrastructure gaps, to improve mobility, safety, and connectivity at barriers, and to create an integrated multimodal transportation network. Major deliverables will include a publicly available DRAFT and FINAL Plan that analyzes, identifies, and prioritizes actions and projects, and includes an implementation plan with PSRE level conceptual renderings and engineering cost estimates for the top 30 priority projects. The City is committed to working with local stakeholders in the planning process, including the Southern California Association of Governments, Orange County Transportation Authority, Orange County Health Care Agency, Metrolink, City of Anaheim Community Services, Anaheim Elementary School District, Anaheim Union High School District, and the Orange County Bicycle Coalition, to develop a Plan that improves mobility, invests in disadvantaged communities, supports a more resilient transportation network, provides safety benefits, improves public health, and supports a sustainable regional economic environment. The final Plan will provide a holistic approach to integrating the City's existing plans supporting active transportation and will support the goals outlined in the Southern California Association of Governments' Connect SoCal 2024, their Regional Transportation Plan/Sustainable Communities Strategy.	\$500,000

	Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communités Definitions	Project Type	Project Description	Grant Request
74	12	Sustainable Communities Competitive	City of Tustin	Tustin Citywide Active Transportation Plan (CATP)	County of Orange	City of Tustin	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	[object Object]	The project will develop a Tustin Citywide Active Transportation Plan (CATP), consistent with the City of Tustin (City) General Plan policies, update and amend current citywide walking and bike access, connectivity, efficiency, comfort, and safety goals, policies, and programs, and support the City's development of a convenient transportation option for residents, visitors, and commuters. The project will align the City with regional, state, and federal bicycle and pedestrian grant programs, and it will identify improvements to provide a comprehensive interconnected network of existing and planned bikeways and pedestrian pathways for commute, utilitarian, and recreational purposes. The CATP will involve resident and business stakeholders, elected and appointed officials, education, and public health representatives, and facilitate a series of community engagement and input opportunities throughout the City of Tustin to engage residents, particularly disadvantaged communities, youth, and older adults, to identify infrastructure and non-infrastructure efforts to improve active transportation travel within the City. The project is needed since the City does not have an existing active transportation plan and the need exists to prioritize a set of community-identified solutions for implementation by City staff. When funded, the project will provide a deliverable that is a comprehensive Active Transportation Plan that satisfies the Active Transportation Program checklist for a communitywide plan.	\$425,000
75	12	Sustainable Communities Competitive	City of Brea	Alternative Vehicle Fueling and Charging Station Master Plan and Policy	Orange County	City of Brea	At/Below 25% CA Healthy Places Index	Climate Change (Adaptation, Vulnerability, etc.) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The City of Brea's Alternative Vehicle Fueling and Charging Station Master Plan and Policy is crucial for ensuring comprehensive coverage and preparing Brea for a sustainable future. As a city strategically located near major highways like the 57 Freeway, Imperial Highway, Lambert Road, and Brea Boulevard, proactive planning is essential. With the Advanced Clean Car II mandating zero-emission vehicles by 2035, Brea must align its development efforts, such as the Brea 265 project and the permanent supportive housing project, with housing goals and green fuel integration. This plan also addresses equity concerns by investigating the feasibility of multimodal systems, such as e-roads, to ensure green-efficient transportation access for lower-income residents. Furthermore, it enables efficient energy resource allocation, enhances traffic planning, and strengthens business attraction as industries transition to green vehicle technologies.	\$200,000