

FY 2026-27 STPG Awards

Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Under-Resourced Communities Definitions	Project Type	Project Description	Grant Request	State Senator Name(s) and District(s)	State Assembly Member(s) and District(s)
1	Sustainable Communities Competitive	Lake County/City Area Planning Council	Clear Lake Ferry Service Feasibility Study	County of Lake	Clearlake and Lakeport	Rural Communities At/Below 80% AB 1550 (Gomez, 2016)	Transit (Bus/Light Rail/Commuter Rail Service)	The proposed project will examine the feasibility of utilizing the region's greatest asset, Clear Lake, for the operation of a waterborne (ferry) transportation service. The project will explore options for such regional needs as: connecting communities via ferry and coordinated transit services; reduced Vehicle Miles Traveled (VMT)/Greenhouse Gas (GHG) emissions; options for emergency response/evacuation efforts; and use as a tourist and recreational attraction; among others. Each of these would further State policies with regard to climate (GHG reduction), accessibility (connecting lakefront communities), quality of life (recreation, economic), environment (reduced VMT), and infrastructure (resilient and multimodal options) goals of the California Transportation Plan (CTP 2050). The proposed plan would involve partnering with local agencies of the region, including planning, public works and public services representatives from the County, the region's two incorporated cities (Clearlake and Lakeport), tribal governments, and the regional transit authority, Lake Transit.	\$179,271	Mike McGuire 2	Cecilia M. Aguiar-Curry 4
2	Strategic Partnerships (FHWA SPR Part I)	Mendocino Council of Governments	SR 20 Willits Multimodal Circulation & Intersection Improvement Study	Mendocino	Willits	TBD: No cover sheet	Corridor (Local or Regional) Multimodal (Motorized and Active Transport)	This project will develop a comprehensive multimodal corridor study for the SR 20 segment between Walker Road and Cropley Lane in the City of Willits, revisiting previously recommended improvements and road diet concepts to determine community support and appropriateness since conditions have changed following completion of the Willits Bypass. The study is necessary to analyze existing conditions, identify safety and circulation challenges, and evaluate feasible improvements benefiting pedestrians, bicyclists, drivers, and transit users along this corridor, which connects the community to key medical, educational, employment, and commercial destinations. Major deliverables include an existing conditions assessment, conceptual alternatives, robust public outreach, and a Draft and Final SR 20 Willits Multimodal Circulation & Intersection Improvement Study. The project will be led by MCOG in coordination with the City of Willits, Caltrans District 1, the County of Mendocino, Mendocino Transit Authority, the Sherwood Valley Band of Pomo Indians, the Willits Chamber of Commerce, and the Willits Unified School District, with meaningful public participation. This effort builds on and supports existing local and regional plans, including the Willits Main Street Corridor Enhancement Plan, the Willits Local Road Safety Plan, and MCOG's Regional Transportation Plan/Active Transportation Plan (RTP/ATP).	\$188,800	Mike McGuire 2	Chris Rogers 2
3	Sustainable Communities Competitive	City of Arcata	Reconnect Arcata Project	Humboldt	Arcata	Rural Communities Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016)	Corridor (Local or Regional) Multimodal (Motorized and Active Transport)	The Reconnect Arcata Project aims to restore community connectivity severed by the U.S. 101, SR 299, and SR 255 highways, which historically divided neighborhoods, downtown Arcata, and Cal Poly Humboldt. The project will focus on three subareas—Valley West, Arcata Central, and the Gateway Area—addressing barriers to safe walking, biking, and transit access. Proposed improvements include pedestrian and bicycle crossings, a freeway lid to reconnect downtown and the university, and redesigning the Gateway interchange to improve multimodal connections. The project prioritizes equity by serving under-resourced and low-income communities, many of whom lack personal vehicles, while enhancing access to jobs, education, housing, and recreational areas. Through community engagement, urban design, and transportation planning, the project will promote safer, healthier, and more connected neighborhoods in Arcata.	\$700,000	Mike McGuire, District 2	Chris Rogers, District 2
4	Sustainable Communities Competitive	Paskenta Band of Nomlaki Indians	Paskenta Band of Nomlaki Indians Active Transportation Plan	Tehama County	Paskenta Band of Nomlaki Indians Tribal Lands	Native American Tribal Governments	Active Transportation (Bicycle and Pedestrian)	The Paskenta Band of Nomlaki Indians will develop an Active Transportation Plan (ATP) to enhance the connectivity of the local transportation network, improve safety and accessibility for pedestrians and bicyclists, encourage a shift from single-occupancy vehicle use to active transportation modes, and elevate the overall quality of life for Tribal members and visitors of the rancheria. The completed ATP will identify priority areas for infrastructure improvements, recommend specific active transportation projects, and establish a strategic foundation to pursue future implementation and funding opportunities. The planning process will incorporate a comprehensive public engagement and outreach program, including community surveys, stakeholder meetings, and public workshops, to ensure inclusive participation and meaningful input. Additionally, the City will coordinate closely with Caltrans District 2, the Bureau of Indian Affairs, and Tehama County to align with ongoing regional planning initiatives, promote interagency collaboration, and strengthen multimodal connections between the Tribe and neighboring communities.	\$256,300	Megan Dahle 1	James Gallagher 3
5	Strategic Partnerships (FHWA SPR Part I)	Shasta Regional Transportation Agency	Shasta NextGen Railroad Corridor Crossing Plan	Shasta	Anderson, Redding, Shasta Lake	At/Below 25% CA Healthy Places Index	Corridor (Local or Regional) Multimodal (Motorized and Active Transport)	In close collaboration with the cities of Anderson, Redding, and Shasta Lake; Shasta County; Caltrans District 2; Redding Area Bus Authority (RABA); Tribal communities; and Union Pacific Railroad (UP) the Shasta Regional Transportation Agency (SRTA) will develop the Shasta NextGen Railroad Corridor Crossing Plan to develop a toolbox of improvements and strategies to address long-standing railroad crossing safety and mobility challenges in the Shasta Region. Sporadic, outdated crossings and changing railroad practices are resulting in limited route choice, increased congestion, increased VMT, increased GHG emissions, increased PM2.5 pollution, longer first responder times, and potential evacuation delays.	\$450,000	Megan Dahle 1	Heather Hadwick 1
6	Sustainable Communities Competitive	Pit River Tribe	Pit River Transit Plan	Modoc, Shasta	Alturas, Burney	Native American Tribal Governments	Transit (Bus/Light Rail/Commuter Rail Service)	The Pit River Tribe seeks to conduct a comprehensive Tribal Transit Study and develop a Tribal Transit Plan with 30% design to address major transportation gaps across our rural service area. The project will gather Tribal member and community input, analyze travel patterns, including long commutes between communities such as Redding, Alturas, and Burney, where much of our membership lives and accesses services, and identify strategies to reduce vehicle miles traveled and greenhouse gas emissions. A Tribal Planner Transit Working Group will guide the process, ensuring alignment with community priorities and coordination with regional and State planning efforts, including Caltrans 2024-2028 Strategic Plan goals to foster partnerships that maximize transportation investments and provide multimodal options, and the California Transportation Plan (CTP 2050) goals to reduce negative transportation impacts and advance transportation equity. Our efforts will produce a clear, actionable roadmap for a reliable, sustainable, culturally-responsive transit system that addresses local gaps while meeting broader State and regional climate, equity, and transportation objectives.	\$326,852	Senator Megan Dahle 1	Assemblymember Heather Hadwick 1
7	Sustainable Communities Competitive	City of Rancho Cordova	Rancho Cordova Complete Streets Implementation Guide	Sacramento	Rancho Cordova	Regional/Local Definition	Complete Streets (Multimodal Specific Type)	The City of Rancho Cordova will develop its first Complete Streets Implementation Guide to establish a unified design and procedures framework for safe, multi-modal, and climate-resilient streets. This effort responds to the City's rapid growth and the need for consistent, equitable design standards to improve safety and accessibility for all users. The Guide will consolidate and visualize standards from City, County, and State sources, align with regional and state documents, and create an illustrated, user-friendly reference document. Co-created with community members and emergency and transit partners, the Guide will capture local design preferences and best practices. The resulting Guide will serve as a one-stop reference and implementation tool to help developers, designers, and city staff deliver a safe, multi-modal, and climate-resilient Rancho Cordova.	\$504,135	Roger W. Niello 6	Josh Hoover 7
8	Sustainable Communities Competitive	Town of Loomis	Downtown Loomis Corridor Revitalization Plan (Taylor Road and Horseshoe Bar Road)	Placer County	Loomis, CA	Rural Communities Regional/Local Definition	Complete Streets (Multimodal Specific Type) Corridor (Local or Regional)	The Downtown Loomis Corridor Revitalization Plan (the Project) will encompass two of Loomis' most highly trafficked and congested roads: 2.5 miles of Taylor Rd, which connects urban and rural communities along I-80; and 0.5 miles of Horseshoe Bar Rd, which serves as the only access point to I-80 within Loomis. Despite both roads providing access to Downtown Loomis, vacant infill sites, four schools, and more than 5,000 jobs in the Project Area, decades of fragmented growth and underinvestment in multimodal infrastructure have contributed to worsening congestion and air pollution, unsafe walking and cycling conditions, limited access to parks and other public amenities, and declining community interest. The Project provides a community-driven plan to reestablish the greater Downtown Loomis area as a vibrant and inclusive destination with complete street (CS) infrastructure, safe multimodal connections to schools, jobs, and local amenities, and revitalized commercial and public areas — emphasizing alignment with the Town's General Plan, the region's MTP/SCS, and the State's mobility goals focused on safety, equity, climate, clean air, and sustainable communities. The Project will engage residents from both Loomis and adjacent rural areas; students, older adults, workers, businesses, and under-resourced populations using the corridor through robust outreach tactics, multiple public workshops and pop-ups, and guidance from a joint public-private Project Advisory Committee to ensure recommendations are community-backed and equitable. Deliverables will include a preferred CS alternative, designs for streetscape enhancements, and an implementation plan that addresses funding strategies, project phasing, and environmental considerations.	\$350,000	Roger W. Niello, 6	Joe Patterson, 5
9	Sustainable Communities Competitive	City of Grass Valley	Grass Valley Trolley Trail Multi-modal Connection	Nevada	Grass Valley	Rural Communities Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016)	Active Transportation (Bicycle and Pedestrian) Multimodal (Motorized and Active Transport)	The Grass Valley Trolley Trail Multi-modal Connection (aka Project) will ultimately result in the development of a planning study to analyze potential multimodal pedestrian and bicycle alternatives to provide active transportation connectivity between Nevada City and the City of Grass Valley. Currently, bicyclists and pedestrians traveling between the two adjacent cities must navigate narrow shoulders adjacent to high volumes of traffic on Nevada City Highway and East Main Street. The purpose of this study is to study the potential of developing a lower stress separated multiuse path along the remnants of the historic Nevada County Trolley line. The major deliverables of the Project will work to complete the initial planning phases of a path to be built on a .75 mile stretch of the land that was formerly part of an old trolley line infrastructure and connections to existing pedestrian and bicycle networks. The City of Grass Valley is the lead applicant with Caltrans, Nevada City, Nevada County, Bear Yuba Land Trust, and the Nevada County Transportation Commission (NCTC) serving as major partners.	\$221,325	Megan Dahle 1	Heather Hadwick 1

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10	3	Strategic Partnerships (FTA 5304)	El Dorado County Transportation Commission	Western El Dorado County Short and Long Range Transit Plan (2026-27)	El Dorado County	Placerville	Not Applicable	Transit (Bus/Light Rail/Commuter Rail Service)	The project will update the Short and Long Range Transit Plan to guide public transit improvements over 5-year and 25-year planning horizons for Western El Dorado County. This update builds on the 2019 Short and Long Range Transit Plan, the 2024 Short Range Transit Plan Update, and completed Zero-Emission Bus Transition Plan to address critical needs: post-pandemic ridership recovery, zero-emission fleet implementation, service gaps for an aging population (27.8% over age 65), and equity challenges in rural foothill communities. The project will assess transit performance, forecast demand based on demographic and employment growth, and identify capital and operational improvements to enhance mobility along the US 50 corridor and connecting communities. Robust public engagement will ensure the plan addresses the diverse needs of seniors, low-income residents, commuters, and transit-dependent populations while advancing state climate goals and regional economic vitality. Deliverables include adopted SRTP and LRTP documents with prioritized projects, financial plans, and implementation strategies.	\$132,750	Marie Alvarado Gil 4	Joe Patterson 5
11	3	Strategic Partnerships (FTA 5304)	Sacramento Regional Transit District	Green Line BRT to Sacramento International Airport	Sacramento County	City of Sacramento; Sacramento County – Unincorporated (Sacramento International Airport)	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 Sacramento Regional Transit District (SacRT), in partnership with the City and County of Sacramento and the Sacramento Transportation Authority, will conduct a feasibility study and conceptual design for a Green Line Bus Rapid Transit (BRT) service connecting Downtown Sacramento to Sacramento International Airport. The project addresses inadequate transit options for North/South Natomas and surrounding communities experiencing rapid growth and airport expansion, where current bus service is insufficient. Deliverables include existing conditions analysis, alignment scenarios, ridership projections, traffic modeling, public outreach, cost-benefit analysis, and identification of a Locally Preferred Alternative. The project is aligned with local, regional, and state transportation plans, advancing goals to reduce vehicle miles traveled and greenhouse gas emissions.	\$500,000	Angeliqve V. Ashby 8	Maggy Krell 6
12	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)	The Marin Countywide Active Transportation Plan (CATP) will deliver Marin County's first coordinated, data-driven active transportation plan designed to prioritize a complete, all-ages-and-abilities countywide network. The CATP will produce clear deliverables including conceptual designs, cost estimates, and a phased implementation framework to address urgent safety, equity, and mobility needs. The plan will align with Caltrans District 4's 2024 Bike Plan Update, Caltrans District 4 Transit Plan, the California Transportation Plan 2050, and statewide and regional initiatives such as CAPTI and Plan Bay Area 2050. Development of the CATP will be a collaborative effort among local jurisdictions, regional agencies, and community-based organizations. Together, these partners will establish a coordinated, equitable framework to advance active transportation across Marin County.	\$550,000	Mike McGuire, Senator 2nd State District	Damon Connolly, Assembly Member 12th State District
13	4	Sustainable Communities Competitive	City of Petaluma	Petaluma Transit Vision Plan	Sonoma	Petaluma	Not Applicable	Climate Change (Adaptation, Vulnerability, etc.) Transit (Bus/Light Rail/Commuter Rail Service)	The City of Petaluma is requesting Sustainable Communities grant funding to develop the Petaluma Transit Vision Plan, a long-range, community-driven roadmap for the City's transit system through 2025 and beyond. The plan is needed to address post-COVID-19 shifts in mobility patterns, Petaluma Transit's recent transition to a fare-free system, and the City's updated planning documents (including its 2024 General Plan Update, Blueprint for Climate Action, and 2025 Active Transportation Plan) which call for a shift toward non-single-occupancy-vehicle mode share. Major deliverables include an existing conditions report, operational and financial analyses, robust and inclusive community engagement, and final recommendations outlining short- and long-term service and capital and operating priorities. The project will be led by Petaluma Transit/City of Petaluma in partnership with the Sonoma County Transportation and Climate Authority (SCTCA), the Metropolitan Transportation Commission (MTC), local school districts, regional transit agencies (Sonoma Marin Transit-SMART, Sonoma County Transit and Golden Gate Transit), Caltrans, and community organizations. The Vision Plan builds on regional and state initiatives, including the Sonoma County Transit Integration Efficiency Study (TIES), the Marin-Sonoma County Transit Coordination Study (MASCOTS), Plan Bay Area 2050+, and California's Sustainable Communities Strategy, which will be used to create an integrated, equitable, and climate-focused multimodal transportation network for Petaluma residents.	\$408,123	Mike McGuire, District 2	Damon Connolly, District 12
14	4	Sustainable Communities Competitive	City of Richmond	Richmond Greenway Gap Closure – Preliminary Design	Contra Costa County	Richmond	Regional/Local Definition	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	The City of Richmond seeks to advance the Richmond Greenway Gap Closure Project from a conceptual study (previously funded by Caltrans) to up to 30% design so the project is better positioned to seek funding for 100% design and construction. The project creates a direct, grade-separated bicycle and pedestrian connection across a complicated network of Union Pacific Railroad right-of-way, Carlson Boulevard and 23rd Street. This improvement is urgently needed to eliminate one of Richmond's highest-risk travel gaps—where thousands of residents, particularly youth, seniors, people with disabilities, and transit-dependent riders, must navigate dangerous conflicts with frequent rail, trucks, and fast arterial traffic—and will also provide safer access to Macdonald Avenue's commercial corridor and nearby grocery stores, making essential services easier to reach without a car and strengthening local economic activity. This design phase will continue to seek public input in order to advance and refine bridge alignment and structural concepts, geotechnical and environmental analyses, planning-level cost estimates, and coordinated design development with the CPUC, Union Pacific Railroad, Caltrans District 4, MTC, West Contra Costa Transportation Commission (WCCTC), and utility agencies to prepare the project for environmental clearance and future capital programming. A robust, multilingual community engagement process—featuring workshops, pop-ups, walk audits, and youth-focused activities—will ensure the design reflects the safety, accessibility, and equity priorities of Richmond's disadvantaged communities along the Greenway. This work advances the Council-adopted 2023 Greenway Gap Closure Study and aligns with the California Transportation Plan, SHSP, CAPTI, Plan Bay Area 2050, MTC's Bay Trail, and regional active-transportation and equity policies, positioning the project for regional, State and federal construction funding. Please see attached Maps and Pictures	\$700,000	7 Jesse Arreguin (D)	Assemblymember Buffy Wicks-DEM District 14
15	4	Strategic Partnerships (FTA 5304)	Peninsula Corridor Joint Powers Board	Caltrain Fare Strategy Study	San Francisco, San Mateo, Santa Clara	Caltrain - Systemwide	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Transit (Bus/Light Rail/Commuter Rail Service)	The Caltrain Fare Strategy Study (Study) will provide the railroad and its partners with the first opportunity in over twenty years to comprehensively assess and recommend improvements to its fare system to drive ridership, increase revenue, improve collaboration, and enhance equity outcomes. The Study will explore pricing and product options that can support regional rail fare alignment, maximize use of the system and revenue returns, and create enhanced accessibility, particularly for under-resourced and price-sensitive communities, such as point-to-point pricing and accumulators (fare-capping). Major deliverables include comprehensive Public Outreach (two rounds of surveys and focus groups), the development of three distinct Fare Strategy Scenarios, and a recommended Fare Structure for the Caltrain Board. The Peninsula Corridor Joint Powers Board (Caltrain) serves as the lead applicant, collaborating closely with Caltrans staff and partner transit agencies through a Technical Advisory Committee (TAC). This Study aligns with the 2024 California State Rail Plan's (CSRPlan) vision to shift travel to zero-emission, high-capacity transit; meets the California Air Resources Board's (CARB) 30% reduction in vehicle miles traveled (VMT) by 2045 relative to 2019 levels; and supports the Climate Action Plan for Transportation Infrastructure (CAPTI) framework to direct investment to improve climate, health, and equity outcomes.	\$500,000	Aisha Wahab 10, Scott D. Wiener 11, Josh Becker 13, Dave Cortese 15	Matt Haney 17, Diane Papan 21, Marc Berman 23, Patrick Ahrens 26, Ash Kalra 25, Gail Pellerin 28, Robert Rivas 29
16	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)	Colma Boulevard, a major commercial collector, currently lacks the necessary pedestrian and bicycle infrastructure needed to provide equitable multi-modal access. This significant deficit limits safe connectivity to regional transportation networks for all users, particularly affecting under-resourced communities and employees who work at local businesses. The Colma Boulevard Bicycle and Pedestrian Improvement Plan is required to enhance the Town's active transportation infrastructure along Colma Boulevard, a vital commercial corridor connecting Junipero Serra Blvd to the west and El Camino Real (SR 82) to the east. The Plan will assess existing conditions, identify challenges and opportunities, and develop improvements that will enhance multi-modal transit, boost connectivity to regional transportation networks, provide safe bicycle and pedestrian infrastructure, and reduce traffic emissions and vehicle miles traveled (VMT), while promoting public health and equity along the corridor. A diverse set of stakeholders will be actively involved in shaping this exciting transformation of Colma Blvd, including residents, businesses, neighboring cities, under-resourced communities, Caltrans, BART, Silicon Valley Bike Coalition, First Responders, Colma Business Community, City Council, and Community-based stakeholders like HIP Housing, Second Harvest of Silicon Valley, the Daly City/ Colma Chamber of Commerce, and the Philipon Bayanihan Community Center. The Plan aligns with Caltrans' Sustainable Transportation goals and meets all Complete Streets and Regional Transportation Agency planning requirements for building sustainable communities.	\$337,740	SCOTT D. WIENER, 11	CATHERINE STEFANI, 19
17	4	Sustainable Communities Competitive	City of Albany	City of Albany & El Cerrito's Cerrito Creek Crossing Alternatives Analysis	Alameda County; Contra Costa County	Albany, CA; El Cerrito, CA	At/Above 75% CA School Meals Data At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Corridor (Local or Regional)	The Cerrito Creek Crossing Alternatives Analysis will evaluate feasible walking and rolling connections between Albany and El Cerrito to close a major safety and mobility gap along the San Pablo Avenue corridor. The study will develop planning-level alternatives, assess multimodal access, and identify flooding, right-of-way, and equity considerations that affect feasibility. The project will be conducted jointly by the Cities of Albany and El Cerrito in collaboration with AC Transit, BART, and community-based organizations. The resulting preferred alternative will position both cities to pursue state and federal funding for future implementation.	\$318,711	Jesse Arreguin 7	Buffy Wicks 14

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18	4	Sustainable Communities Competitive	City of Oakland	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	Complete Streets (Multimodal Specific Type) Corridor (Local or Regional)	The Hegenberger Road Complete Streets Plan seeks to address long-standing, community-identified transportation needs by partnering with community-based organizations (CBOs) from East Oakland and partner agencies (such as BART, AC Transit, and Caltrans) to establish priorities for improvements on Hegenberger Road, develop up to four alternative conceptual designs, and bring one community-preferred concept to 30% design with cost estimates. Hegenberger Road serves as a key corridor to access schools, libraries, parks, local and regional businesses, and regional amenities such as the Oakland International Airport, the Coliseum BART and Amtrak Stations, the waterfront, and East Bay Regional Park lands; however, 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. Numerous past planning efforts have identified Hegenberger Road as a barrier, with plans such as the Coliseum Area Specific Plan (2015), the East Oakland Neighborhood Initiative (2021), and Power the People: MLK Jr. Shoreline Access Study (2023) identifying high level recommendations for traffic calming, improved pedestrian safety and accessibility, new bike network connections, improved access to transit and bus stop conditions, and enhanced connections to key destinations such as the East Bay Greenway, San Leandro Creek Trail, MLK Jr Regional Shoreline, and the Oakland International Airport. The Plan will tie together these planning efforts and conduct additional engagement through corridor-specific walk audits, tabling, neighborhood meetings, design workshops, and surveys to identify conceptual designs and advance a community-preferred design concept for Hegenberger Road. This effort aims to address the disproportionate vulnerability to traffic violence that primarily Black and Hispanic East Oaklanders have faced—especially in the areas around Hegenberger Road that remain "Highest Priority" or "Disadvantaged" (according to multiple state, regional, and local frameworks)—and the result will be an implementable project that will support equitable outcomes for these under-resourced communities, State and regional goals to advance community-led transportation enhancements in Equity Priority Communities, greenhouse gas emissions reductions, Complete Streets networks, and future infill development.	\$700,000	Jesse Arreguin 7	Mia Bonta 18
19	4	Sustainable Communities Competitive	Napa Valley Transportation Authority	South Napa County Station Area Plan	Napa County	American Canyon	Not Applicable	Multimodal (Motorized and Active Transport) Transit (Bus/Light Rail/Commuter Rail Service)	The Napa Valley Transportation Authority (NVTA) is seeking funding to complete the South Napa County Station Area Plan, aimed at establishing and enhancing multimodal transportation connections to a future passenger rail station in South Napa County. NVTA will contract with a qualified consultant to develop the Plan, manage stakeholder engagement, and deliver actionable recommendations and a high-level funding strategy to guide future station area development that supports transit-oriented growth and active transportation access. The Plan will identify opportunities to enhance multimodal access and first/last-mile connections to nearby rail corridors—such as the Capitol Corridor and Sonoma/Marin Area Rail Transit (SMART)—to better link communities, reduce vehicle miles traveled and greenhouse gas emissions, and expand sustainable travel options in the North Bay.	\$250,000	Christopher Cabaldon 3	Cecilia M. Aguiar-Curry 4
20	4	Strategic Partnerships (FTA 5304)	Alameda-Contra Costa Transit District (AC Transit)	Bus-Operator Restroom Access and Service Reliability Study	Alameda and Contra Costa counties	AC Transit Service Area (e.g., Oakland, Richmond, Hayward)	At/Above 75% CalEnviroScreen Version 4.0	Transit (Bus/Light Rail/Commuter Rail Service)	AC Transit seeks funding for its Bus-Operator Restroom Access and Service Reliability Study to address a frequently overlooked obstacle to systemwide on-time performance: limited restroom access for bus operators. In partnership with Caltrans, AC Transit will assess current conditions and develop a plan for sustainable, cost-effective restroom solutions at layover locations across its 364-square-mile service area. These solutions will focus on strategies to strengthen partnerships with stakeholders to expand restroom access for bus operators. The Study will also pinpoint procedural and design pinch points and recommend fixes to better integrate bus operator restrooms into systemwide service and capital plans. The Study is needed to ensure operators can start their routes on time, strengthen service reliability, and advance the California Transportation Plan 2050.	\$247,883	Tim Grayson 9, Aisha Wahab 10	Anamarie Avila Farias 15, Mia Bonta 18, Liz Ortega 20
21	5	Sustainable Communities Competitive	Monterey-Salinas Transit District	MST Comprehensive Operational Analysis Study	Monterey	Carmel-by-the-Sea, Del Rey Oaks, Gonzales, Greenfield, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, Seaside, Soledad	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Transit (Bus/Light Rail/Commuter Rail Service) Other	The proposed project is to develop a Comprehensive Operational Analysis (COA) for the Monterey-Salinas Transit (MST) system to provide guidance on how to best support the continued growth of transit ridership and development of Monterey County. Project Necessity- This planning study is essential to ensure that MST's service meets the needs of the community and will assist MST in identifying short and long range plans for its transit system, including future development and capital priorities. Major Deliverables- The project's major deliverables include developing a Comprehensive Operational Analysis with extensive stakeholder engagement to identify deficiencies in MST's existing system. The study will ultimately prepare MST for their next major change to its bus network. Parties involved- The primary stakeholders will be Monterey-Salinas Transit District, community stakeholders including transit riders, and Caltrans, however, due to the intricately interconnected nature of this project, a variety of secondary project stakeholders, such as AMBAG, TAMC, Monterey County, and the 12 jurisdictions MST serves, will be involved in the project as well. Connection to Other Planning Efforts- The project is consistent with regional planning efforts outlined in AMBAG's 2045 Metropolitan Transportation Plan/Sustainable Community Strategy and supports Caltrans Sustainable Transportation Planning Grant Program's overarching objectives, as well as the California Transportation Plan 2050, MST's Transit-Oriented Development Planning Study, City of Salinas 6th Cycle Housing Element, Seaside 2040 General Plan, City of Soledad General Plan, and City of Salinas Vision Zero Plan.	\$592,676	John Laird 17	Robert Rivas 29, Dawn Addis 30
22	5	Strategic Partnerships (FHWA SPR Part I)	Association of Monterey Bay Area Governments	Statewide Transportation Resource Library & Natural Language Inquiry Tool	MONTEREY, SACRAMENTO	MONTEREY, SACRAMENTO	Not Applicable	Other	The Association of Monterey Bay Area Governments, working with the California Association of Councils of Governments, will create the California Transportation Resource Library to curate the best authoritative resources from Caltrans, CTC, CalSTA, FHWA, USDOT, regional agencies, professional reports, and academia. These resources will be organized under major subject areas—such as funding, programming, planning, VMT, transit, safety, climate, equity, freight, and data tools—to improve access and transparency. Deliverables include curated subject white papers, curated documents and links, visual explainers, a legislative bill tracker, quarterly newsletters to highlight updates, and an AI agent trained exclusively on the curated documentation. This statewide platform will help build shared understanding across levels of government and the public while expanding access for under-resourced communities that lack staff capacity to locate dispersed information.	\$280,000	N/A - This is a general purpose, statewide project	N/A - This is a general purpose, statewide project
23	5	Strategic Partnerships (FHWA SPR Part I)	Santa Barbara County Association of Governments	Lompoc Valley Transportation Needs Study	Santa Barbara County	City of Lompoc, Unincorporated Santa Barbara County	TBD: No Cover Sheet	Freight/Goods Movement (Truck, Rail, etc.) Safety (Vision Zero)	This project will complete a transportation needs study for the greater Lompoc Valley, including unincorporated areas and Vandenberg Space Force Base to identify long-term multimodal transportation improvements necessary to improve safety and mobility to support the Valley's continuing economic development. The study will assess existing conditions to identify areas of concerns, identify potential solutions, and prioritize long-term needs. The study will be built around a robust public and stakeholder engagement process.	\$400,000	Monique Limón 21	Gregg Hart 37
24	5	Sustainable Communities Competitive	Santa Cruz County Regional Transportation Commission	Planning for Climate Resilience of the South County Santa Cruz Branch Rail Line (SCBRL)	Santa Cruz County	Pajaro, Watsonville	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0	Climate Change (Adaptation, Vulnerability, etc.) Multimodal (Motorized and Active Transport)	This planning study aims to develop climate-resilient project concepts at two critical locations, Gallighan Slough and the Pajaro River Floodplain and Farmland, along the 32-mile Santa Cruz Branch Rail Line (SCBRL) corridor in South Santa Cruz County. These two high-risk locations are extremely vulnerable to escalating climate change impacts such as flooding, landslides, and erosion as identified in the Santa Cruz County Regional Transportation Commission (RTC) Climate Adaptation Vulnerability Assessment (CAVA), directly threatening existing freight service which currently ships various commodities in and out of the Watsonville area, and future multimodal transportation. The RTC is currently developing concepts for a Zero Emission Passenger Rail and Trail (ZEPRT) including 22 miles of high-capacity passenger rail from Santa Cruz to Pajaro Junction, and 13 miles of a bicycle and pedestrian trail, forming a continuous "Coastal Rail Trail", which would connect to a passenger rail station that the Transportation Agency for Monterey County is working to construct in the town of Pajaro. This Project focuses specifically on the corridor leading up to the planned Pajaro Station, not the station itself, ensuring vital regional connectivity for under-resourced communities. The ("Project") will develop short-, medium-, and long-term climate adaptation strategies to safeguard the corridor against climate hazards for future multimodal uses including zero-emission passenger rail, active transportation, and freight, thereby safeguarding essential services and enabling regional mobility goals, in alignment with local, regional, and state planning efforts to improve climate resilience of this key corridor.	\$651,954	John Laird, District 17	Robert Rivas, District 29 Gail Pellerin, District 28 Dawn Addis, District 30
25	5	Sustainable Communities Competitive (Technical)	San Benito County Local Transportation Authority (LTA)	Zero-Emission Bus (ZEB) Clean Fuel Path Strategy	County of San Benito, County of Santa Clara	City of Gilroy, City of Hollister, City of San Juan Bautista	TBD: No Cover Sheet	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	Zero-Emission Bus (ZEB) Clean Fuel Path Strategy is a public transit-focused effort to identify the most cost-effective clean fuel technologies for San Benito County and develop a clear, updated implementation plan. The project is necessary because post-COVID shifts in transit demand, vehicle costs, facilities, and financial capacity have rendered prior plans outdated. Major deliverables include a detailed assessment of electric and hydrogen bus options, analyses of refueling strategies, fleet sizing, and supporting infrastructure such as power capacity and hydrogen production. The effort will be carried out by the San Benito County Local Transportation Authority, the City of Hollister, and SBCOG, with collaboration from nearby jurisdictions and partner agencies. The strategy will align with regional and State clean-transportation goals and support potential partnerships for joint fueling facilities and ZEB procurements.	\$199,079	John Laird 17.	Robert Rivas 29.

Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Under-Resourced Communities Definitions	Project Type	Project Description	Grant Request	State Senator Name(s) and District(s)	State Assembly Member(s) and District(s)	
26	5	Sustainable Communities Competitive	City of Grover Beach	South 4th Street Complete Streets Plan	County of San Luis Obispo	City of Grover Beach	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016)	Complete Streets (Multimodal Specific Type)	The City of Grover Beach is proposing to develop the South 4th Street (S 4th St) Complete Streets Plan to improve multi-modal local and regional connectivity between new live/work development, older residential and business properties, transit, rail, and recreation. The project will include meaningful and equitable community/stakeholder engagement with residents, alternative transportation and housing advocates, small businesses, the local and regional transit agency, the County of San Luis Obispo (sub-applicant), Amtrak and Union Pacific Railroad. The project will also include consultant procurement; data collection; presentations to advisory committees; conceptual, draft, and the final complete streets plan. This Plan will facilitate meeting the goals of the City's Bicycle Master Plan, the City's Climate Action Plan and Housing and Circulation Elements, as well as the Regional Transportation Plan, Transportation Efficiency Analysis, San Luis Obispo Council of Governments Active Transportation Plan, Regional Road Safety Action Plan, County Bikeways Plan, Caltrans Strategic Plan, the California State Bicycle and Pedestrian Plan, and Climate Action Plan for Transportation Infrastructure. Ultimately, it aims to reduce vehicle miles traveled and promote safe, active, alternative modes of transportation and enhance regional connectivity.	\$359,432	Dawn Addis 30	Monique Limon 21
27	5	Sustainable Communities Competitive	City of Soledad	Vehicle Miles Traveled and Greenhouse Gas Reduction Project	Monterey	Soledad	TBD: No Cover Sheet	Climate Change (Adaptation, Vulnerability, etc.) Complete Streets (Multimodal Specific Type) General Plan Elements (Multimodal Spec. Type) Multimodal (Motorized and Active Transport) 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 Transportation 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	John Laird, 17	Robert Rivas, 29
28	6	Sustainable Communities Competitive	Kern Council of Governments	Kern Region Active Transportation Plan Update	Kern County	Arvin, Bakersfield, California City, Delano, McFarland, Ridgecrest, Shafter, Taft, Tehachapi, Wasco	Rural Communities Native American Tribal Governments Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian)	The Kern Region Active Transportation Plan Update is needed to provide safer, more connected, and more equitable walking and biking options that support healthier and more economically resilient communities. This project will leverage recent bicycle and pedestrian planning efforts across Kern County and its cities, that have identified new needs, resulting in an inconsistent, out-of-date regional active transportation plan projects list. The update will summarize the planning process, identify priority improvements and supply tools to help Kern COG, local jurisdictions, and community partners implement projects and effectively program funding. Major outcomes include: 1) enhanced public engagement; 2) improved resiliency, safety and public health; 3) expanded economic benefit of bicycle and pedestrian connectivity to key destinations and recreational/tourism assets such as the Kern River Canyon; and, 4) build on existing strategies to reduce emissions and vehicle miles traveled through increased use of non-fossil-fuel travel modes.	\$400,155	Shannon Grove 12, Melissa Hurtado 16	Stan Ellis 32, Tom Lackey 34, Jasmeet Bains 35
29	6	Sustainable Communities Competitive	Madera County	MADERA COUNTY TRANSIT MASTER PLAN: VISION 2047	Madera County	Madera County, City of Chowchilla, City of Madera	Rural Communities Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Transit (Bus/Light Rail/Commuter Rail Service)	Madera County proposes to retain a consultant to develop a comprehensive "TRANSIT MASTER PLAN - VISION 2047" to effectively address growing transit demand over 20 years. As one of the fastest-growing diverse counties in California and the San Joaquin Valley, the Plan will forecast Madera County's operating, capital, financial, and administrative needs and recommend realistic implementation strategies aligned with projected population and housing growth while addressing under-resourced communities (tribal and rural) and reducing vehicle emissions and improving air quality. The Plan also will be invaluable in guiding the County's transitions to an all-electric vehicle fleet, improved County-wide coordination of services, and innovative new transit technologies. Outreach, public participation, and coordination with key stakeholders will be emphasized throughout development of the Plan.	\$264,990	Anna Caballero 14	Esmeralda Soria 27
30	6	Sustainable Communities Competitive	City of Avenal	Advancing Transportation Safety, Equity, & Sustainability: Tactical Urbanism Study	Kings	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) Climate Change (Adaptation, Vulnerability, etc.)	This Tactical Urbanism Study is the essential next step to advance the City of Avenal's vision for transportation safety, equity, and sustainability, by conducting temporary demonstration pilot studies to test, validate, and refine the recommendations from Avenal's Active Transportation and Safe Routes to School Plan, Local Roadway Safety Plan, and Climate Action & Adaptation Plan that address critical roadway safety hotspots and extreme heat concerns. This approach ensures that further investment in our transportation system is strategic, responsible, and supported by our community. Through a robust and equitable community-driven process, this project will gather real-world local data to develop a Tactical Urbanism Findings & Project Phasing Plan. This Tactical Urbanism Findings & Project Phasing Plan will also include an analysis of Avenal's zoning code to ensure alignment with regional and statewide sustainability goals. If funded, the data gathered from the pilot studies will provide Avenal with the competitive advantage necessary to secure future implementation funding because it will result in a series of tested, proven, and site-specific designs (no more than 30%) that will be the proof of concept to demonstrate how Avenal's transportation projects advance local, regional, and State planning efforts while also showcasing the community's support and buy-in.	\$537,377	Melissa Hurtado 16	Alexandra Macedo 33
31	6	Sustainable Communities Competitive	County of Tulare	Monson-Sultana Complete Streets for Enhanced Sustainability Project	California	Visalia	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. Currently the community does not have a Complete Streets Plan, and for the last 20 years there has been an exponential increase in pedestrian activity due to housing development, and numerous safety concerns have been raised due to a lack of accessible infrastructure. 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.	\$180,600	Alexandra Macedo, 33	Melissa Hurtado, 16
32	7	Sustainable Communities Competitive	City of Palmdale	Palmdale Master Bike Plan	Los Angeles	Palmdale	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)	The City of Palmdale is requesting grant funding through the Sustainable Communities Program to fund the completion of a complete Master Bike Plan that will include comprehensive and actionable metrics to implement bicycle transportation, trail and bike lane corridors, complete streets, GHG emissions reduction, and safe routes to school components through improving Palmdale's bicycle networks. This would allow more people to reach to transit stops, via bike lane, expand multimodal transit throughout the City, and ensure safe, protected bicycle transportation opportunities for the City of Palmdale. Throughout the creation process, the City of Palmdale, a severely disadvantaged, majority-minority City, will work alongside proven Community-Based Organizations (CBOs), community active transportation and bicycle groups, State and Regional Agencies (including but not limited to the Antelope Valley Transit Authority (AVTA), the Palmdale School District, Edwards Air Force Base Plant 42, LA County, neighboring cities, and the Southern California Association of Governments (SCAG)), developers, and other identified stakeholders, including local bicycle groups. The plan will also include extreme heat considerations given the City's location in the high desert of the Antelope Valley. This aligns with the City's General Plan "Envision Palmdale 2045", the City's Master Bicycle Plan, LA Metros Active Transportation Strategic Plan, SCAG's Connect SoCal Plan, and Statewide Active Transportation goals and GHG emissions reduction targets.	\$283,000	Suzette Martinez Valladares, District 23	Juan Carillo, District 39
33	7	Sustainable Communities Competitive	Los Angeles County	Normandie Avenue Complete Streets Plan	Los Angeles County	Westmont	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) Safety (Vision Zero)	Los Angeles County Public Works will work with the community to develop a shared vision for Normandie Avenue in the unincorporated community of Westmont that will improve mobility and promote a safe, healthy and multimodal community. An analysis of existing conditions and patterns will be used to inform the conceptual plans that Public Works can use to move forward with a project. The Plans will incorporate community outreach and engagement with an extensive community involvement strategy to capture the needs of community throughout the entire process until the final plan is developed.	\$619,710	Senator Laura Richardson 35	Assembly Member Tina S. McKinnor 61

Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Under-Resourced Communities Definitions	Project Type	Project Description	Grant Request	State Senator Name(s) and District(s)	State Assembly Member(s) and District(s)	
34	7	Sustainable Communities Competitive (Technical)	Southern California Association of Governments	Connected Paths: Building a Regional Inventory for Active Transportation	SCAG Region (6 counties)	SCAG Region (191 cities)	Native American Tribal Governments 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) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	SCAG and its sub-applicants propose to develop a comprehensive, GIS-based regional inventory of active transportation infrastructure across its six-county region. This foundational dataset will enable local and regional planners to identify critical connectivity gaps, prioritize investments, and advance multimodal projects that support mode shift, placemaking, and reducing greenhouse gas emissions. The project will directly support implementation of SCAG's Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal), Caltrans' Climate Action Plan for Transportation Infrastructure, Caltrans' Active Transportation Plan, and local active transportation and safety plans by providing actionable data for equity-focused planning, transportation safety improvements, and climate-aligned infrastructure. SCAG will coordinate with its six county transportation commissions and local jurisdictions to ensure consistency, scalability, and integration with existing planning tools. The resulting connectivity analyses will inform project development, funding applications, asset management, and regional performance tracking, positioning Southern California to lead in delivering safe, connected, and low-carbon mobility networks.	\$700,000	Please see attached legislative members for project area.	Please see attached legislative members for project area.
35	7	Sustainable Communities Competitive	City of Industry	City of Industry Active Transportation Plan	Los Angeles	City of Industry	Regional/Local Definition	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 to create a comprehensive Active Transportation/Bicycle Master Plan, that, in partnership with local cities, active transportation nonprofits, and transportation agencies, lays out a regionally integrated bike infrastructure strategy for the city that will shift thousands of driving commuters into biking commuters, eliminating an estimated 1300 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 the San Gabriel Valley Regional Active Transportation Plan and Greenway Network.	\$286,500	Bob Archuleta, 30	Lisa Calderon, 56
36	7	Sustainable Communities Competitive (Technical)	Southern California Association of Governments (SCAG)	Regional Wildlife Connectivity Study	Imperial, Orange, San Bernardino, Los Angeles, Riverside, Ventura	SCAG Region (191 cities)	Rural Communities Native American Tribal Governments At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Climate Change (Adaptation, Vulnerability, etc.) Safety (Vision Zero)	The Southern California Association of Governments (SCAG) proposes the Regional Wildlife Connectivity Study to improve wildlife connectivity across the SCAG region, improve safety, and strengthen overall resilience. The project is necessary to address fragmented ecosystems, restricted species movement, and roadway safety risks from wildlife-vehicle collisions (WVC), which contribute to biodiversity loss and reduce the region's carbon sequestration potential. The final deliverable will identify high-value areas within the SCAG transportation network for wildlife connectivity improvements and will equip jurisdictions with best practices for enhancing wildlife connectivity, strategies for building partnerships and securing funding, and data products and maps to support planning and implementation efforts that strengthen regional wildlife connectivity. The parties involved include SCAG and San Bernardino County Transportation Authority (SBCTA) as a sub-applicant, alongside regional stakeholders and technical experts. This project supports Connect SoCal 2024 (SCAG's Regional Transportation Plan and Sustainable Communities Strategy), State Planning Priorities, Climate Adaptation Goals, the 2024 RTP Guidelines, and the State Wildlife Action Plan.	\$700,000	Steve Padilla SD18, Rosilicie Ochoa Bogh SD19, Caroline Menjivar SD20, Monique Limón SD21, Susan Rubio SD22, Suzette Martinez Valladares SD23, Benjamin Allen SD24, Sasha Renée Pérez SD25, Maria Elena Durazo SD26, Henry Stern SD27, Lola Smallwood-Cuevas SD28, Eloise Gomez Reyes SD29, Bob Archuleta SD30, Sabrina Cervantes SD31, Kelly Seyarto SD32, Lena Gonzalez SD33, Tom Umberg SD34, Laura Richardson SD35, Tony Strickland SD36, Steve Choi SD37, Catherine Blakespear SD38	Tom Lackey AD34, Jeff Gonzalez AD36, Steve Bennett AD38, Juan Carrillo AD39, Pilar Schiavo AD40, John Harabedian AD41, Jacqui Irwin AD42, Celeste Rodriguez AD43, Nick Schultz AD44, James Ramos AD45, Jesse Gabriel AD46, Greg Wallis AD47, Blanca Rubio AD48, Mike Fong AD49, Robert Garcia AD50, Rick Chavez Zbur AD51, Jessica Caloza AD52, Michelle Rodriguez AD53, Mark Gonzalez AD54, Isaac Bryan AD55, Lisa Calderon AD56, Sade Elhawary AD57, Leticia Castillo AD58, Phillip Chen AD59, Corey Jackson AD60, Tina McKinnor AD61, Jose Luis Solache AD62, Natasha Johnson AD63, Blanca Pacheco AD64, Mike Gipson AD65, Al Muratsuchi AD66, Sharon Quirk-Silva AD67, Avelino Valencia AD68, Josh Lowenthal AD69, Tri TaAD70, Kate Sanchez AD71, Diane Dixon AD72, Cottie Petrie-Norris AD73, Laurie Davies AD74
37	7	Sustainable Communities Competitive	City of Claremont	Indian Hill Boulevard and San Jose Avenue Multimodal Corridor Plan	Los Angeles County	City of Claremont	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016)	Corridor (Local or Regional) Multimodal (Motorized and Active Transport)	The Indian Hill Boulevard and San Jose Avenue Multimodal Corridor Plan (Plan) will develop a comprehensive framework to improve safety, connectivity, and access for all users along two key corridors that link cities, counties, neighborhoods, schools, and commercial centers across the I-10 Freeway. The Plan will identify multimodal strategies for walking, biking, and transit integration, including first/last-mile connections to the existing Metrolink Station and future LA Metro A Line (formerly known as Gold Line) station. The City of Claremont (City) will develop a Corridor Master Plan with key deliverables, including a needs assessment, conceptual designs, and an implementation strategy to guide future capital projects. Led by the City of Claremont in coordination with the Los Angeles County Metropolitan Transportation Authority (Metro), Southern California Association of Governments (SCAG), and San Gabriel Valley Council of Governments (SGVCOG), the Plan advances the goals of Connect SoCal 2024-2050 and Caltrans' mission to deliver a safe, sustainable, and equitable transportation system.	\$700,000	Senator Sasha Renée Pérez, District 25	Assemblymember John Harabedian, District 41
38	7	Sustainable Communities Competitive	City of Pico Rivera	RoseWood Corridor - Pico Rivera Station Area Site Plan	Los Angeles	City of Pico Rivera	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Multimodal (Motorized and Active Transport) Transit (Bus/Light Rail/Commuter Rail Service)	The RoseWood Corridor – Pico Rivera Station Area Site Plans (RoSAP) project will develop three multimodal station site plans that include conceptual layouts and design visualizations (up to 30% design detail) at Rosemead & Whittier, Rosemead & Mines, and Rosemead & Washington (integrated with the designs for the future Metro E-Line station), aligned with the City's adopted multimodal and transit-oriented plans. Building on Metro's BRT Station Design Standards, each station design will address ADA-compliant access; high-quality, comfortable sheltered stops; lighting and wayfinding signage at and around each station area; incorporating cultural artwork and natural beautification, and seamless integration with active transportation/first-last mile pedestrian and bicycle facilities, including a Class IV protected bikeway. The project addresses safety at two High Injury Network intersections (Rosemead/Whittier and Rosemead/Washington) via traffic calming strategies and improved, safer crossings for vulnerable users. These select station site plans have been identified as early action, quick-build projects in the RoseWood Complete Corridor Vision Plan, which supports and guides a phased implementation strategy to deploy BRT in the future.	\$489,000	Bob Archuleta, 30	Lisa Calderon, 56
39	8	Sustainable Communities Competitive	Torres Martinez Desert Cahuilla Indians	TMDCl Land Use Update	Riverside County	Thermal, CA	Native American Tribal Governments	Corridor (Local or Regional) Other	The Torres Martinez Desert Cahuilla Indians (TMDCl) will update the Tribal Land Use Plan for the approximately 24,000-acre Reservation in Riverside and Imperial Counties to modernize zoning, streamline development approvals, and integrate climate-resilient transportation and land-use design standards. The update is necessary because the Salton Sea has receded over 100 square miles since 2003, exposing toxic playa that drives PM10 dust storms exceeding 1,000 µg/m³ and prolonged hydrogen sulfide events, while Highway 86 carries more than one million heavy trucks annually, increasing roadway degradation and safety risks on Tribal streets. Major deliverables include a Highway 86 Commercial Overlay Zone to support future travel plazas, EV-charging infrastructure, and Tribal enterprises; designated truck routes and permitting to eliminate cut-through traffic; protective residential buffers using xeriscape berms and height limits; and culturally informed village nodes with Transfer of Development Rights (TDR) and elder-housing siting standards. Key project partners include the Torres Martinez Planning Department, Bureau of Indian Affairs, Caltrans District 11, Riverside and Imperial Counties, the Salton Sea Authority, and the Southern California Association of Governments. The plan directly advances regional and statewide efforts including the Salton Sea Management Program 10-Year Plan, SCAG's Connect SoCal 2024 RTP/SCS, and statewide air-quality, freight-efficiency, and resilience initiatives.	\$593,056	Senator Steve C. Padilla-DEM	Assemblymember Jeff Gonzalez-REP

Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Under-Resourced Communities Definitions	Project Type	Project Description	Grant Request	State Senator Name(s) and District(s)	State Assembly Member(s) and District(s)	
40	8	Sustainable Communities Competitive (Technical)	City of Moreno Valley	Vehicle Miles Traveled Reduction and Mitigation Fee Program	Riverside	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)	The Vehicle Miles Traveled (VMT) Reduction and Mitigation Fee Program is a strategic initiative by the City of Moreno Valley designed to comply with Senate Bill 743 (SB 743), which redefined how transportation impacts are measured under the California Environmental Quality Act (CEQA). Instead of focusing on vehicle delay, the law mandates the use of VMT as the primary metric, aligning transportation planning with the State's broader environmental and sustainability goals. This program is necessary to reduce VMT, streamline CEQA clearance, and support equitable transportation improvements, particularly in Disadvantaged Community Areas (DCAs), by funding projects that promote alternative transportation modes and reduce reliance on personal vehicles. The program will deliver several key outcomes, including the development of criteria to determine which developments and transportation projects are subject to the VMT Reduction Program, the establishment of VMT metrics and thresholds, the identification of eligible mitigation projects and programs, and the recommendation of a VMT mitigation fee structure, which may involve a nexus analysis. It will also include updates to the City's Development Impact Fee (DIF) and Traffic Impact Analysis Guidelines to ensure full compliance with SB 743. Internal coordination across City departments is essential, as is collaboration with external stakeholders such as Caltrans, the Southern California Association of Governments (SCAG), the Riverside County Transportation Department, the South Coast Air Quality Management District, and Riverside County. This program is closely aligned with the City's Mobility Element and supports regional and state planning efforts, including SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy. It also advances state-level goals related to active transportation, climate change mitigation, and sustainable urban development, particularly in underserved communities. Through equity-based outreach and a focus on local needs, the program aims to create a more accessible, sustainable, and inclusive transportation network for all Moreno Valley residents.	\$265,592	Richard D. Roth 31	Dr. Corey A. Jackson 60
41	8	Sustainable Communities Competitive (Technical)	San Bernardino County Transportation Authority (SBCTA)	Advanced Signal and Transit Technology for San Bernardino Valley Priority Transit & Smart Corridors	San Bernardino	Colton, Fontana, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland	TBD: No cover sheet	Multimodal (Motorized and Active Transport) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition) Transit (Bus/Light Rail/Commuter Rail Service)	The Advanced Signal and Transit Technology for San Bernardino Valley Priority Transit & Smart Corridors initiative advances components of SBCTA's Priority Transit and multimodal Smart Corridor program, with a particular emphasis on supporting the Omnitrans Priority Transit Network in the Valley. Working closely with Caltrans, Omnitrans, and local jurisdictions, the effort will evaluate and recommend advanced technologies that improve traffic operations and transit performance along key corridors. The need for this work is driven by the emergence of multimodal technology opportunities, the continued decline in transit speeds, and the loss of efficiency at the interfaces between state and local signal systems. Major deliverables include a technology upgrade inventory, corridor-specific design and operational concepts, and a funding and implementation plan.	\$270,000	Rosilicie Ochoa Bogh 19, Susan Rubio 22, Sasha Renée Pérez 25, Eloise Gómez Reyes 29, Kelly Seyarto 32	John Harabedian 41, James Ramos 45, Robert Garcia 50, Michelle Rodriguez 53, Phillip Chen 59
42	8	Sustainable Communities Competitive	City of Chino	City of Chino Active Transportation Plan	San Bernardino	Chino	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)	The City of Chino (City) requests funding to develop the Chino Active Transportation Plan (Plan) to provide a comprehensive framework for safer, more connected active transportation options throughout the City. The Plan is needed to identify and design solutions for existing active transportation infrastructure gaps, improve accessibility in compliance with the Americans with Disabilities Act (ADA), public health, safety, and transit-connectivity, and to create an integrated multi-modal transportation network that will benefit Chino residents of all abilities. Major deliverables will include a publicly available Final Plan that analyzes, identifies, and prioritizes actions and projects, and includes conceptual visual renderings and engineering cost estimates for priority projects. The City is committed to working with local stakeholders in the planning process, including the Southern California Association of Governments (SCAG), San Bernardino County Transportation Authority (SBCTA), Chino Valley Unified School District (CVUSD), Chino Police Department, Chino Valley Chamber of Commerce, and Omnitrans, to develop a Plan that improves accessibility for individuals of all abilities, invests in disadvantaged communities, supports a more resilient transportation network, provides safety benefits, improves public health, and supports a regional economic environment. The Plan will provide a holistic approach to integrating and building upon the City's existing plans, including its Updated General Plan, 2016 Bicycle and Pedestrian Master Plan, Local Roadway Safety Plan, and Title II ADA Self-Evaluation and Transition Plan, and will support the goals outlined in SCAG's Connect SoCal 2024, their Regional Transportation Plan/Sustainable Communities Strategy.	\$500,000	Susan Rubio 22	Michelle Rodriguez 53, Phillip Chen 59
43	9	Sustainable Communities Competitive	Lone Pine Paiute-Shoshone Tribe	Tribal Hazard Mitigation Plan	Inyo	Lone Pine	Native American Tribal Governments	Climate Change (Adaptation, Vulnerability, etc.)	The Lone Pine Paiute-Shoshone Tribe (LPPST) proposes to develop a Tribal Hazard Mitigation Plan (THMP) to help the Tribal community better understand its exposure to natural and climate-related risks and establish long-term strategies to reduce the impacts of future events on people, property, and the environment. By completing this plan and submitting the document to FEMA for approval, LPPST would be eligible for additional funding in the event of disasters and emergencies to strengthen transportation resilience, support emergency preparedness, and enhance disaster relief funding. The major deliverables include an Engagement Plan, a Vulnerability Assessment, a Mitigation Action Plan, and THMP. This project will involve collaboration between LPPST governmental departments (e.g. Environmental Department, Tribal Community Emergency Response Team, Air Quality Program, Water Quality Monitoring Program), Caltrans, Inyo County, and other local and regional agencies. The information collected can be used to inform and enhance additional planning efforts, including the California State Hazard Mitigation Plan.	\$181,594	Marie Alvarado-Gil 4	David J. Tangipa 8
44	9	Sustainable Communities Competitive	Inyo County	Big Pine 395 Corridor and Community Enhancement Plan	Inyo	Big Pine	Rural Communities Native American Tribal Governments At/Below 80% AB 1550 (Gomez, 2016)	Corridor (Local or Regional) General Plan Elements (Multimodal Spec. Type)	The County of Inyo proposes to develop a Corridor and Community Enhancement Plan for a section of Highway 395 that runs through the heart of the community of Big Pine, and the Big Pine community that is affected by it (Figure 1 - Planning Area Map). This planning effort will build from the County's current residential infill project, the current Cal Trans Fish Springs Pavement Project that includes Americans with Disabilities Act treatments and the Active Transportation Plan the Big Pine Paiute Tribe will be preparing to better facilitate integration between housing opportunities and access to downtown Big Pine and commercial services through multi-modal transportation, context sensitive streetscape and corridor design utilizing community-developed themes, safety, and improving air quality in support of the State's Greenhouse Gas Reduction targets. The Plan will evaluate potential multimodal transportation opportunities and downtown improvements to revitalize the mix of commercial and residential uses currently found there, as well as local transit, walking, and bicycle use for more safe and efficient transportation in the corridor, Big Pine and the region. A Plan will be developed through extensive public outreach and stakeholder/advisory groups engagement, and will support broader planning in the area, including the Big Pine Paiute of the Owens Valley's Reservation.	\$220,440	Marie Alvarado-Gil 4	David J. Tangipa, 8
45	10	Sustainable Communities Competitive	City of Jackson	Historic Downtown & Creek Walk Connectivity Project	Amador County	Jackson	Rural Communities At/Below 80% AB 1550 (Gomez, 2016)	Active Transportation (Bicycle and Pedestrian) Multimodal (Motorized and Active Transport) Safety (Vision Zero)	Development of the Historic Downtown & Creek Walk Connectivity Plan ("Plan") will improve bicycle and pedestrian accessibility, connectivity, safety, public health, and increase economic vitality in Historic Downtown Jackson. The plan will coordinate with key stakeholders including the community members, local property/business owners, Jackson Elementary School, the Jackson Band of Miwuk Indians, Caltrans, and more, to develop a robust, connected, ADA-compliant active transportation network.	\$421,000	Senator Marie Alvarado-Gil District 4	Assemblymember Heather Hadwick District 1
46	10	Sustainable Communities Competitive	Tuolumne County Transportation Council	Standard Area Active Transportation and Recreation Access Study	Tuolumne County	N/A	Rural Communities	Active Transportation (Bicycle and Pedestrian) Multimodal (Motorized and Active Transport)	The Standard Area Active Transportation and Recreation Access Study will address urgent pedestrian and bicyclist safety concerns resulting from increased use of the Standard Park and YSF recreational facilities, where inadequate sidewalks, bikeways, and parking have led to unsafe roadway crossings. The study will develop a coordinated plan identifying complete streets, multi-use paths, and transit access improvements to enhance safety, connectivity, and recreation access. Major deliverables include conceptual designs, project prioritization based on feasibility and community input, and an implementation strategy aligned with regional transportation and greenhouse gas reduction goals. The project will be led by the Tuolumne County Transportation Council in collaboration with local, regional, and state partners, with extensive community engagement guiding recommendations. The study supports objectives of the Regional Transportation Plan, Active Transportation Plan, and state initiatives promoting equitable, multimodal access to recreation and opportunity.	\$249,380	Marie Alvarado-Gil 4	David J. Tangipa 8
47	10	Sustainable Communities Competitive	Merced County Association of Governments	Merced Rural-Suburban Mobility Hub Strategy	Merced County	Atwater, Dos Palos, Gustine, Livingston, Los Banos, Merced	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 At/Below 25% CA Healthy Places Index	Multimodal (Motorized and Active Transport) Transit (Bus/Light Rail/Commuter Rail Service)	The Merced Rural-Suburban Mobility Hub Strategy (MRSMHS), led by MCAG in partnership with the Transit Joint Powers Authority for Merced County ("The Bus"), will establish a coordinated framework for integrating mobility hubs into the region's transportation network to improve multimodal access, particularly for some of California's most disadvantaged rural and suburban communities. Given Merced County's dispersed development patterns and limited mobility infrastructure, the project is necessary to identify context-sensitive solutions that close longstanding access gaps and strengthen regional connectivity. Major deliverables include an existing conditions assessment, best-practices literature review and case studies, a catalog of mobility hub typologies, a location matrix, a phased implementation strategy and a collection of funding opportunities. The project directly supports local and regional plans, including the RTP/SCS, and advances statewide goals outlined in the California Transportation Plan, CAPTI, and Caltrans' Strategic Plan by promoting sustainability, equity, safety, and integrated multimodal planning.	\$275,550	Marie Alvarado-Gil 4, Anna Caballero 14.	Juan Alanis 22, Esmeralda Soria 27.

Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Under-Resourced Communities Definitions	Project Type	Project Description	Grant Request	State Senator Name(s) and District(s)	State Assembly Member(s) and District(s)	
48	10	Sustainable Communities Competitive (Technical)	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 in implementing future active transportation projects and programs. The City is an SB-535 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 accessing the regional public transportation bus stop. With StanCOG, School District, and Fire Protection District support, 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 and will continue to engage City leadership after Plan adoption. 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. The Project is consistent with the City's Local Road Safety Plan and the City's General Plan.	\$398,385	Maria Alvarado-Gil 4	Heath Flora 9
49	11	Sustainable Communities Competitive	Viejas Band of Kumeyaay Indians	Tribal Advanced Air Mobility (AAM) Infrastructure Readiness & Integration Strategy	San Diego County	Tribal Nation Jurisdictions	Native American Tribal Governments	Multimodal (Motorized and Active Transport) Other	The Tribal Advanced Air Mobility (AAM) Infrastructure Readiness & Integration Strategy will assess and advance tribal readiness for intentional, safe, and publicly informed AAM deployment across tribal nations in Caltrans District 11 (D11). Building on Viejas' innovative spirit and experience, this Project aims to leverage emerging technologies to address persistent transportation access gaps by evaluating novel air mobility solutions, including drones and AAM concepts, for tribal use cases. This strategy ensures that AAM deployment aligns with tribal sovereignty, security, and sustainability priorities. Recognizing that tribal nations are at varied readiness levels, the Project will leverage lessons learned from Viejas' leadership in cutting-edge infrastructure, including energy and connectivity solutions, to inform strategies for tribal nations interested in integrating AAM technologies.	\$700,000	Steve Padilla 18, Kelly Seyarto 32, Brian W. Jones 40	Carl DeMaio 75
50	11	Strategic Partnerships (FTA 5304)	San Diego Association of Governments (SANDAG)	Green Line Trolley and I-15 Transit Connection Study	San Diego County	City of San Diego	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016)	Corridor (Local or Regional) Transit (Bus/Light Rail/Commuter Rail Service)	Challenging topography in San Diego's Mission Valley has created a critical gap in the region's transit network: the absence of a direct, convenient transfer between Metropolitan Transit System (MTS) Rapid routes currently traveling north-south along the elevated I-15 and the Green Line Trolley traveling east-west on the valley floor. The Green Line Trolley and I-15 Transit Connection Study (Project) will assess potential transit connection points, including options near Friars Road, Rancho Mission Road, and San Diego Mission Road, and consider other multimodal access opportunities across the San Diego River and I-8 freeway. Potential alternatives to connect the transit services may include a Direct Access Ramp into future I-15 Managed Lanes, an inline transit station on I-15, and/or transit priority treatments on existing roads. The Project area includes Mission Valley and the I-15 corridors, serving dense residential, employment, and educational destinations, including the new San Diego State University (SDSU) Mission Valley campus and major event destinations such as Snapdragon Stadium. SANDAG will lead this project to implement the Draft 2025 Regional Plan in partnership with MTS and in close collaboration with Caltrans District 11, SDSU, and the City of San Diego.	\$478,062	Akilah Weber Pierson 39	Christopher M. Ward 78
51	11	Sustainable Communities Competitive	Iipay Nation of Santa Ysabel	Santa Ysabel Long-Range Transportation Plan	San Diego	Santa Ysabel	Native American Tribal Governments	General Plan Elements (Multimodal Spec. Type)	The Iipay Nation of Santa Ysabel (INSY) seeks to update its Long Range Transportation Plan (LRTP) to guide roadway and infrastructure investments that support the Tribe's future growth and housing needs. INSY terrain is steep and rural, with long travel distances and a predominance of aging or unpaved roads that require an updated assessment and strategy for improvement. Major deliverables include a fully updated LRTP, roadway condition and assessment analysis, safety and emergency access evaluation, construction cost estimation, and a prioritized implementation and funding strategy. The updated LRTP will align with State transportation, resilience, and sustainability goals and support INSY's long-term community and housing development objectives.	\$198,000	Senator Kelly Seyarto District 32	Assemblymember Carl DeMaio District 75
52	11	Sustainable Communities Competitive	County of San Diego	County of San Diego Safe Routes to Schools Assessment	San Diego County	Unincorporated San Diego County	Rural Communities At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The County of San Diego's (COSD) Health and Human Services Agency (HHS), Public Health Services (PHS) will develop the first dedicated Safe Routes to School (SRTS) implementation plan in unincorporated San Diego County, a unique region characterized by densely populated suburban villages and rural areas, to increase safe opportunities for students and their families to use active modes of transportation to get to and from school. HHS is the leading agency for the COSD Climate Action Plan (CAP) Action T-5.2 commitment to develop a countywide SRTS program to reduce vehicle miles traveled to schools by 1.2% by 2030. Major deliverables include data collection on existing conditions, a systematic SRTS assessment at ten (10) schools, education on alternate modes of transportation, infrastructure needs prioritizing, and extensive community outreach and engagement to identify specific transportation needs in unincorporated San Diego. PHS will continue to work closely with other COSD departments and initiatives to leverage existing partnerships and resources through regional public health initiatives, regional leadership groups, and collaboration with Community Schools. This effort will capitalize on the existing partnership between COSD HHS's PHS and COSD land use departments to collaboratively meet COSD CAP goals to lower vehicular miles traveled (VMT) while creating long-lasting behavioral change in travel mode shifts, reducing greenhouse gas emissions (GHG), and increasing physical activity to prevent and lower chronic disease.	\$700,000	Kelly Seyarto 32, Catherine Blakespear 38, Akilah Weber Pierson 39, Brian W. Jones, 40	Carl DeMaio 75, Darshana Patel 76, Tasha Boerner 77, Christopher Ward 78, LaShae Sharp-Collins 79, David Alvarez 80
53	11	Sustainable Communities Competitive	Imperial County Transportation Commission	Imperial County Comprehensive Strategic Transit Oriented Development Plan	Imperial County	Brawley, Calexico, Calipatria, El Centro, Heber, Holtville, Imperial, Seeley, Westmorland	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	General Plan Elements (Multimodal Spec. Type) Transit (Bus/Light Rail/Commuter Rail Service)	The project proposes to develop a comprehensive strategic transit-oriented development (TOD) plan to integrate housing, land use and public transportation around existing transit centers and key transportation corridors. The plan would create site-specific TOD overlays in the cities of Brawley, Calexico, El Centro, and Imperial where transit centers exist or under construction to put in place a policy foundation for future special zoning districts and neighborhood development. The plan would also include transit center planning in the cities of Calipatria, Heber, Holtville, Westmorland, and the community of Seeley where significant transit facilities do not exist. The project will consider and incorporate strategies and complete streets elements to increase transit ridership and improve active transportation safety and transit service at and around transit facilities.	\$308,000	Steve C. Padilla 18	Jeff Gonzalez 36
54	11	Sustainable Communities Competitive	North County Transit District	Buena Creek Rail Safety and Community Enhancement Project	San Diego County	N/A - Unincorporated Area	At/Below 80% AB 1550 (Gomez, 2016)	Transit (Bus/Light Rail/Commuter Rail Service)	The Buena Creek Rail Safety and Community Enhancement Project (BCRP) will fund a Project Study Report of safety improvements at two highway-rail crossings and one pedestrian crossing that will improve the mobility of people and goods. The BCRP 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. The objective of the BCRP will be to provide the connectivity and improvements necessary to fully support transit-oriented development in the surrounding area and to facilitate public access and use of bus, rail, pedestrian and cyclist mobility options. The Project will also take into consideration potential safety measures along adjacent roadways, such as raised bicycle and pedestrian crossings and ADA improvements at an existing bus stop.	\$309,856	Brian Jones 40	Darshana Patel 76
55	11	Sustainable Communities Competitive (Technical)	San Diego Association of Governments (SANDAG)	Regional AB 98 Implementation Toolkit	San Diego County	All 18 Cities in San Diego County and Unincorporated Areas	Rural Communities Native American Tribal Governments At/Above 75% CalEnviroScreen Version 4.0	Freight/Goods Movement (Truck, Rail, etc.) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	SANDAG, in partnership with Caltrans District 11 and the City of San Diego, proposes to develop a Regional AB 98 Implementation Toolkit to help jurisdictions comply with California's new standards for designated truck routes and reviewing warehouse logistics development. The project will provide shared data, GIS mapping tools, model circulation-element language, and zoning templates that enable cities and the County to avoid sensitive receptors, protect environmental justice communities, and maintain efficient freight mobility. Building on the existing Caltrans-funded Freight Resiliency Planning effort, as well as the draft 2025 Regional Plan, and related freight datasets, the toolkit will create a coordinated regional framework tailored to San Diego's unique binational, port, tribal, and defense-related freight system. Key deliverables will include a regional truck-route analysis, a GIS-based data viewer integrated with SANDAG's Open Data Portal, model policies, and a regional screening framework to support consistent and compliant updates across jurisdictions. In helping jurisdictions comply with AB 98, the project will ultimately improve public health and safety outcomes, while supporting a resilient and efficient goods-movement network that is essential to the region's economy.	\$538,263	Steve Padilla 18, Kelly Seyarto 32, Catherine S. Blakespear 38, Akilah Weber Pierson 39, Brian W. Jones 40	Laurie Davies 74, Carl DeMaio 75, Darshana R. Patel 76, Tasha Boerner 77, Christopher M. Ward 78, LaShae Sharp-Collins 79, David A. Alvarez 80
56	11	Sustainable Communities Competitive	City of Chula Vista	Chula Vista Active Transportation Plan	County of San Diego	City of Chula Vista	TBD: No Cover Sheet	Active Transportation (Bicycle and Pedestrian)	Chula Vista proposes to update its citywide Active Transportation Plan (ATP) to improve safety, expand multimodal connectivity, and reduce vehicle miles traveled, creating a significant opportunity to lower greenhouse gas emissions and support the City's housing designations. The ATP will align with the City's Climate Action Plan, SANDAG's Regional Transportation Plan and Sustainable Communities Strategy, and the State's Climate Action Plan for Transportation Infrastructure, which prioritizes investments that lower emissions, reduce VMT, and support infill housing. The plan will document current walking and biking conditions, evaluate safety and connectivity gaps, and work directly with residents, community groups, schools, transit providers, and regional partners such as SANDAG, Caltrans District 11, and MTS to identify Chula Vista's multimodal needs, including safety issues on high injury streets, missing sidewalks and bikeways, first and last mile gaps, and access challenges for disadvantaged communities. The plan will identify projects, programs, and policies that will support active transportation, and will result in a prioritized list of projects that will serve as a framework for implementation for the City. The plan will emphasize equity by improving access for disadvantaged neighborhoods, low vehicle households, youth, seniors, and people with disabilities, responding to the high number of fatal and serious injuries in these communities and near transit stations.	\$519,000	Steve C. Padilla 18	David Alvarez 80

Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Under-Resourced Communities Definitions	Project Type	Project Description	Grant Request	State Senator Name(s) and District(s)	State Assembly Member(s) and District(s)	
57	12	Sustainable Communities Competitive	City of Tustin	Tustin Citywide Active Transportation Plan (CATP)	Orange County	Tustin	At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian)	<p>The City of Tustin will develop its first Citywide Active Transportation Plan (CATP) to improve safety, connectivity, comfort, and access for people walking and biking, consistent with the City's General Plan and in alignment with the Caltrans Strategic Plan, California Transportation Plan 2050, and the Climate Action Plan for Transportation Infrastructure. The CATP is necessary because Tustin currently lacks an adopted active transportation plan, resulting in gaps in bicycle and pedestrian infrastructure, limited safe connections between neighborhoods and destinations, and barriers to equitable mobility for youth, older adults, and disadvantaged communities. Tustin currently maintains approximately 56 miles of bikeways, though many are fragmented and lack safe crossings, creating barriers for students, older adults, and low income households. Between 2014 and 2024, the City of Tustin reported 467 collisions involving either a bicycle or pedestrian, including 13 pedestrian fatalities, underscoring the urgent need for safer, more equitable mobility options.</p> <p>The CATP's major deliverables will include Needs Assessment, Community and Stakeholder Engagement Plan, a prioritization matrix and phasing frame work for infrastructure and programming recommendations. Up to 30 percent conceptual design for up to five (5) top priority projects will also be developed as part of the CATP. The City will engage students, seniors, and residents of disadvantaged communities through workshops, school-based outreach, and community events to ensure equitable participation. In addition, parents and school staff will be invited to the school audits and guide the development of safe routes to school component. A Technical Advisory Committee composed of City staff, Caltrans District 12, OCTA, Tustin Unified School District, and community-based organizations will guide plan development and build consensus for safer, more connected, and sustainable mobility in Tustin. The prioritization matrix will evaluate specific projects based on their ability to achieve mode shift, enhance safety, improve public health, and deliver benefits to disadvantaged communities. The programming recommendations will include identification of the top five (5) highest-ranked infrastructure projects to position the City for subsequent funding pursuits. Priority corridors will be scoped for future ATP cycles and the Carbon Reduction Program. Once adopted, the CATP will position Tustin to secure State, Federal, and regional funding to close infrastructure gaps, reduce collisions, and build a safe, sustainable, and resilient active transportation network. Tustin has allocated local match funds in FY 2025-27 CIP budget and the City's Traffic Engineer will directly manager the project to ensure timely, compliant delivery.</p>	\$425,000	Senator Steven S. Choi 37	Assemblymember Cottie Petrie-Norris, 73
58	12	Sustainable Communities Competitive	City of Costa Mesa	Costa Mesa Active Transportation Plan	Orange County	City of Costa Mesa	Regional/Local Definition 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)	<p>This project will create an actionable ATP Update through a community and stakeholder involved analysis of the 2018 Active Transportation Plan components completed to date, and other planning documents such as the 2024 Pedestrian Master Plan and Safe Routes to Schools Plan (under preparation), develop a plan to improve transportation safety and mobility needs over the next 10 years, enhance connections to transit, identify equitable design solutions, increase active transportation travel, support new housing and development opportunities, and position for funding opportunities.</p>	\$297,500	State Senator Steven Choi, District 37	State Assemblymember Cottie Petrie-Norris, District 73