

FY 2026-27 STPG Non-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 Assembly Member(s) and District(s)	State Senator Name(s) and District(s)
1	Sustainable Communities Competitive	Lake County Department of Public Works	Lower Lake Safe Routes to School and Walkable Neighborhood Plan	Lake County	Unincorporated Lower Lake	Rural Communities At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	Lake County will partner with the non-profit organization, Civicwell, and Konocti Unified School District to prepare a Safe Routes to School and Walkable Neighborhood Plan for Lower Lake High School, Elementary School and Main Street area that lacks pedestrian, bicycle and transit infrastructure and amenities for youth, residents and visitors. The project will engage students and Lower Lake community members in a series of interactive workshops, walking audits and pop-up activities to identify challenges and co-develop strategies and solutions for both infrastructure improvements as well as programmatic interventions. Major deliverables include identification of priority areas for pedestrian, bicycle and transit access improvements on routes to/from schools, project recommendations, prioritization and cost estimates for future implementation. The resulting plan will advance the regional RTP/Active Transportation and climate action goals of increasing mobility choices, building age-friendly, healthy and resilient communities, reducing VMT and GHG emissions, and protecting the environment.	\$244,400	Cecilia M. Aguiar-Curry 4	Mike McGuire 2
2	Sustainable Communities Competitive	City of Fortuna	Fortuna Safe Routes to School and Complete Streets Connectivity Study	Humboldt	Fortuna	TBD: No Cover Sheet	Corridor (Local or Regional) Safety (Vision Zero)	Newburg and Ross Hill/School Roads are key east-west corridors connecting Highway 101 and Rohnerville Road which border the City, running north-south on either side. Connectivity between the north-south corridors is limited and these two main roads have severe limitations to nonmotorized users including narrow or nonexistent sidewalks, inadequate bike lanes and high traffic speeds. The project area encompasses the road corridors for Newburg and Ross Hill Roads which have multiple important origins and destination located along their lengths including eight schools, multiple churches, clinics and other public facilities. The Fortuna Safe Routes to School and Complete Streets Connectivity Study will proactively engage the public to explore existing conditions, assess constraints, and plan for community supported safety improvements along the City's two main east-west corridors. On Newburg Road the project will extend from the eastern terminus of the planned 12th Street Interchange roundabout to Rohnerville Road, a distance of 1mi. On Ross Hill Road the project will extend from the intersection of Ross Hill and Kenmar/Fortuna Blvd to Rohnerville Road, a distance of 1.25mi. This project will support and enhance past CalTrans funded SRTS projects at Toddy Thomas Middle School and South Fortuna Elementary, expanding the scope of the City's complete streets vision to two main travel corridors connecting housing with amenities. The Project seeks to connect residents throughout the City with safe multimodal options for accessing amenities currently only safely accessed by car. The project will also support and enhance CalTrans funded intersection upgrades currently in design at the 12th Street and Kenmar Road Interchanges where these corridors connect to the state highway system. This project is the next logical step of extending the benefits of those planned improvements further into the heart of the community. The project will engage the community in assessing existing conditions and barriers to transit and multimodal users, gather public input with a focus on reaching under-served residents and propose conceptual design alternatives to increase pedestrian and bicycle safety and ADA accessibility, setting the stage for future improvements.	\$292,500	District 2 Chris Rogers	District 2 Mark McGuire
3	Sustainable Communities Competitive	City of Crescent City	Redwood Highway Multi-modal Transportation & Land Use Plan	Del Norte County	Crescent City	Rural Communities Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Below 25% CA Healthy Places Index	Complete Streets (Multimodal Specific Type) General Plan Elements (Multimodal Spec. Type)	The Redwood Highway Multi-modal Transportation & Land Use Plan (MTLUP) will study the corridor of Highway 101 between 9th Street and Anchor Way, with an emphasis on the downtown district, to foster multi-modal transportation and land use planning improvements that align with the California Department of Transportation's mission to improve lives and communities through transportation. Today this section of Highway 101 functions as a high-speed, auto-oriented transportation facility that isolates the downtown business district and does not adequately serve people walking, bicycling, or using transit. Its design does not reflect its role as the city's primary commercial corridor, nor does it support the region's tourism economy tied to the Redwood National and State Parks, local coastal resources, or the Crescent City Harbor. The Redwood Highway MTLUP will address these issues through a structured, community-driven planning process that integrates transportation, land use, economic development, and climate resilience. The project aims to mitigate the highway-barrier effect by calming traffic and reducing conflict points, including improving intersection crossings, consolidating driveways, and possibly a re-distribution of roadway space through a 'road diet' that could decrease the number of lanes to accommodate new sidewalks, protected bike lanes, additional bus stops, and landscaping.	\$392,500	Chris Rogers 2	Mike McGuire 2
4	Sustainable Communities Competitive	City of Redding	Oasis Community Plan	Shasta	Redding, CA	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Below 25% CA Healthy Places Index	Corridor (Local or Regional) Other	The Oasis Community Plan (Plan) will support a more sustainable, multimodal, and climate-resilient community at the northern gateway to the city. The update will modernize the plan to align with Caltrans' Sustainable Transportation Planning Grant Program goals, regional climate action targets, and the Shasta Regional Transportation Agency (SRTA) Sustainable Communities Strategy (SCS). The Plan area encompasses a key growth corridor that connects regional travelers from Interstate 5 to employment centers, residential neighborhoods, and natural resource areas. However, the existing plan no longer reflects current transportation patterns, state sustainability policies, or community needs. The update will integrate land use and multimodal transportation planning to reduce vehicle miles traveled (VMT), enhance connectivity for pedestrians, bicyclists, and transit users, and foster equitable access to housing, services, and jobs.	\$690,000	Heather Hadwick, 1	Megan Dahle, 1
5	Sustainable Communities Competitive (Technical)	Yolo County Transportation District	Yolo County Travel Behavior Survey	Yolo County	All cities and unincorporated communities in Yolo County	Native American Tribal Governments At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	YoloTD will administer a Countywide Travel Behavior Study (Study) to collect information about how the Yolo County community travels to, from, and within the county, including trip type, travel mode, vehicle occupancy, and distances traveled. As the transportation agency for Yolo County, where all local agencies have a climate action plans that found that transportation is the largest contributing factor to GHG emissions, we want to help us and partners make better-informed decisions about the types of projects and programs to prioritize when working toward meeting our sustainability and accessibility goals. This data will help us establish a baseline across the county through a consistent methodology that can be included in existing conditions sections of planning studies including active transportation plans, general plans, and updates to climate action plans. The findings will also be shared with SACOG and other regional agencies to provide stronger data for their travel and forecasting models. Over time, through this surveying program, local agencies will be able to quantify their progress towards transportation sector GHG emissions goals.	\$391,303	Cecilia M. Aguiar-Curry 4	Christopher Cabaldon 3
6	Sustainable Communities Competitive	The Regents of University of California, on behalf of it's Davis campus	UC Davis Regional Transit & Micromobility Hubs Plan	Yolo	Davis	TBD: No Cover Sheet	Multimodal (Motorized and Active Transport) Transit (Bus/Light Rail/Commuter Rail Service)	The UC Davis Regional Transit & Micromobility Hubs Plan is necessary for two primary reasons. First, to facilitate collaboration with regional transit operators to identify transit service and facility improvements that will expand regional transit serving the UC Davis main campus, increase regional transit mode share for UC Davis campus affiliates, and reduce associated VMT and GHG emissions generated by UC Davis. Second, to identify transportation safety and transit operations improvements adjacent to transit hubs and campus gateways which are typified by extremely high levels of people walking, bicycling, rolling, and driving, as well as extensive physical mixing and conflicts between modes. The effort will develop strong planning concepts and initial engineering for two new transit terminals and identify physical and programmatic strategies to increase transit mode share, reduce campus-generated VMT, and improve safety and transit service/operations on the UC Davis main campus in Davis, CA. Major deliverables include a Planning Context summary report, conceptual drawings, and a final plan document informed by robust technical analysis and an extensive community engagement process that will emphasize engagement with under-resourced members of the campus community. The plan will review transit hub site and layout options, size, and bus bays needed to accommodate current and future local and regional transit needs. The plan will engage UC Davis affiliates (students, faculty, and staff), stakeholders, and local and regional transit operators (Unitrans, YoloTD, SolTrans, SacRT, etc.) The plan will build upon University and regional plans and policies that promote active transportation, transit, transportation safety, infill development, public health, and GHG reduction, such as those in the UC Davis 2018 Long Range Development Plan, the UC Davis 2026 Moving Forward Together plan, and the SACOG 2020 MTP/SCS.	\$356,250	Cecilia M. Aguiar-Curry 4	Christopher Cabaldon 3
7	Sustainable Communities Competitive	City of Sacramento	Transit Needs in Sacramento to Meet Climate, Equity, and Mobility Goals	Sacramento	Sacramento	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Climate Change (Adaptation, Vulnerability, etc.) Transit (Bus/Light Rail/Commuter Rail Service)	This proposed plan will develop a comprehensive understanding of opportunities for the City to successfully increase transit ridership that includes identifying trips that could be served by transit but currently are not. The plan will analyze all trips within the City and trips that originate outside the City that end within the City. The Transit Service and Accessibility Toolkit (Toolkit), Project Inventory, and Implementation Plan will provide a strategic framework to address underserved transit areas, with a focus on the city's under resourced communities, and equip the City and regional transit operators with the tools to increase transit ridership effectively and quickly via service enhancements, transit amenities, and wraparound infrastructure and policies such as first-last mile networks, improved street design, and transit-oriented development. Improving transit not only shift trips to a more sustainable mode to support the City's 2024 Climate Action and Adaptation Plan (CAAP) and the state's Climate Action Plan for Transportation Infrastructure (CAPTI) but also provides a viable mobility option beyond cars – a strategy emphasized in the state's Master Plan for Aging (MPA). The projects identified in this plan may be used to prioritize investments through future SACOG Mobility Zones.	\$476,871	District 6 Maggy Krell District 10 Stephanie Nguyen	District 8 Senator Angelique V. Ashby

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 Assembly Member(s) and District(s)	State Senator Name(s) and District(s)	
8	3	Strategic Partnerships (FTA 5304)	Yuba-Sutter Transit Authority	Yuba-Sutter Transit Short and Long-Range Transit Plan	CA	MARYSVILLE	At/Above 75% CalEnviroScreen Version 4.0	Transit (Bus/Light Rail/Commuter Rail Service)	Yuba-Sutter Transit is seeking funding for a short (SRTP) and long-range transit (LRTP) to improve the utility and connectivity of the services offered so that transit is a more viable option for regional travel. The plans will provide guidance to modernize, integrate and expand Yuba-Sutter Transit's services to continue ridership growth from the lows of the pandemic by laying the groundwork for improvements to infrastructure supporting the regional routes on the state highway system, upgrading park & ride lots to mobility hubs, improving feeder routes and local services providing connectivity to the regional routes, coordinating services with adjacent transit agencies, and staying ahead of regional growth/development patterns in regards to infrastructure and service planning. In coordination with Caltrans District 3 staff, local jurisdictions and the public, this planning effort, will coalesce regional needs with the recent service improvements derived from the comprehensive operational analysis adopted in May 2023 by putting in place transit infrastructure and services to help reduce VMT and implement the goals of Statewide Transit Strategic Plan and SB 743. Providing regional connectivity and accessibility will also assist the state in implementing the California Interregional Transportation Strategic Plan by providing safe, equitable, accessible transportation to promote economic prosperity and environmental sustainability.	\$199,000	James Gallagher District 3	Megan Dahle District 1
9	3	Sustainable Communities Competitive	City of Winters	City of Winters Active Transportation Plan	Yolo	City of Winters	Rural Communities	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The City of Winters will create an Active Transportation Plan (ATP) to improve accessibility, safety, and comfort for non-motorized transportation to preferred local destinations throughout the community, with a special focus on Safe Routes to School. The ATP will include data-driven analyses and undertake a robust engagement process to identify key challenges and opportunities for active transportation in and adjacent to Winters, with an emphasis on reaching Winters residents, workers, and visitors of all socio-demographic backgrounds. Community outreach and engagement through pop-up events, workshops, focus groups with stakeholders (i.e., the local Climate Action Committee, School District, Police Department, etc.), surveys, and online interactive maps will allow for a far-reaching and effective way to provide necessary input throughout the ATP planning process. The ATP will prioritize infrastructure projects and programs, identify funding opportunities, and establish policies to support future implementation of prioritized projects. The ATP will establish clear objectives aligned with state, regional, and local goals, including Caltrans' Toward an Active California; the Caltrans District 3 Active Transportation Plan; SACOG's 2025 Metropolitan Transportation Plan and Sustainable Communities Strategy; the Winters Climate Action Plan; and the City of Winters' Grant Avenue Complete Streets Concept Plan. In summary, the ATP will allow the growing City of Winters to effectively move from planning to implementation of important local active transportation projects and programs that will benefit all who reside in, attend school in, commute to, or visit Winters by reducing greenhouse gas emissions, increasing economic benefits, enhancing connectivity and accessibility, and improving multimodal traffic safety.	\$216,000	Cecilia Aguiar-Curry, 4	Christopher Cabaldon, 3
10	3	Sustainable Communities Competitive	City of Yuba City	Harter Specific Plan Update	Sutter County	City of Yuba City	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016)	Complete Streets (Multimodal Specific Type) General Plan Elements (Multimodal Spec. Type)	This project will update the Harter Specific Plan to increase its development opportunities, address transportation issues, and address land-use conflicts with adjacent residential neighborhoods. The existing Harter Specific Plan, adopted in 2003, is outdated and no longer aligns with the City's latest traffic models, water master plan, wastewater master plan, or general plan. Updating the Harter Specific Plan to address changed conditions will provide for the orderly development of the area, compatible with current regulatory requirements plus State and Federal goals.	\$700,000	James Gallagher 3	Megan Dahle 1
11	3	Sustainable Communities Competitive	County of Nevada	Intersection Improvement Study-Highway 20 and Pleasant Valley Rd	Nevada	Penn Valley, CA	Rural Communities Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016)	Multimodal (Motorized and Active Transport) Safety (Vision Zero)	The intersection of State Route 20 and Pleasant Valley Road in Nevada County has long been recognized as a transportation safety and congestion concern. The intersection currently has significant vehicle queuing during morning and evening peak hours and frequent traffic light service outages. These delays are projected to worsen as continued residential and commercial development increases traffic volumes in the area.	\$568,802	Heather Hadwick, 1	Megan Dahle, 1
12	3	Sustainable Communities Competitive	County of Yuba	Plumas Lake Rail Station Plan	Yuba County	Unincorporated Community of Plumas Lake	Not Applicable	Multimodal (Motorized and Active Transport) Transit (Bus/Light Rail/Commuter Rail Service)	The North Valley Rail is a new planned passenger rail service in the north Sacramento Valley region. The proposed route extends north from Sacramento and follows the Union Pacific railroad line to Chico with a planned stop in unincorporated Yuba County within the Plumas Lake Specific Plan Area. The proposed project, development of the Plumas Lake Rail Station Plan, will ensure convenient and safe connections to the North Valley Rail. The project will also support land-use planning and zoning designations that will both complement and increase future ridership at Plumas Lake Station. The project will leverage the County's parallel amendment of the Plumas Lake Specific Plan and will include a robust community and stakeholder engagement process – including an environmental review of all proposed improvements.	\$441,000	James Gallagher, 3	Megan Dahle, 1
13	3	Sustainable Communities Competitive (Technical)	Glenn County Transportation Commission	Glenn-Colusa Subsidence Assessment for Resilient Infrastructure	Glenn County and Colusa County	Abuckle, Colusa, Hamilton City, Orland, Willows	TBD: No Cover Sheet	Climate Change (Adaptation, Vulnerability, etc.) General Plan Elements (Multimodal Spec. Type)	A Consultant will re-survey the Sacramento Valley subsidence network benchmarks in Glenn and Colusa County to update and validate ground elevation data. The Consultant will reprocess and reevaluate InSAR data, integrating benchmark measurements to improve analysis accuracy. Areas with potential subsidence impacts, particularly where ground movement may affect transportation infrastructure, will be identified and assessed. Our agency will collaborate with the Glenn County Water Resource Coordinator to ensure coordination with local groundwater management efforts. A final report will summarize findings and provide recommendations to mitigate transportation and infrastructure risks.	\$686,108	Megan Dahle 1	James Gallagher 3
14	3	Sustainable Communities Competitive	City of Woodland	City of Woodland American Disability Act (ADA) Transition Plan	CA	WOODLAND	Not Applicable	Other	This project seeks funding to develop a comprehensive, citywide Americans with Disabilities Act (ADA) Transition Plan for the City of Woodland. The Plan will focus on systematically evaluating, inventorying, and prioritizing accessibility improvements across the public right-of-way, including sidewalks, curb ramps, pedestrian signals, and public facilities. The resulting ADA transition Plan will serve as a legally compliant, data-driven blueprint for the City's Capital Improvement Program (CIP), ensuring future transportation infrastructure projects are designed and constructed to meet ADA standards and promote equitable multimodal access for residents and visitors with disabilities. The total estimated project cost is \$110,000 with a Caltrans Grant request of \$97,383 and an 11.47% local match of \$12,617.	\$97,383	Assembly District 4: Cecilia M. Aguiar-Curry	Senator District 3: Christopher Cabaldon
15	3	Sustainable Communities Competitive	County of Sacramento	Safe Routes For Sacramento Seniors	Sacramento County	Unincorporated Sacramento County	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Transit (Bus/Light Rail/Commuter Rail Service)	The Safe Routes for Seniors Sacramento Project will develop a plan for pedestrian improvements that directly address the safety and access needs of older adults, including people with disabilities, a population that experiences disproportionately high rates of pedestrian fatalities and serious injuries. This plan will: identify concentrations of older adults, including within disadvantaged communities, using census and demographic data; identify high pedestrian collision areas; identify community destinations and attractors in areas with high concentrations of seniors and high pedestrian collision rates; identify barriers, gaps and other deficiencies in the pedestrian network that keep seniors and persons with disabilities from safely walking to destinations; identify up to 30 candidate sites for evaluation of context sensitive pedestrian improvements that may include sidewalk gap closures, enhanced street crossings, enhanced street lighting, and accessibility improvements per Americans with Disabilities Act and Public Rights-of-Way Access Guidelines; evaluate benefits and costs of candidate sites and select 5 to 20 locations for improvement; and kickstart project design through the development of 30% pedestrian improvement plans; and engage older, the disability community and under-resourced communities in following robust public participation program.	\$250,000	State Assembly District 7, Assemblymember Josh Hoover	State Senate District 8, Senator Angelique V. Ashby
16	4	Sustainable Communities Competitive	City of Alameda	Wooden Bridge Replacement Feasibility Study	Alameda	Alameda	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian) Climate Change (Adaptation, Vulnerability, etc.)	The Wooden Bridge, which connects over 1,000 bicyclists and pedestrians daily, is expected to be non-functional due to age, sea level rise and storm surge within the next ten years. Consistent with State equity, economy and environmental planning priorities and Alameda's Climate Action and Resiliency Plan, the Wooden Bridge is the safest and most environmentally friendly way to connect people walking and bicycling on the San Francisco Bay Trail to/from Bay Farm Island, which has 15,000 residents, a six-mile Bay Trail loop, the Harbor Bay ferry terminal and the Harbor Bay Business Park with over 100 companies. This critical sustainable link of the Bay Trail is heavily used by middle and high school students traveling to/from school and provides access for bicyclists traveling to/from East Oakland and Fruitvale areas along the San Leandro Bay and Fernside Blvd., respectively, which is expected to grow with Bay Trail improvements in both Alameda and Oakland. In conjunction with paid Community Partners, the City of Alameda is requesting this grant to fund a feasibility study to replace the bridge, which would 1) provide Bay Trail continuity and resilience, 2) maintain school, recreational and utilitarian access, and 3) enhance habitat and public access including an adjacent fishing facility. The Wooden Bridge Replacement Feasibility Study will engage community members and key stakeholders including the East Bay Regional Park District, Caltrans, the Water Emergency Transportation Authority and the Alameda Unified School District to develop a preferred alternative in this project scoping phase with key deliverables as an Existing Conditions memo, Concept Drawings, Cost Estimate, Community Engagement materials and a Basis of Design memo.	\$686,800	Mia Bonta 18	Jesse Arreguin 7
17	4	Sustainable Communities Competitive	City of Hayward	Eden Greenway Active Transportation Corridor	Alameda	Hayward	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data	Active Transportation (Bicycle and Pedestrian)	The Eden Greenway Active Transportation Corridor plan will develop a concept plan for a continuous multi-use trail connecting the East Bay Greenway to the San Francisco Bay Trail through South Hayward, home to numerous Transportation-Based Priority Populations. The project is needed to provide safe, comfortable, and equitable walking and bicycling access between neighborhoods, parks, schools, and community amenities that are currently separated by major barriers such as I-880 and the Union Pacific Railroad. Major deliverables include an existing conditions assessment, analysis of opportunities and constraints (including use of the PG&E transmission corridor), community-driven alternatives development, and a final conceptual plan supported by 3D visualizations and a funding and implementation strategy. The City of Hayward will lead the project in partnership with the Hayward Area Recreation and Park District (HARD), Caltrans, PG&E, and local community-based organizations. The study advances multiple adopted plans, including the City's Bicycle and Pedestrian Master Plan, Caltrans District 4 Bicycle Plan, HARD Trails and Open Space Master Plan, and the Metropolitan Transportation Commission's Bay Trail Equity Strategy.	\$360,000	Liz Ortega 20	Aisha Wahab 10

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 Assembly Member(s) and District(s)	State Senator Name(s) and District(s)	
18	4	Sustainable Communities Competitive	Capitol Corridor Joint Powers Authority	Solano Rail Hub Multimodal Planning Study	Solano	Suisun City	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) Safety (Vision Zero) Transit (Bus/Light Rail/Commuter Rail Service)	The Solano Rail Hub Multimodal Planning Study will advance planning for station and rail alignment improvements at the Suisun–Fairfield Station (currently Solano County’s primary multimodal hub) to enhance safety, accessibility, and multimodal connections between rail, bus, and the park-and-ride facility. The project builds on prior studies and a 2023 Project Study Report to evaluate refined alternatives for station relocation, train station platform configuration, and multimodal integration consistent with ADA and operational requirements. The Sustainable Transportation Grant will fund a planning effort to develop and evaluate station and rail alignment concepts, conduct stakeholder and public engagement, and identify a preferred concept and cost estimate. The resulting community and stakeholder driven Study and conceptual design will guide future improvements supporting regional rail expansion, safety, and access between Suisun City and Fairfield.	\$216,000	Lori D. Wilson 11	Chris Cabaldon 3
19	4	Sustainable Communities Competitive	City of Santa Clara	Neighborhood Traffic Calming Program	Santa Clara County	City of Santa Clara	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016)	Complete Streets (Multimodal Specific Type) Safety (Vision Zero)	The City of Santa Clara is seeking to develop an updated Neighborhood Traffic Calming Program (NTCP) that promotes public multi-modal safety, provides efficient emergency response services, and identifies countermeasures that are most effective to mitigate identified undesirable traffic situations on neighborhood streets. Since its adoption in April 1999, the City has received over 500 requests for traffic calming from its residents however the current policy criteria and process for resident consensus have been a barrier for the city to implement traffic calming improvements and responsibly address cut-through traffic and speeding on neighboring streets. As part of the city’s ongoing Vision Zero Study, the City has identified the NTCP for a comprehensive update to align with modern traffic calming practices and strengthen community engagement in support of citywide safety goals and multi-modal planning initiatives. Modernizing the NTCP through a collaborative effort with key community stakeholders would be consistent with the goals and initiatives outlined in the Metropolitan Transportation Commission Plan Bay Area 2050 and the California Transportation Plan 2050. With adoption of these plans, and the passage of 26 years since the last update on the NTCP, the City aims to re-evaluate the procedures for developing traffic calming projects, streamline the processes to more effectively respond to neighborhood concerns, and incorporate innovative traffic calming best practice design tools, while balancing enhanced safety against potential impacts on convenience, parking availability, and neighborhood aesthetics.	\$334,854	Patrick Ahrens 26	Aisha Wahab 10
20	4	Sustainable Communities Competitive	City of Concord	Concord Avenue Downtown Connections Study	Contra Costa	Concord	Regional/Local Definition At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0	Complete Streets (Multimodal Specific Type) Corridor (Local or Regional)	The Concord Avenue Downtown Connections Study will complete 30% design for a 1.33-mile Class I sidewalk-level shared-use path on the north side of Concord Avenue and Galindo Street. This project will provide a critical connection between the Iron Horse Trail regional trail system in the west and to Downtown Concord and the regional transit Concord Bay Area Rapid Transit (BART) station in the east. The project will include intersection safety improvements, crosswalk improvements and County Connection bus stop enhancements. The project team will coordinate with regional transportation agencies, county departments, local city departments and the school district throughout the project. The proposed project will connect to the on-going Monument Boulevard shared-use path project, representing a continuous 3.5-mile Class I loop between downtown, BART, the Iron Horse Trail network, and Concord’s most disadvantaged neighborhoods. Community members will be meaningfully engaged throughout the project to ensure the project meets their needs and expectations. The final deliverables will include a 30% design, planning-level costs estimates, and a phased implementation plan.	\$647,000	Anamarie Avila Farias 15	Timothy S Grayson 9
21	4	Sustainable Communities Competitive	City of South San Francisco	Multimodal Transportation Action Plan	San Mateo	South San Francisco	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0	Multimodal (Motorized and Active Transport)	The City of South San Francisco Multimodal Transportation Action Plan (MTAP) will build on recent transportation planning efforts to create an actionable, integrated citywide framework for improving mobility, safety, and equity across all modes of transportation. Building upon the Active South City Plan (2023), Shape SF 2040 General Plan (2022), and Local Road Safety Plan (2022), the MTAP will combine policies and investments for walking, bicycling, transit, parking, and transportation demand management (TDM) into a single coordinated strategy, including a five-year implementation plan that supports the City Council adopted Vision Zero goal and the Climate Action Plan (2022) goals (e.g., achieve zero traffic deaths and serious injuries by 2025 and carbon neutrality by 2045). The project area encompasses the entire city, with focused analysis and engagement in the Downtown and Linderville neighborhoods where there are high concentrations of low-income households, limited English proficiency, older adults, transit dependence – aiming to increase multimodal access to East of US 101 where the majority of jobs in South San Francisco are located and is currently difficult to access without driving. Through extensive community engagement and interagency collaboration among Caltrans District 4, C/CAG, and SanTrans, the MTAP will produce an actionable plan that identifies multimodal priorities, parking reforms, implementation funding pathways, measurable performance targets to guide future capital and policy decisions, and conceptual designs. Input from South San Francisco residents and stakeholders will be an essential component of the development of the MTAP to ensure the final recommendations reflect their respective needs.	\$590,000	Diane Papan 21	Josh Becker 13
22	4	Sustainable Communities Competitive	San Mateo County Transportation Authority	Countywide Safe Routes to School Walk & Roll Audits and Implementation Action Plan	San Mateo County	All cities, jurisdictions, and communities in San Mateo County	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0	Multimodal (Motorized and Active Transport) Safety (Vision Zero)	The Countywide Safe Routes to School Walk & Roll Audits and Implementation Action Plan (“SRTS Action Plan”) will create a coordinated, data-driven framework to improve walking, rolling, and transit access to public schools for students across San Mateo County. Jointly sponsored by the San Mateo County Transportation Authority (SMCTA) and the San Mateo County Office of Education (SMCOE), the SRTS Action Plan will compile past walk & roll audit findings and recommendations, conduct approximately ninety new audits over one school year, and develop a GIS-based SRTS inventory and explorer tool to compile and track school access projects across the County. These efforts will produce a SRTS Implementation Action Plan that identifies countywide and jurisdiction-specific high-priority projects, funding opportunities, and phasing strategies to advance safety improvements near schools. The SRTS Action Plan enhances the County’s existing Safe Routes to School Program by funding additional walk & roll audits and prioritizing countywide SRTS investments, and it helps advance countywide goals for safe school access defined through the County’s Vision Zero initiative and Youth-Based and Countywide High Injury Networks. The SRTS Action Plan will guide equitable, evidence-based investments that make school travel across the County safer and more sustainable.	\$700,000	Diane Papan 21, Marc Berman 23	Josh Becker 13
23	4	Sustainable Communities Competitive	San Francisco Municipal Transportation Agency	Chinatown Community Based Transportation Plan	San Francisco	Chinatown Neighborhood, San Francisco, CA	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data	Complete Streets (Multimodal Specific Type) Multimodal (Motorized and Active Transport)	Chinatown’s streets and sidewalks are in high-demand, leading to competition between residents, tourists, workers, students, merchants, and other groups for parking, sidewalk, and curb space. The Chinatown Community-Based Transportation Plan (CBTP) is a long-range and comprehensive transportation plan that will be co-led by the SFMTA, Chinatown Transportation Research and Improvement Project (TRIP), a transportation advocacy organization, and Chinatown Community Development Corporation (CCDC). The major deliverable of the Chinatown CBTP is the creation of a final plan with a unified transportation vision and multimodal solutions for Chinatown, an Equity Priority Community (EPC), that aligns with state goals for equitable access and sustainable planning to enhance multimodal connectivity through low-emissions travel trips. Without groundwork to identify community transportation priorities and solutions that can serve Chinatown’s diverse populations, future conversations balancing the competing needs for parking and curb access, public transit connections, and pedestrian safety will continue to be a challenge. The project will engage all Chinatown community members, including vulnerable and transit-dependent groups (e.g. seniors, low-income households, youth), connected communities outside of Chinatown, merchants, other SFMTA teams (e.g. transit service, curb management, safety), public realm agencies (Public Works, Recreation & Parks), and Caltrans to contextualize the needs and possibilities for transportation in Chinatown.	\$619,710	Matt Haney, 17 Catherine Stefani, 19	Scott Wiener, 11
24	4	Sustainable Communities Competitive	City of Walnut Creek	Civic Drive Multimodal Corridor Study	Contra Costa County	City of Walnut Creek	Not Applicable	Multimodal (Motorized and Active Transport) Safety (Vision Zero)	The Civic Drive Multimodal Corridor Study will analyze and propose improvements for the high-traffic thoroughfare of Civic Drive, from California Boulevard to Parkside Drive. Civic Drive is a highly active street located in a vital position between Walnut Creek’s regionally serving Downtown, Walnut Creek BART, Civic Park, the Walnut Creek Library, and the high-volume roadway, Ygnacio Valley Road which has an average daily volume of up to 65,000. Despite its important location and planning documents identifying the need for bicycle facilities, Civic Drive lacks bicycle infrastructure and pedestrian-friendly roadway improvements, and has yet to be subject to comprehensive analysis. Studying the Civic Drive corridor with extensive outreach would allow the City of Walnut Creek to determine how best to reallocate the existing roadway to serve all road users, including cyclists and pedestrians as called for in the City’s ‘Rethinking Mobility’ transportation master plan, and improve safety per the Local Roadway Safety Plan. This project would involve City staff and commissions, businesses on Civic Drive and the associated Walnut Creek Chamber of Commerce and Walnut Creek Downtown business associations, bicycle organizations like Bike East Bay, and the Walnut Creek Intermediate School, with major deliverables including a study of existing conditions, outreach to the involved parties, operational analysis, consideration of alternatives, and recommendations, including 10% concept plans of a re-imagined Civic Drive.	\$304,502	Rebecca Bauer-Kahan, 16	Timothy Grayson, 9
25	4	Sustainable Communities Competitive	Eastern Contra Costa Transit Authority	East Contra Costa County (ECCC) Automated Transit Network (ATN) Segment 1 Project	Contra Costa County	Antioch and Brentwood	Rural Communities At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Multimodal (Motorized and Active Transport) Transit (Bus/Light Rail/Commuter Rail Service)	The ECCC Automated Transit Network (ATN) Project—a 28-mile, on-demand, point-to-point, zero-emission transit system—aims to relieve severe congestion along State Route 4, one of the Bay Area’s ten most congested corridors, by connecting ECCC’s fast-growing and disadvantaged communities (CalEnviroScreen 93rd percentile) in Brentwood, Antioch, Pittsburg, and Oakley with major employment centers and existing regional transit. The project’s first segment is a 5-mile corridor linking the Antioch BART Station to the Brentwood Innovation Center (PA1 Development) and will use the Glydways mobility technology, operating an automated vehicle fleet on a dedicated guideway, with projected daily ridership of up to 5,000 by 2040 and fares set at \$3 for shared rides. Delivered through a public-private partnership, the project is structured for financial sustainability, targeting farebox recovery rates of 61% to 84% and leveraging both public and private investment with revenue operations projected to begin in 2030. Segment 1 is expected to double transit mode share in the corridor, reduce vehicle miles traveled and emissions, and catalyze economic development in one of the Bay Area’s fastest-growing regions within the Metropolitan Transportation Commission’s (MTC) Priority Development Area (PDA).	\$700,000	Anamarie Avila Farias 15	Timothy S. Grayson 8

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 Assembly Member(s) and District(s)	State Senator Name(s) and District(s)	
26	4	Sustainable Communities Competitive	City of Lafayette	Lafayette Active Transportation Master Plan	Contra Costa	City of Lafayette	At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The City of Lafayette will prepare a comprehensive Active Transportation Master Plan (ATMP) to consolidate and modernize its 2006 Bicycle Master Plan and 2008 Walkways Master Plan. The ATMP will establish a unified citywide vision for walking and bicycling that reflects current design standards, safety data, community priorities, and the City's updated Housing Element and General Plan goals. It will identify key network gaps, barriers to access, and opportunities to improve multimodal connectivity for people of all ages and abilities. The Plan will also provide a clear framework for project prioritization and implementation, positioning Lafayette to secure future state, regional, and federal funding while advancing broader safety, sustainability, and equity objectives.	\$145,700	Rebecca Bauer-Kahan 16	Timothy Grayson 9
27	4	Sustainable Communities Competitive	City of San José	Bike San José – San José Bicycle Master Plan Update	CA	San Jose	At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian)	This Bike San José – San José Bicycle Master Plan Update ("Project") will update the City of San José's ("City") City Council-adopted Better Bike Plan 2025 ("BBP 2025") to better help the City achieve its Council-adopted mode shift, safety, and equity goals for bicycling. The Project will develop a plan with specific project, programmatic, and policy recommendations developed through robust community engagement, feasibility analysis, and best practices research (see AT. A for the Project area). The Project will focus on several specific areas for improvements, identification of encouragement and behavior change programs that will make progress toward the City's mode shift goals, policy recommendations for shared micromobility programs specific to San José's needs; strategies for effective bike boulevard implementation and; policy and program recommendations for citywide bike parking, with key milestones that include an existing conditions report, a community workshop, draft recommendations, and a final report. The Project aligns with relevant local, regional, and statewide plans, including Plan Bay Area 2050 (Metropolitan Transportation Commission), Santa Clara Countywide Bicycle Plan (Santa Clara Valley Transportation Authority), and the Active Santa Clara County Plan (Santa Clara County Roads and Airports Department). Governmental project partners include the San José Department of Parks, Recreation, and Neighborhood Services (PRNS), VTA, and Caltrans, and community project partners include neighborhood and business associations and community-based organizations such as Latinos United for a New America (LUNA) and the Vietnamese Voluntary Foundation (VVO).	\$400,000	Marc Berman 23, Alex Lee 24, Ash Kalra 25, Patrick Ahrens 26, Gail Pellerin 28	Aisha Wahab 10, Dave Cortese 15
28	4	Sustainable Communities Competitive	San Mateo County Transportation Authority	San Mateo Countywide Shared Autonomous Vehicles Shuttle Study	San Mateo County	All cities, jurisdictions, and communities in San Mateo County	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition) Transit (Bus/Light Rail/Commuter Rail Service)	The San Mateo Countywide Shared Autonomous Vehicles (AV) Shuttle Study ("AV Shuttle Study"), jointly sponsored by the San Mateo County Transportation Authority (SMCTA) and the City/County Association of Governments of San Mateo County (C/CAG), will assess the needs, capabilities, and feasibility of implementing AV shuttle services across San Mateo County and within every individual jurisdiction in the county. Current countywide shuttle programs suffer from limited funding, creating gaps in both the regional transit network and local first/last-mile transit connections, making it difficult for residents - especially residents in under-resourced communities - to access schools, jobs, and other necessities. The AV Shuttle Study will explore opportunities to harness the power of new AV technology to provide more flexible, lower-cost transit service to bridge the gap where existing SamTrans bus services and commuter shuttles do not meet specific transit needs. It will do this through an evaluation of existing gaps in transit service, an assessment of AV technology options, engagement with communities and a countywide AV Working Group, prioritization of shuttle service of countywide and jurisdiction-level significance, and an implementation guide to advance routes with the greatest potential to expand access and reduce reliance on private vehicle trips. Ultimately, the AV Shuttle Study helps San Mateo County advance the AV strategies identified in its Countywide AV Strategic Plan, the shuttle service goals identified in its Peninsula Shuttle Optimization and Funding Strategy, and the connectivity, congestion relief, sustainability, health, safety, and equity objectives outlined in its Countywide Transportation Plan.	\$690,000	Diane Papan 21, Marc Berman 23	Josh Becker 13
29	4	Sustainable Communities Competitive (Technical)	San Francisco Bay Area Rapid Transit District	BART Climate Resilience Roadmap	San Francisco, Alameda, Contra Costa, San Mateo, and Santa Clara	All cities along the BART's operational right-of-way (Antioch, Berkeley, Colma, Concord, Daly City, Dublin, El Cerrito, Fremont, Hayward, Lafayette, Millbrae, Oakland, Orinda, Pittsburg, Pleasanton, Richmond, San Bruno, San Francisco, San Leandro, South San Francisco, Unincorporated Alameda County, Unincorporated Contra Costa County, Unincorporated San Mateo County, Union City, Walnut Creek, San Jose, Milpitas	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Climate Change (Adaptation, Vulnerability, etc.) Transit (Bus/Light Rail/Commuter Rail Service)	The San Francisco Bay Area Rapid Transit District (BART) faces increasing threats from climate-related events such as sea level rise, extreme heat, wildfires, and severe storms. To address these risks, BART will develop a Climate Resilience Roadmap that identifies system specific vulnerabilities and outlines strategies, actions, and timelines to ensure rapid service restoration and long-term resilience. Past events like the June 2022 heat-related derailment and the 1991 Oakland Hills Firestorm underscore the urgent need for proactive planning. BART will collaborate with multiple Technical Advisory Committees (TACs), including internal departments, advisory groups, and partner transit agencies, to guide the development of this roadmap. This coordinated effort aligns with the guiding principles in Plan Bay Area 2050 as well as State plans including the Climate Action Plan for Transportation Infrastructure, and the California Adaptation Strategy, helping BART deliver more resilient infrastructure and maintain essential service for under-resourced communities during and after climate disruptions.	\$690,000	Buffy Wicks 14 Anamaria Avila Farias 15 Rebecca Bauer-Kahan 16 Matt Haney 17 Mia Bonta 18 Catherine Stefani 19 Liz Ortega 20 Diane Papan 21 Alex Lee 24 Patrick Ahrens 26 Ash Kalra 27	Jerry McNeerney 5 Jesse Arreguin 7 Tim Grayson 9 Aisha Wahab 10 Scott Wiener 11 Josh Becker 13 Dave Cortese 15
30	4	Sustainable Communities Competitive (Technical)	City/County Association of Governments of San Mateo County (C/CAG)	Empowering Communities: A ZEVSE Deployment Plan for San Mateo County	County of San Mateo	Atherton, Belmont, Brisbane, Burlingame, Colma, Daly City, East Palo Alto, Foster City, Half Moon Bay, Hillsborough, Menlo Park, Millbrae, Pacifica, Portola Valley, Redwood City, San Bruno, San Carlos, San Mateo, South San Francisco, and Woodside, as well as unincorporated San Mateo County	Rural Communities At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	California, its governor, and associated agencies such as Caltrans have set aggressive goals for reducing GHG emissions and encouraging an equitable transition to zero-emission vehicles (ZEV), including by streamlining public zero-emission vehicle supply equipment (ZEVSE) infrastructure permitting on private sites, by promoting technology and innovative designs that seek to improve performance and social equity, and by including in plans such as the California Transportation Plan a recognition of the transportation needs of rural and under-served communities. This project, titled Empowering Communities: A ZEVSE Deployment Plan for San Mateo County, aims to enable the City/County Association of Governments of San Mateo County (C/CAG) and its member jurisdictions encourage the adoption of community serving ZEVSE to help meet these goals, especially in under-served and rural equity priority communities where private charging station companies are unlikely to provide service. Guided by a Stakeholder Task Force (STF), as well as the 67 seats of the C/CAG Board of Directors, and three of its select committees, a consultant will review existing plans, toolkits, data, and methodologies and conduct a county-wide deployment analysis, factoring in equity-priority communities, traffic patterns, transit hubs, and future land use designations, among others, to create maps of existing and projected future infrastructure gaps for both electric and hydrogen fueling infrastructure through 2035 and 2045. These identified gaps will be called Priority Deployment Zones (PDZ), and they will be subject to further analysis, including an assessment of their grid limitations, targeted community outreach within PDZs to better understand public perceptions regarding ZEVSE siting and access, and a parking assets verification exercise for both PDZs and MTC-designated Priority Development Areas (PDAs). This analysis will then be synthesized into actionable guidance for local jurisdictions on zoning, development review, parking management, and funding strategies that could enabling cities and the County to coordinate, prioritize, and support equitable ZEVSE deployment on public and private land.	\$597,500	Catherine Stefani 19, Diane Papan 21, Marc Berman 23	Scott Wiener 11, Josh Becker 13
31	4	Sustainable Communities Competitive	City of San Carlos	Old County Road Complete Streets Study	San Mateo	San Carlos	Regional/Local Definition	Complete Streets (Multimodal Specific Type) Safety (Vision Zero)	The Old County Road Complete Streets Study will evaluate the feasibility of a Class II/Class IV facility on a vital multimodal corridor in San Carlos that connects neighborhoods, employment centers, downtown, and the Caltrain station. Old County Road parallels State Route 82 and is identified as a priority in multiple adopted plans, including local and regional active transportation plans, the East Side Innovation District Vision Plan, and Local Roadway Safety Plan. The study will assess design feasibility, multimodal circulation, and safety while coordinating with the City of Belmont and Redwood City and integrating frontage improvements from new developments, resulting in the conceptual design of a preferred alternative. A robust engagement process, including residents, businesses, neighborhood associations, and community organizations like the Silicon Valley Bicycle Coalition, will guide the preferred conceptual design and implementation strategy. The project advances state and regional goals by closing a key network gap, reducing GHGs, and supporting safe, sustainable, and equitable transportation choices.	\$663,000	Diane Papan, 21	Josh Becker, 13
32	4	Sustainable Communities Competitive	County of Santa Clara	Capitol Expressway Multimodal Feasibility Study	Santa Clara County	City of San Jose	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Complete Streets (Multimodal Specific Type) Multimodal (Motorized and Active Transport)	The Capitol Expressway Multimodal Feasibility Study will evaluate corridor-wide infrastructure alternatives to address critical safety and access deficiencies along this 9.6-mile County-owned arterial connecting South and East San José. Carrying nearly one million vehicle trips daily, the corridor records the highest pedestrian and bicycle collision rate of any County roadway—over 400 crashes from 2020–2024—underscoring the urgent need for a safety- and equity-focused multimodal retrofit. The Study will assess Class I shared-use paths, Class IV protected bikeways, ADA-compliant crossings, transit access upgrades, and traffic-calming and ITS strategies to close mobility gaps to schools, jobs, and essential services. Led by the County of Santa Clara Roads & Airports Department, in partnership with the City of San José, VTA, Caltrans, and community-based organizations, it will feature robust multilingual public engagement to ensure inclusive design solutions. The Study advances the County's Active Transportation Plan, VTA's Bike and Superhighway Plans, MTC's regional initiatives, and Caltrans' SHSP and CAPTI, positioning the corridor for safe, sustainable, and grant-ready multimodal investment.	\$500,000	Ash Kalra 25	Dave Cortese 15

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 Assembly Member(s) and District(s)	State Senator Name(s) and District(s)	
33	4	Sustainable Communities Competitive	Metropolitan Transportation Commission	SR 116/121/12/29 Comprehensive Multimodal Corridor Plan	Napa, Sonoma, Solano Counties	Multiple	Regional/Local Definition	Corridor (Local or Regional) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The SR 116/121/12/29 Comprehensive Multimodal Corridor Plan will build on past planning efforts to evaluate how the Resilient SR 37 project will influence the movement of people and goods along the parallel routes of SR 116, SR 121, SR 12, and SR 29 and related arterial and collector roadways in Sonoma, Napa, and Solano Counties. This project involves multiple counties and their regional transportation authorities, MTC, and Caltrans, working together to plan for a more efficient and sustainable transportation network in the North Bay. Because of the inclusion of transit additional coordination with agencies such as Sonoma-Marine Area Rail Transit District (SMART) are planned. The outputs of the project/study will be improved data and understanding of regional travel between Napa, Solano, Sonoma, and Marin counties and the impacts of the Resilient SR 37 Program, and potential multimodal transportation projects to implement along the study corridors and intersections.	\$700,000	Assembly District 4 – Cecilia Aguiar-Curry Assembly District 11 – Lori Wilson Assembly District 12 – Damon Connolly	Senate District 02 – Mike McGuire Senate District 03 – Christopher Cabaldon
34	4	Sustainable Communities Competitive	San Mateo County	San Mateo County LRSP and ATP Updates Project	San Mateo County	Unincorporated areas	At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The San Mateo County Local Roadway Safety Plan (LRSP) and Active Transportation Plan (ATP) Updates Project (Project) will update and revise the County's existing adopted ATP and LRSP to include an updated safety analysis, address emerging mobility needs, reflect implementation progress, and include targeted solutions to improve traffic safety. The Project is necessary to further the County's efforts toward sustainability and safety, including implementing a Safe Systems approach and reducing greenhouse gas emissions by achieving multimodal mode shift. Major deliverables include an updated joint LRSP / ATP that includes the most recent crash and active transportation data analysis, existing LRSP and ATP implementation progress, and new data-driven strategies to improve multimodal safety and accessibility. County staff will lead a collaborative and community-centered process to develop the Project, including establishing an interdisciplinary stakeholder advisory group, securing expert consultant support, and targeted engagement with under-resourced communities. The Project will align with locally adopted efforts, including County Community Climate Action Plan (CCAP), C/CAG's Bicycle and Pedestrian Plan and advance our Regional Transportation Plan / Sustainable Communities Strategies (RTP/SCS) Plan Bay Area 2050 goals for safety, equity, and sustainable mobility, as well as state efforts including Caltrans' Strategic Highway Safety Plan, Climate Action Plan for Transportation Infrastructure (CAPTI) 2.0, and Vision Zero and Safe Systems principles.	\$442,650	Marc Berman 23	Josh Becker 13
35	4	Sustainable Communities Competitive	City of Sunnyvale	City of Sunnyvale Roadway Safety Plan Update	Santa Clara County	City of Sunnyvale	Regional/Local Definition	Multimodal (Motorized and Active Transport) Safety (Vision Zero)	The City of Sunnyvale will update its 2020 Roadway Safety Plan to reflect evolving collision trends, infrastructure gaps, safety countermeasures, and community priorities. The updated plan will include a revised High Injury Network, updated safety data analysis, and a project list that can be advanced in the short and long terms. The safety data analysis will also help to inform the 2019 Sunnyvale Vision Zero Plan and 2020 Sunnyvale Active Transportation Plan. The effort will be led by City staff with consultant support and engagement from key partners including Valley Transportation Authority, Caltrain, Caltrans, and Santa Clara County. The update will align with state and regional plans such as the Caltrans Strategic Highway Safety Plan, Metropolitan Transportation Commission's Vision Zero Action Plan, and the Climate Action Plan for Transportation Infrastructure.	\$403,500	Patrick Ahrens 26	Aisha Wahab 10
36	4	Sustainable Communities Competitive (Technical)	Treasure Island Mobility Management Agency	Treasure Island Mobility Program Data and Travel Model Development	San Francisco	San Francisco	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	Treasure Island, designated as an Equity Priority Community by MTC and a disadvantaged, low-income community by CARB, is being redeveloped into San Francisco's newest neighborhood with 8,000 new homes, of which 27% will be affordable. The Treasure Island Mobility Management Agency (TIMMA) is responsible for delivering a comprehensive transportation program to support the new development with the overarching goal of reducing VMT to achieve mode share of 50+% of trips by sustainable modes. TIMMA relies on the San Francisco County Transportation Authority's travel demand forecasting model to determine the most appropriate policies to achieve mobility and demand management goals; however, there are key features missing from SF-CHAMP which are needed to understand and plan for the travel demand impacts of rapid development on TI. The proposed project, led by TIMMA in close coordination with the Transportation Authority, has two main objectives: 1) collect data to inform travel demand model features and set up protocols for ongoing data collection and monitoring; and 2) enhance the travel demand model features to analyze TDM and other transportation improvement strategies including toll and affordability programs, on-island shuttle, and a transit pass, among others. Data collected could include traffic counts, micromobility trip data, household travel diary data, and parking utilization data. The study meets the state's goals and objectives and has a unique ability to contribute to regional and state planning efforts to coordinate housing and transportation policy, by providing more sophisticated insights into the impacts of housing and other development on travel demand and monitoring the effectiveness of strategies to mitigate increased demand and VMT, particularly in areas experiencing rapid growth or not well served by transit.	\$700,000	Matt Haney 17	Scott Wiener 11
37	4	Sustainable Communities Competitive	San Francisco County Transportation Authority	Ocean Avenue Corridor Multiuse Path Concept Design	CA	San Francisco	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016)	Complete Streets (Multimodal Specific Type) Safety (Vision Zero)	This planning process will bring together Caltrans, BART, City College of San Francisco, and local agencies including SFMTA and DPW to develop concepts and conceptual designs for active transportation improvements in the North side of Ocean Avenue's right of way. This protected bike and pedestrian pathway will fill a significant gap connecting the City's core active transportation network with the Balboa Park BART station across I-280 where a major on-off ramp pair is being reconstructed. Concepts will provide protected pedestrian and bicycle improvements through this complex multimodal interchange / junction, encourage mode shift by improving sustainable transportation options, link disconnected active transportation networks, and reduce modal conflict through designs that buffer vehicular traffic. The study will coordinate and advance recommendations from existing plans including the Ocean Avenue Mobility Action Plan and the SFMTA Biking and Rolling Plan, and the I-280 Southbound off-ramp reconstruction project. It will coincide with the feasibility study which will determine the plausibility of removing the pedestrian bridge and reconstructing the retaining wall.	\$530,000	Catherine Stefani 19	Scott Wiener 11
38	4	Sustainable Communities Competitive (Technical)	Santa Clara Valley Transportation Authority (VTA)	Traffic Operations GHG-VMT Modeling Tool	Santa Clara	Gilroy, Morgan Hill & San Jose	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	PROJECT NEED: VTA and the local jurisdictions of Santa Clara County including cities with the highest percentage of underserved community census tracts (Cities of San Jose and Gilroy), lack a traffic operations based modeling tool to estimate, evaluate, and monitor Greenhouse Gas (GHG) emissions and Vehicle Miles Traveled (VMT) from proposed Transportation Demand Management Reductions strategies and projects before and after implementation. This project supports the goals of SB 743 to promote clean air and equitable access to multimodal options for all communities. The base model will be developed in PTV Visum, building upon VTA's existing Congestion Management Program (CMP) PTV monitoring application resources, and will provide the foundation for future scenario analysis and countywide multimodal transportation planning consistent with State and regional GHG reduction targets. MAJOR DELIVERABLES: 1) A macroscopic traffic operations model study tool with VMT and GHG emissions calculation capability, 2) Optimized multimodal signal timing plans to promote safe traffic flow for all modes including bicycling, ridesharing, transit, walking, and 3) A web-based dashboard to provide transparency with Santa Clara County communities on GHG-VMT currents and future conditions, and trends. INVOLVED PARTIES/STAKEHOLDERS: The communities, including those in underserved areas, will be engaged through VTA's established governing and public engagement committee structure (updated in 2020) it represents Santa Clara County's broad demographic population, that typically meet monthly including the following: Citizens Advisory Committee, Bicycle and Pedestrian Advisory Committee, Policy Advisory Committee, Technical Advisory Committee, and Transportation Mobility and Accessibility and Systems Operations and Management Working Group, as well as VTA's Board of Directors.	\$330,000	Ash Kalra 25, Gail Pellerin 28, Robert Rivas 29	Dave Cortese 15
39	4	Sustainable Communities Competitive	City of Santa Rosa	Santa Rosa Southeast Greenway Master Plan Project	Sonoma County	City of Santa Rosa	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) General Plan Elements (Multimodal Spec. Type)	The Santa Rosa Southeast Greenway is a transformative local, and regionally significant, open space and active transportation project to convert a two-mile long abandoned highway right-of-way into a vibrant linear parkway with a shared-use pathway in the heart of Santa Rosa (refer to Attachment A, Map of Regionally Significant Multi-Use Paths and Greenways). This 49-acre right-of-way, originally purchased and designated in 1957 by Caltrans to facilitate the planned realignment of Highway 12, was acquired by the City of Santa Rosa in October 2024, allowing the decades-long community vision for the Southeast Greenway to enter its next phase of development. Before construction on the Greenway can begin, a Master Plan focused on design of the shared-use bike and pedestrian path, recreational amenities for the community, and traffic calming measures for the three intersecting arterials must be completed and adopted. Key community partners include the Sonoma Land Trust and the Southeast Greenway Campaign, two local organizations who have been dedicated to the completion of this project for decades, providing a critical link between the City and residents from all demographic groups. The Southeast Greenway Project will advance local planning efforts, including active transportation routes, complete streets projects, and park development, while supporting Caltrans priorities of climate resilience, investment in safe multi-modal transportation infrastructure, and equity-based community engagement.	\$700,000	Chris Rogers 2, Damon Connolly 12	Mike McGuire 2

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 Assembly Member(s) and District(s)	State Senator Name(s) and District(s)	
40	4	Sustainable Communities Competitive (Technical)	City of Morgan Hill	Main Avenue East-West Pedestrian and Cyclist Promenade Connection	Santa Clara County	Morgan Hill	Not Applicable	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type) Safety (Vision Zero)	The East-West Pedestrian and Cyclist Promenade Connection recognizes the anticipated residential growth needs by focusing on celebrating non-motorized travel with public art lining the path that supports the schools, existing residents, and the anticipated residential growth from the west side of town to the Transit Station and Downtown Morgan Hill. This initiative supports residents of all ages, mobility levels, and economic backgrounds by enhancing the community's overall walkability and promoting sustainable transportation options. This project advances a comprehensive corridor improvement plan along Main Avenue aimed at strengthening pedestrian and bicycle safety, multimodal connectivity, and further enhance the pedestrian/cyclist crossing over Highway 101. The work includes a full existing-conditions assessment, conceptual design development, preliminary engineering (30% plans), CEQA documentation, and coordinated engagement with regional agencies, schools, and the community. The project will also evaluate potential links to the Madrone Channel Trail and produce a funding strategy aligned with the City's Transportation Master Plan and Safety Action Plan. Major housing projects east of Highway 101 underscore the need for stronger, safer, and more reliable active-transportation connections.	\$265,000	Assembly Member Gail Pellerin, District 28	State Senator Dave Cortese, District 15.
41	4	Sustainable Communities Competitive	City of Pinole	Pinole Valley Road - Tennent Avenue Complete Street Corridor Plan	Contra Costa County	Pinole	At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Complete Streets (Multimodal Specific Type) Corridor (Local or Regional)	The City of Pinole intends to initiate the Pinole Valley Road-Tennent Avenue Complete Street Corridor Plan, involving Pinole Valley Road and Tennent Avenue, two major streets spanning 3.66 miles and extending to its respective city limits in the east and west. This project, which would involve the City Council and TAPS's approval for the Public Works Department and a relevant consulting firm, would assess the corridor and all potential modes of transportation that can be implemented to evade the alarming number of high-frequency collisions occurring along these streets. The study considers factors including potential route development, analysis of infrastructure needs, and assessing safety conditions for cyclists and pedestrians. With nearly 85% of residents commuting to work by car, an overwhelming majority of public comment spanning these two streets, and the frequency of severe injury collisions documented along these streets from 2015-2019, it is thus necessary to address residents' safety concerns. Pinole is currently aiming to amplify resident safety by conducting a separate Complete Streets Guideline and update to ADA standards; a study directly provides the City with relevant data that will contribute to the city-wide Complete Streets guideline and support broader efforts including the Pinole Neighborhood Traffic Calming Policy, Contra Costa Countywide Bike and Pedestrian Plan, and West Contra Costa High-Capacity Transit Study.	\$440,000	Buffy Wicks, 14	Jesse Arreguin, 7
42	4	Sustainable Communities Competitive	City of Vallejo	Vision Zero Safety Action Planning Project	Solano County	City of Vallejo	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0	General Plan Elements (Multimodal Spec. Type) Safety (Vision Zero)	The City of Vallejo seeks to develop a Vision Zero Action Plan to eliminate traffic fatalities and serious injuries on city roadways. The Plan will establish a data-driven, equity-focused framework for improving safety for all roadway users, including pedestrians, cyclists, transit riders, motorists, and people with disabilities. The Action Plan will align with the Caltrans Sustainable Transportation guidelines, the U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) guidelines, California Complete Streets policies, and regional safety plans.	\$400,000	Assemblymember Lori D. Wilson 11	Senator Christopher Cabaldon 3
43	4	Sustainable Communities Competitive	City of Oakland	San Antonio Neighborhood Connections Plan	Alameda	Oakland	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Complete Streets (Multimodal Specific Type) Safety (Vision Zero)	San Antonio is a dense, diverse neighborhood in East Oakland with a strong history of community advocacy for safer streets and traffic calming. The neighborhood includes multiple streets and intersections on the City of Oakland's High Injury Network (HIN)—the 8% of streets responsible for 60% of all severe and fatal collisions—that are hotspots for speeding, reckless driving, and sideswaps, and the neighborhood is also affected by poor air quality due to its proximity to major goods movement routes, Interstate 880, and the parallel Union Pacific rail line. While there are major capital projects underway (including the East Bay Greenway multi-use path and 14th Avenue complete streets project) in addition to recently completed investments (i.e., AC Transit International Boulevard TEMPO Bus Rapid Transit (BRT)) less work has been done at the neighborhood scale to connect residents to these capital improvements and create more accessible, safer local streets. Through this planning effort, the City of Oakland Department of Transportation (OakDOT) will collaborate with community-based organizations (CBOs) (such as East Bay Asian Youth Center, Trybe, Friends of Bella Vista, Fruitvale Unity Council, Oakland Vietnamese Chamber of Commerce, and San Antonio Station Alliance), stakeholder agencies (Caltrans District 4, Union Pacific Railroad, Bay Area Rapid Transit (BART), AC Transit, Amtrak, Alameda County Transportation Commission (ACTC), and others), residents, and local businesses to develop a comprehensive San Antonio Neighborhood Connections Plan (Plan) with key corridors identified for targeted safety improvements, inclusive community engagement to build consensus on multimodal upgrades, and 30% conceptual designs collaboratively developed to reflect community priorities. OakDOT will also ensure that the Plan supports local, regional, and state planning priorities by: (1) integrating with the City's General Plan Update (2045), Housing Element (2030), Oakland Prohousing Designation (2022, with 2025 re-certification in-progress), Equitable Climate Action Plan (2030), and Capital Improvement Program (2025); (2) aligning with MTC Priority Development Areas, MTC Transit-Oriented Communities Policy, and Alameda County Community-Based Transportation Plan (2020); and (3) supporting the State's Climate Adaptation Goals and 2024 Regional Transportation Plan Guidelines' goals and best practices by encouraging mode shift, reducing greenhouse gas emissions, and improving connectivity between the active transportation network, transit, housing, and job centers.	\$700,000	Mia Bonta 18	Jesse Arreguin 7
44	4	Sustainable Communities Competitive	City of Pinole	Complete Streets Design Guidelines	Contra Costa	Pinole	At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Complete Streets (Multimodal Specific Type) Other	The City of Pinole's (population 19,022) Public Works Department, with the assistance of a consulting firm, and in collaboration with the City's Traffic and Pedestrian Safety Committee (TAPS), Contra Costa County Transportation Authority (CCTA), and West Contra Costa County Transportation Commission (WCCTC) propose its first Complete Streets Design Guidelines, including a section that will also update its 2004 ADA Standards and associated recommendations to meet current state standards and address system deficiencies. The Guidelines will establish a comprehensive set of community-driven citywide standards, guidelines and options for all infrastructure improvements within the public right-of-way including ADA standards to ensure meeting accessibility requirements and standards at intersections, in signals design and operations, and to access public land uses and transit services. The Complete Streets Design Guidelines will identify complete streets, accessibility elements, and multimodal design improvements to enhance safety and better accommodate the most vulnerable roadway users including pedestrians, bicyclists, and transit riders, while still serving motorists across Pinole. The Guidelines will be consistent with Federal and State standards, the County's Transportation Plan, and with City's General Plan and Local Roads Safety Plan. Task deliverables will include reports on existing conditions, best practices, inventory of constraints, an evaluation framework, implementation of a robust community engagement, implementation plan and priority setting of improvements, and potential funding sources. Covered elements will include auto travel lanes, accessible sidewalks and crossings, transit facilities, different class bikeways and bicycle parking, on-street parking and loading areas, traffic calming, traffic signal upgrades, addition of lighting, streetscaping including street furniture, and accessibility to public and community facilities as applicable. This is in addition to recommendations on safety education and community coordination. The draft and final reports will contain infrastructure and non-infrastructure improvements to be implemented by capital and development projects within the City's public right-of-way, with connectivity to neighboring communities.	\$394,000	Buffy Wicks, 14	Jesse Arreguin, 7
45	5	Sustainable Communities Competitive (Technical)	City of Santa Cruz	Multimodal Transportation Impact Analysis and Impact Fee Updates Project	CA	Santa Cruz	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0	Multimodal (Motorized and Active Transport) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The Multimodal Transportation Impact Analysis and Impact Fee Updates Project changes how the City of Santa Cruz considers the impacts of and assesses fee for new development in order to deliver safe, multimodal network improvements by three main elements: 1. General Plan Updates: Analyzing the Land Use Plan under a VMT framework and updating existing LOS-based policy. 2. Updating the Transportation Study Guidelines: The proposed project will create a quantitative methodology for assessing multimodal impacts related to new development and a defined process for disclosing those impacts as part of updated Transportation Impact Analysis Guidelines, moving beyond our existing auto trip generation and LOS based analysis. 3. Updated Traffic Impact Fee program: This will update the existing auto-oriented fee based program to a new multimodal transportation impact fee, changing the funding model to multimodal projects and aligning with city policy. This project aligns the shared policy and planning goals of the state, region, and City of Santa Cruz to better connect transportation improvements with development and to support multimodal transportation investments.	\$480,719	Gail Pellerin 28	John Laird 17
46	5	Sustainable Communities Competitive	Association of Monterey Bay Area Governments	Monterey Bay Area Community Hubs Advancing Resilience and Mobility (CHARM) Study	CA	Monterey	Rural Communities 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)	AMBAG will work with a coalition of stakeholders comprised of local jurisdictions, Regional Transportation Planning Agencies (RTPAs), transit agencies, special districts, community-based organizations, and the Monterey Bay Area Climate Justice Collaborative (MBACJC) to create the Monterey Bay Area Community Hubs Advancing Resilience and Mobility (CHARM) Study. This collaborative planning effort will explore how to build a replicable and scalable model for regional resilient mobility solutions by supplying residents living in under-resourced communities of the Monterey Bay area, with accessible and affordable transportation options to reduce or forgo the use of single occupancy gasoline-fueled vehicles.	\$700,000	Gail Pellerin 28 Robert Rivas 29 Dawn Addis 30	John Laird 17
47	5	Sustainable Communities Competitive	San Luis Obispo County	San Luis Obispo County River Road Class 2 Bike Lane Feasibility Study	San Luis Obispo County	San Miguel, Paso Robles	Rural Communities Regional/Local Definition	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The County of San Luis Obispo proposes planning and feasibility study for Class II bike lanes along North River Road to create a safe, continuous bicycle connection between the City of Paso Robles and the community of San Miguel. The project will deliver concept alternatives, preferred cross-sections, striping plans, cost estimates, phased implementation, and an implementation roadmap coordinated with SLOCOG, Paso Robles, and San Miguel CSD. This corridor closes a high-need rural/suburban gap, improves access to schools, jobs, parks, and transit, and supports mode shift and safety goals. The effort aligns with SLOCOG's RTP/SCS, County Complete Streets policies, the California Transportation Plan (CTP 2050), CAPTI, and SHSP emphasis areas. Outcomes position the County to advance near-term striping and shoulder improvements and to pursue ATP and SHOPP partnership opportunities.	\$400,000	Assembly Member Dawn Addis - District 30 Assembly Member Gregg Hart - District 37	Senator John Laird - District 17 Senator Monique Limon - District 21

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 Assembly Member(s) and District(s)	State Senator Name(s) and District(s)	
48	5	Sustainable Communities Competitive	Santa Cruz County Regional Transportation Commission	Santa Cruz County Multimodal Corridor Plan (CRUZ MCP)	Santa Cruz	Watsonville, Capitola, Santa Cruz	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	Corridor (Local or Regional) Multimodal (Motorized and Active Transport)	The Santa Cruz County Multimodal Corridor Plan (CRUZ MCP) will provide a performance-based evaluation of next-generation multimodal transportation improvements consistent with State Corridor Management and Congestion Plan guidelines. Led by the Santa Cruz County Regional Transportation Commission in collaboration with Caltrans, CalSTA, and local partners, the plan will update the 2019 Unified Corridor Investment Study, which previously guided over \$450 million in multimodal investments. Focusing on the geographically constrained Watsonville-Santa Cruz corridor—served by SR 1, the Soquel/Freedom arterial route, and the Santa Cruz Branch Rail Line—the plan will identify implementable projects that improve travel times, expand mobility options, and support equitable access for the 78% of county residents living in the corridor. The CRUZ MCP will emphasize equitable distribution of transportation improvements, enhanced safety for all modes, and progress toward statewide goals such as VMT reduction, climate resilience, and eliminating severe traffic injuries and fatalities. When completed, the plan will deliver a coordinated roadmap for advancing technology, transit, active transportation, and operational strategies to meet local and state transportation objectives.	\$700,000	Gail Pellerin 28, Robert Rivas 29, Dawn Addis 30	John Laird 17
49	5	Sustainable Communities Competitive	San Luis Obispo County	San Luis Obispo County Rural Communities Complete Streets Implementation Plan	San Luis Obispo County	San Miguel, Shandon, Templeton, Creston, Cambria, Cayucos, Los Osos, Santa Margarita, Nipomo, Oceano	Rural Communities Regional/Local Definition	Multimodal (Motorized and Active Transport) Safety (Vision Zero)	San Luis Obispo County, is looking to continue the effort through SLOCOG's Road Safety Action Plan in the development of the Rural Community Complete Streets Implementation Plan. The Plan will build upon the community field walks in order to create a community lead multimodal implementation plan geared to better serve its residents in under-served, rural communities.	\$400,000	Assembly Member Dawn Addis - District 30 Assembly Member Gregg Hart - District 37	Senator John Laird - District 17 Senator Monique Limon - District 21
50	5	Sustainable Communities Competitive	San Luis Obispo County	San Luis Obispo County Rural Communities Complete Streets Implementation Plan	San Luis Obispo County	San Miguel, Shandon, Templeton, Creston, Cambria, Cayucos, Los Osos, Santa Margarita, Nipomo, Oceano	Rural Communities Regional/Local Definition	Active Transportation (Bicycle and Pedestrian) Multimodal (Motorized and Active Transport)	Develop an Active Transportation Plan (ATP) for the County of San Luis Obispo by updating the current Countywide Bike Plan into a multimodal Active Transportation Plan.	\$700,000	Assembly Member Dawn Addis - District 30 Assembly Member Gregg Hart - District 37	Senator John Laird - District 17 Senator Monique Limon - District 21
51	5	Sustainable Communities Competitive (Technical)	Association of Monterey Bay Area Governments	Big Data Analytics and Modeling for Sustainable Transportation Planning	Monterey, San Benito, Santa Cruz Counties	Capitola, Carmel-by-the-Sea, Del Rey Oaks, Gonzales, Greenfield, Hollister, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, San Juan Bautista, Santa Cruz, Scotts Valley, Seaside, Soledad, Watsonville.	Rural Communities Native American Tribal Governments Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	Rapid advances in information technology and the availability of big data now fill key data gaps and complement traditional travel surveys used for land use and transportation modeling, sustainable communities, and system planning. This project will integrate multiple big data sources and build customized analytical tools to more accurately evaluate travel patterns across three periods, pre, during and post pandemic, as the pandemic significantly changed how people work, shop, dine, and make daily trips. The tool developed under this grant will enable better public participation and outreach processes during the RTP/SCS development, increasing the efficiency of planning and enhancing stakeholder participation in the transportation planning and monitoring process. It can be also used by the Caltrans District 5, 3 RTPAs, 18 incorporated cities and 3 counties in their traffic and transportation project planning and monitoring system performance, as well as potential use for other MPOs in California. If funded, this grant project will also provide an essential tool for AMBAG to develop policies and strategies supporting the goals of SB 375 and SB 960.	\$500,000	Assembly Member Dawn Addis 30, Speaker Robert Rivas 29, Gail Pellerin 28	Senator John Laird 8
52	5	Sustainable Communities Competitive	City of Solvang	Mission Drive Complete Streets Project	Santa Barbara	Solvang	Rural Communities Native American Tribal Governments Regional/Local Definition At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	The Mission Drive Complete Streets Project is a corridor-level planning effort that will evaluate multimodal, safety, and equity-focused transportation strategies for Solvang's primary downtown thoroughfare. Mission Drive serves as a critical connector for residents, tourists, and regional commuters but currently experiences significant congestion, limited pedestrian and bicycle infrastructure, and aging facilities. This planning project will identify improvements to support mode shift, reduce traffic conflicts, and enhance access for under-resourced populations. The effort will integrate existing planning documents including Solvang's Parking Study, Safety Plan, and General Plan and include community-driven engagement to inform future investment in complete streets infrastructure.	\$250,000	Gregg Hart, 37	Monique Limón 21
53	5	Sustainable Communities Competitive	Santa Cruz County Regional Transportation Commission	Watsonville Area Trucking Efficiency and Multimodal Enhancement (WATEME) Study	Santa Cruz	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 At/Below 25% CA Healthy Places Index	Corridor (Local or Regional) Freight/Goods Movement (Truck, Rail, etc.)	The WATEME Study is a long-range planning effort establishing a dual-benefit vision for Watsonville's state routes, prioritizing community safety and efficient freight mobility. The study will first assess existing truck traffic impacts on SR-152/129 Disadvantaged Communities (DACs) and then analyze options for multimodal enhancements or alternative routes connecting Highway 1 and US-101. Major deliverables include a Final Feasibility Study, Conceptual Cost Estimate, and an Implementation Plan for a comprehensive freight network solution. Collaboration includes SCCRTC, City Development/Public Works, CaltransD5, CBOs, and regional agricultural/trucking stakeholders. This transformative solution seeks to deliver environmental redress to DACs and maximize economic efficiency for the region's essential agricultural economy.	\$674,687	Robert Rivas 29	John Laird 17
54	5	Sustainable Communities Competitive	Santa Cruz County Regional Transportation Commission	Evening Mobility and Future Transit Coordination Plan	Santa Cruz	Watsonville, Capitola, Santa Cruz, Scotts Valley	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition) Transit (Bus/Light Rail/Commuter Rail Service)	Community Bridges' Lift Line, in partnership with the Santa Cruz County Regional Transportation Commission (RTC) and Caltrans, will develop a Mobility Access Planning Study focused on addressing the lack of accessible transportation options between 5-10 PM for older adults, people with disabilities, and low-income residents. The project will assess current Lift Line operations and community needs during evening hours, gather rider and stakeholder input, and identify practical strategies—such as service adjustments, coordinated scheduling, and partnerships with other local providers—to expand mobility options after standard service hours. Deliverables will include a needs assessment summary, operational feasibility recommendations, and a phased action plan outlining achievable service improvements within existing and potential future resources. This effort supports the California Transportation Plan 2050, CAPTI, and RTC's regional mobility goals to advance equitable, sustainable, and coordinated transportation for Santa Cruz County residents.	\$350,000	Gail Pellerin 28, Robert Rivas 29, Dawn Addis 30	John Laird 17
55	5	Sustainable Communities Competitive	Santa Barbara County, Community Services Department, Parks Division	Orcutt Creek Okerblom Trail Design Plan and Outreach	Santa Barbara	Orcutt (unincorporated)	At/Above 75% CA School Meals Data	Active Transportation (Bicycle and Pedestrian)	The Orcutt Creek Okerblom Trail is the highest priority trail in Orcutt per the Orcutt Community Plan (OCP) and is identified in the SBCAG Regional Transportation Plan, County Active Transportation Plan, OCP Parks, Recreation & Trails Map, and OCP Bikeways Map. The extent of this grant project focuses on completion of three key centrally located missing segments in the trail to create a continuous pathway through the heart of Orcutt. A robust public outreach effort will include a meeting with local stakeholders and two interactive public workshops to gain input on a draft concept path alignment with MOVE Santa Barbara County directly reaching out to local under-resourced neighborhoods and the local school districts. Once public input is received and incorporated into a final concept plan, a design consultant will prepare 30% design plans and cost estimates needed to compete for construction funds. The project will link older and newer residential areas, four nearby public schools, Old Town Orcutt and the regional OASIS senior center along a singular multi-use path.	\$228,000	Gregg Hart 37	Monique Limon 21
56	5	Sustainable Communities Competitive	City of Santa Maria	City of Santa Maria Active Transportation Plan Update	Santa Barbara	Santa Maria	At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian)	The City of Santa Maria will update its Active Transportation Plan to better integrate multimodal transportation with anticipated updated land-use patterns from the City's General Plan Update, future housing growth, and regional SCS objectives. The project will identify priority corridors and complete streets opportunities that strengthen linkages to Santa Maria Regional Transit's short-range and long-range transit plans, including potential future Bus Rapid Transit corridors. This update will evaluate how active transportation improvements can enhance transit ridership, improve access to key stops and stations, and reduce GHG emissions through increased mode shift and reduced VMT. A robust engagement strategy focused in under-resourced areas of Santa Maria will guide the development of equitable, data-driven solutions. The resulting plan will provide an actionable framework that unifies active transportation and transit planning to improve mobility and accessibility citywide.	\$600,000	Gregg Hart 37	Monique Limón 21
57	5	Sustainable Communities Competitive	City of Paso Robles	Bike and Pedestrian Master Plan Update, including Preliminary 13th Street Corridor Bicycle Improvement Plan	San Luis Obispo	Paso Robles	At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	As a proud bike-friendly city ready to envision championing greater cyclist accessibility into the heart of its downtown, the City of Paso Robles's project, amounting to \$475,000, will include an update to its broader city-wide Bike and Pedestrian Master Plan (\$175,000) as well as bring its Preliminary 13th Street Corridor Bicycle Improvement Plan (\$150,000) to 30% design completion (\$150,000). The Master Plan is intended to update the city's multimodal infrastructure, will include traffic analyses of intersection operations, volumes, and speeds along the corridor, which is necessary to determine the feasibility of connecting infrastructure for pedestrians and cyclists, accommodating greater safety levels for multimodal transportation, and paving greater accessibility for residents, commuters, and tourists; the Preliminary Plan, which will then be brought to 30% design completion, would connect Paso Robles's downtown via the proposed 13th Street Corridor Bicycle Improvements to the proposed Class I River Trail Corridor (designated in the adopted Bicycle & Pedestrian Master Plan as the Downtown-Salinas River Loop). These deliverables will be achieved through the help of Warren Frace, Director of Community Development; Leslie Frazier, P.E., City Engineer/Deputy Director of Community Development; Dante Pecchenino, P.E., Sr Development Review Engineer; Michelle Matson and Joe Fernandez, the City's Traffic Engineer consultant CCTC; and a TBD Design Consultant based on the RFP award.	\$420,517	Dawn Addis, 30	John Laird, 17

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 Assembly Member(s) and District(s)	State Senator Name(s) and District(s)	
58	5	Sustainable Communities Competitive (Technical)	San Luis Obispo Council of Governments	San Luis Obispo County Zero-Emission Vehicle Readiness Plan	San Luis Obispo County	Unincorporated Communities	Regional/Local Definition	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	In response to Governor Newsom's EO N-79-20, and reaffirmed by the Governor's EO N-27-25 issued this past June, the San Luis Obispo (SLO) County Zero-Emission Vehicle (ZEV) Readiness Plan will deliver a comprehensive assessment of the region's existing ZEV infrastructure, with a particular focus on unincorporated and low-income communities. The Plan will evaluate ZEV readiness and range in SLO County to identify deficiencies and gaps in the current ZEV/EV infrastructure, thereby creating the opportunity to build out a robust and interconnected network of ZEV/EV charging and fueling stations in strategic locations, including on or near the State Highway System, major freight corridors, and transit/mobility hubs. The Plan will include an evaluation of existing conditions and siting, findings of stakeholder engagement and public outreach (including a bilingual component), a feasibility and siting analysis, an infrastructure analysis, an economic analysis, and an implementation plan, as well as touching upon emerging technologies and workforce development. Key deliverables will include a prioritized list of strategic ZEV charging and fueling locations and identification of potential funding programs and implementation strategies, thereby advancing the goals outlined in SLOCOG's RTP/SCS, as well as the goals of CalSTA's CAPTI. The Plan will be developed through strong collaboration with regional and local partners, including SLOCOG member agencies, the Central Coast Clean Cities Coalition (C5), San Luis Obispo County Air Pollution Control District, Community Advisory Councils, ZEV equipment manufacturers, workforce development interests, affordable housing authorities, commercial property management companies, businesses, emergency services, individual electric vehicle service providers and e-mobility companies, and public utility providers.	\$200,000	Dawn Addis 30, Gregg Hart 37	John Laird 17, Monique Limon 21
59	6	Sustainable Communities Competitive (Technical)	Fresno Council of Governments	Fresno Multimodal Connectivity Study	Fresno County	All 15 incorporated cities and the County of Fresno	Rural Communities Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Multimodal (Motorized and Active Transport) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	Fresno Multimodal Connectivity Study will assess multimodal connectivity (roadways, bike paths, sidewalks, transit) and accessibility to essential destinations (healthcare, schools, groceries, parks) in Fresno County, addressing data and analysis gaps identified during the development of prior and 2026 RTP/SCS. It will deliver a report and an interactive GIS-based web map tool to visualize identified infrastructure deficiencies and accessibility disparities, engaging planners and the public. In collaboration with 16 local governments in Fresno County, the study will define Priority Development Areas to guide sustainable growth allocation in the development of 2030 RTP/SCS and environmental justice analyses. The tool and study will help us enhance regional mobility and reduce vehicle miles traveled, aligning with Caltrans' CTP 2050 and SB 375 goals for greenhouse gas reduction. Key deliverables will include the web map, GIS tools, and a final report to inform local and regional planning efforts.	\$289,493	Jim Patterson 8, Esmeralda Soria 27, Joaquin Arambula 31, Devon Mathis 33	Shannon Grove 12, Anna Caballero 14, Melissa Hurtado 16
60	6	Sustainable Communities Competitive (Technical)	Fresno County Rural Transit Agency	FCRTA EV Maintenance Plan	Fresno County	Fresno County	Rural Communities At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	Fresno County Rural Transit Agency (FCRTA) seeks funding through the Caltrans Sustainable Communities Grant Program to develop a comprehensive Electric Vehicle (EV) Maintenance Plan that supports the agency's transition to a fully zero-emission fleet. The plan will establish policies, maintenance schedules, training protocols, and data management systems necessary to sustain electric bus operations across rural Fresno County. By identifying best practices for preventive maintenance, workforce development, and charging infrastructure reliability, the plan will ensure that FCRTA's EV fleet remains safe, efficient, and cost-effective over its service life. The project will also involve coordination with regional partners, including community colleges and local jurisdictions, to develop long-term technical capacity and enhance workforce readiness. Through proactive maintenance planning, FCRTA will reduce vehicle downtime, extend asset life, and advance regional sustainability and greenhouse gas reduction goals consistent with the California Transportation Plan 2050 and the Fresno Council of Governments' (FCOG) Sustainable Communities Strategy.	\$232,901	David J. Tangipa 8, Esmeralda Z. Soria 27, Dr. Joaquin Arambula 31, Alexandra Macedo 33	Shannon Grove 12, Anna M. Caballero 14, Melissa Hurtado 16
61	6	Sustainable Communities Competitive	Madera County Transportation Commission	Connected Madera County Short-Range and Coordinated Transit Plans	Madera	Chowchilla, Madera	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0	Transit (Bus/Light Rail/Commuter Rail Service)	The proposed overhaul of Madera County's 5-year Short-Range Transit Plan (SRTP) and Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP) is essential to institutionalize recent innovations and advance regional mobility goals. Two micro-transit planning efforts, one for Madera County (completed May 2024) and another for the City of Madera (concluding March 2026), will be integrated into these updates to help strengthen multimodal and equitable access, improve system responsiveness, and better serve underserved communities. Deliverables include updated, equity-focused plans aligning with SB 125's long-term financial requirements and the 2026 Regional Transportation Plan/Sustainable Communities Strategy. Led by MCTC in coordination with local transit agencies and city/county partners, this effort supports mode shift, reduces greenhouse gas emissions, and guides investments toward a connected, sustainable region.	\$300,000	David J. Tangipa 8, Esmeralda Soria 27	Marie Alvarado-Gil 4, Anna Caballero 14
62	6	Sustainable Communities Competitive	County of Fresno	Fresno County Truck Route Study and Ordinance	Fresno	Unincorporated Fresno County	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Corridor (Local or Regional) Freight/Goods Movement (Truck, Rail, etc.)	The County of Fresno Public Works and Planning Department will conduct a comprehensive study and develop a Truck Route Ordinance for unincorporated areas to comply with Assembly Bill 98. The ordinance will divert commercial trucks from residential neighborhoods and other sensitive receptors, prioritize the use of highways and arterial roads, and designate safe truck parking locations. This effort will improve air quality in disadvantaged communities, enhance public health and safety, promote equity, and support economic vitality. The County will partner with local cities, the Fresno Council of Governments, and conduct extensive public outreach to align with regional policies and select effective routes. Awarded funding will enable hiring a consultant to handle data analysis, community engagement, and integration of all relevant truck route and parking policies.	\$700,000	David J. Tangipa, 8 Esmeralda Z. Soria, 27 Dr. Joaquin Arambula, 31 Alexandra M. Macedo, 33	Shannon Grove, 12 Anna Caballero, 14 Melissa Hurtado, 16
63	6	Sustainable Communities Competitive	Fresno Council of Governments	Fresno TDM Toolbox	Fresno County	All 15 incorporated cities and the County of Fresno	Rural Communities Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Multimodal (Motorized and Active Transport)	The proposed project is a comprehensive planning study to identify and evaluate transportation demand management (TDM) strategies tailored to the Fresno region. TDM focuses on reducing the need to drive alone by providing people with practical alternatives—such as carpooling, vanpooling, transit use, telework, flexible schedules, and shared park-and-ride facilities—which support more efficient use of the transportation system. Fresno COG and its member agencies use TDM strategies to help meet RTP/SCS goals, reduce congestion and emissions, and support more accessible travel options across both urban and rural communities. Fresno COG will collaborate with the Fresno County Rural Transit Agency and regional partners to develop a TDM Strategies Toolbox and an interactive web-based resource hub for jurisdictions, employers, and residents. By expanding access to sustainable mobility options, the project will align with Fresno COG's RTP/SCS and the California Transportation Plan 2050 and support local and state climate and sustainability goals, reducing greenhouse gas emissions, vehicle miles traveled, and congestion while improving air quality, travel reliability, and quality of life across the region.	\$442,650	Jim Patterson 8, Esmeralda Soria 27, Joaquin Arambula 31, Devon Mathis 33	Shannon Grove 12, Anna Caballero 14, Melissa Hurtado 16
64	6	Sustainable Communities Competitive	City of Fresno	School Area Safety Audit	Fresno	Fresno	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The proposed project will conduct safety analyses at the fifteen (15) highest priority locations on the City's High Injury Network (HIN) specifically located within the proximity of schools and make recommendations for the most appropriate safety countermeasures for each school area. The School Area Safety Plan (SASP) will build upon the work of the City's data-driven Vision Zero Action Plan (VZAP), scheduled for adoption in Spring 2026. Input and feedback will be gathered through extensive community engagement activities including a Stakeholder Advisory Committee (SAC), community engagement meetings, interviews, surveys, and other targeted outreach as appropriate for each project location. Upon completion, the SASP will provide the City with a list of priority projects and improved narrative support for future funding opportunities to implement the recommended safety enhancements.	\$447,000	David J. Tangipa 8, Esmeralda Z. Soria 27, Joaquin Arambula 31	Shannon Grove 12, Anna M. Caballero 14
65	7	Sustainable Communities Competitive	City of Covina	Covina Roadway Safety and Mobility Plan	Los Angeles	City of Covina	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0	Complete Streets (Multimodal Specific Type) Safety (Vision Zero)	The City of Covina is proposing the development of a Roadway Safety and Mobility Plan to enhance safety and accessibility for all roadway users, including both motorized and nonmotorized users, along major corridors and railroad crossings. The Plan is needed to address persistent traffic collisions, particularly within disadvantaged communities and high-incidence "hot spots," where safety concerns are most acute as well as resolving motorist-non motorist conflicts throughout the City with additional focus on at-grade railroad crossing safety and safe routes to schools, where safety is most critical. Major deliverables include an existing conditions and alternatives analysis, concept designs, and a comprehensive community engagement program to establish equitable priorities for improving roadway safety, connectivity, and transit access. The City will develop the citywide Roadway Safety and Mobility Plan in collaboration with Caltrans, Metrolink, Metro, Foothill Transit, SGVCOG, local school districts, community-based organizations, residents, and businesses, where these partners will identify solutions that support safe routes to schools, railroad crossing safety, and regional active transportation connections. The project aligns with Vision Zero, California's Strategic Highway Safety Plan (SHSP), and regional mobility initiatives, positioning Covina to advance sustainable, multimodal transportation improvements that reduce collisions and improve mobility for all users.	\$368,285	Blanca Rubio 48	Susan Rubio 22
66	7	Strategic Partnerships (FHWA SPR Part I)	Ventura County Transportation Commission	SR-126 Multimodal Corridor Study and Safety Plan	Ventura	Fillmore, Santa Paula, Ventura	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Below 25% CA Healthy Places Index	Multimodal (Motorized and Active Transport) Safety (Vision Zero)	To address community concerns, relatively high existing and projected Vehicle Miles Traveled (VMT), and projected growth along the State Route (SR) 126 corridor in Ventura and Los Angeles Counties, the Project will produce a multimodal corridor study and safety plan for SR-126 in Ventura County. The corridor study will follow the Caltrans Comprehensive Multimodal Corridor Plan (CMCP) Guidelines and will improve safety, operations, and multimodal transportation options in the SR-126 corridor. The Project will be developed in collaboration with Caltrans, the County of Ventura, and cities of Fillmore, Santa Paula, and Ventura. The project will complement other ongoing planning efforts, including the Santa Paula Branch Line Trail Master Plan Update, and build on completed plans such as the Ventura County Freight Corridors Study. The purpose of this plan is to develop a comprehensive multimodal corridor study and transportation safety plan for SR-126 that (1) Provides an assessment of the current and projected future multimodal transportation conditions and outline potential short-, medium-, and long-term strategies to address safety and congestion concerns; (2) Improves safety and mobility for all users of the route by identifying opportunities to create or enhance Complete Streets features; (3) Reflects a balanced vision for the corridor including potential strategies and funding mechanisms to address the needs of the corridor, as determined by collaborative discussions and input from partners, stakeholders, and the public.	\$320,000	Steve Bennett 38	Monique Limon 21

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 Assembly Member(s) and District(s)	State Senator Name(s) and District(s)	
67	7	Sustainable Communities Competitive (Technical)	City of Bell Gardens	Bell Gardens: Smart Growth and Connected Communities Land Use Element Update	Los Angeles	City of Bell Gardens	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	General Plan Elements (Multimodal Spec. Type)	The City of Bell Gardens proposes a comprehensive update to its Land Use Element to advance sustainable growth, multimodal mobility, and equitable housing opportunities, including increased access to homeownership, while ensuring consistency with the City's adopted Housing and Environmental Justice Elements, 2022 Circulation Element, Climate Action Plan, Complete Streets Plan, and the forthcoming Transit-Oriented Corridor (TOC) Specific Plan. The update will strategically align land use designations, densities, and development standards with multimodal corridors and transit-accessible areas to reduce vehicle miles traveled (VMT), support compact, mixed-use development, and implement the City's housing programs. In addition, the project will incorporate regional planning priorities, including the West Santa Ana Branch Corridor TOD Strategic Implementation Plan, SCAG Connect SoCal 2024 (2024-2050 RTP/SCS), and Caltrans California Transportation Plan (CTP) 2040, ensuring Bell Gardens' growth patterns contribute to sustainable, regional mobility and climate objectives. By integrating land use, housing, and transportation strategies, the updated Land Use Element will provide a modern, implementable framework that guides equitable, connected, and climate-resilient development across the City.	\$350,000	Blanca Pacheco, 64	Lena A. Gonzalez, 33
68	7	Sustainable Communities Competitive	County of Los Angeles	Florence-Firestone Safe Routes to School Plan	Los Angeles	Unincorporated Florence-Firestone	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) Safety (Vision Zero)	Los Angeles County Public Works (Public Works) proposes the Safe Routes to School (SRTS) Plan (Plan) to identify gaps in traffic safety and develop infrastructure plans at 10 public schools in the unincorporated Los Angeles County community of Florence-Firestone in partnership with students, parents, school administrators, and relevant government stakeholders. The goal of the proposed Florence-Firestone Safe Routes to School Plan is to eliminate fatalities and severe injuries- especially among youth - near schools and promote opportunities for students to walk and bike to school by reducing barriers to safe school commutes. The Plan is necessary due to the extensive community-identified barriers students in Florence-Firestone face related to getting to and from school, including traffic safety and nuisance activities such as crime, gang activity, and illegal dumping (Los Angeles County Public Health: Florence Firestone Pedestrian Plan). The Plan is a critical strategy identified in the County's Vision Zero Initiative and supports the Southern California Association of Governments Connect SoCal 2024 and Caltrans' objectives in achieving safety, sustainability, health, social equity as well as greenhouse gas reduction targets through multimodal planning.	\$619,710	Sade Elhawary 57	Lena A. Gonzalez 33, Ben Allen 24
69	7	Sustainable Communities Competitive	Los Angeles County Department of Public Health	Altadena Community Pedestrian Plan	Los Angeles County	Altadena CDP	Not Applicable	Active Transportation (Bicycle and Pedestrian) General Plan Elements (Multimodal Spec. Type)	Walking in Altadena today, a diverse community of over 40,000 people, reflects the community's past as a streetcar suburb of Los Angeles defined by wide, fast roads, lack of sidewalks and pedestrian lighting, and its picturesque location at the foot of the San Gabriel Mountains. In the last ten years, 65 people have been severely injured or killed on Altadena roads, including pedestrians on three streets along LA County's 2019 high-injury network and four on the draft 2025 update. January 2025's devastating Eaton Fire has only amplified existing needs, as the traffic-calming sense of enclosure provided by buildings and trees has simply vanished in many neighborhoods, including around the remaining schools, parks, and libraries. During that same time, the County has adopted or drafted Community Pedestrian Plans for 14 of its 120 unincorporated areas; using its "Step by Step" participatory planning model that pairs planning and engineering experts with community-based organizations and residents to identify barriers to walking and opportunities for pedestrian enhancements. Aligning with regional and statewide goals for equity, safety, climate response, and access to opportunity, the Altadena Community Pedestrian Plan presents a unique, generational chance to meaningfully incorporate mobility planning within ongoing recovery and rebuilding efforts.	\$700,000	John Harabedian 41	Sasha Renée Pérez 25
70	7	Sustainable Communities Competitive	City of Sierra Madre	Sierra Madre Multimodal Safe Transportation and Circulation Plan Update	Los Angeles	Sierra Madre	TBD: No Cover Sheet	General Plan Elements (Multimodal Spec. Type) Multimodal (Motorized and Active Transport)	The project will inform complete street policy for the circulation element, expand active transportation options for users of all ages and abilities, improve mode shifts for both motorized and non-motorized users, address VMT (SB743) and GHG reduction (AB32). This will be accomplished with the prioritization of funding strategies identifying short- and long-term projects to be implemented, aligned with Caltrans mission and objectives, including CTP 2050, California State Bicycle and Pedestrian Plan, advancing Climate Action Plan for Transportation Infrastructure (CAPTI). The project will target existing gaps and barriers in the City's grid network affecting mobility for pedestrians, bicyclists, vehicles and trucks traveling in primary intersections and roadways, enhance ADA compliance and improve accessible linkages to regional destinations for all travelers, through adaptable policies and strategic planning that will be re-evaluated to improve sidewalk networks, bicycle facilities on streets, bike parking, and all crossings, impacting users, vulnerable groups, especially seniors, children/youth and people with disabilities. Major deliverables: Local Transportation Advisory Committee, Community Engagement, Transportation Analysis, and an updated citywide Comprehensive Multimodal Transportation and Circulation Plan that prioritizes projects for implementation. Partnerships: Pasadena Unified School District, Los Angeles County Metropolitan Transportation Authority, Southern California Association of Governments, San Gabriel Valley Council of Governments, Caltrans, community-based organizations, clergy, civic groups, and other relevant entities.	\$262,000	John Harabedian 41	Shasa Renee Perez 25
71	7	Sustainable Communities Competitive	South Bay Cities Council of Governments	South Bay Micromobility Preferential Parking Plan	Los Angeles	Carson, El Segundo, Hawthorne, Lawndale, Lomita, Redondo Beach, Torrance	At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian) Multimodal (Motorized and Active Transport)	The South Bay Micromobility Preferential Parking Plan is an important next step to support existing efforts to expand a micromobility-forward transportation system and establish a multimodal transportation network, building upon the SBCCOG's micromobility initiatives such as the previous R & D projects, the Local Travel Network, FY24-25 Caltrans Gap Study Carson to the Sea, SCAG REAP 2.0 mobility hubs, and SS4A e-bike safety programming. Providing preferential micromobility parking amenities at local destinations is a significant incentive to facilitate local travel via micromobility vehicles. This project will strategically identify opportunities to designate preferential parking for micromobility modes at high-potential destinations. The resulting deliverables, which include conceptual designs, public-facing engagement materials, case studies, policy recommendations, and a micromobility parking design manual, will support cities and private property owners in the expansion of designated micromobility preferential parking.	\$244,631	Mike Gipson 65, Al Muratsuchi 66, Josh Lowenthal 69	Ben Allen 24, Laura Richardson 35
72	7	Sustainable Communities Competitive	City of Burbank	Reimagined Hollywood Way and Alameda Ave. Underpasses	Los Angeles	Burbank	TBD: No Cover Sheet	Multimodal (Motorized and Active Transport) Safety (Vision Zero)	This Sustainable Transportation Planning Grant will fund a feasibility study for underpass improvement projects identified as Priority Projects in the City's Complete Streets Plan: one at Hollywood Way and Empire Ave. and another on Alameda Ave., with the identified Alameda Ave. project expanded to include an adjacent freeway ramp crossing and underpass at Interstate 5. These facilities were designed in the 1950s and 1960s to prioritize vehicular and rail throughput with little consideration for safe and comfortable walking and biking, and both locations serve as barriers to mobility by severing connections between housing and key destinations such as retail and transit. The proposed planning activities will include community engagement identifying project needs, feasibility studies examining bicycle and pedestrian connectivity options for the underpass locations, preliminary conceptual (5%) plans to retrofit or reconfigure the three underpasses, cost and schedule estimates, and initial stakeholder agency coordination. This study will include community-driven planning to explore opportunities for artistic elements, expanded green space, and equitable development at the project sites. Through this planning process, the City will develop two implementation-ready projects to improve active transportation connectivity across these critical barriers, strengthening regional goals to support multimodal transportation and access to jobs and housing.	\$630,000	Nick Schultz 44	Caroline Menjivar 20
73	7	Sustainable Communities Competitive	County of Ventura, Resource Management Agency	Area Plan Transportation Planning for the El Rio/Del Norte Designated Disadvantaged Community	Ventura	N/A	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0	Freight/Goods Movement (Truck, Rail, etc.) Transit (Bus/Light Rail/Commuter Rail Service)	Ventura County's Planning Division is proposing to develop two studies that would be included in the County's Area Plan update: the El Rio High Quality Transit Corridor (El Rio HQTIC) Study and the Santa Clara Avenue Freight Corridor Design (SCAFCD) Study that would be included in and used to complete the El Rio/Del Norte Area Plan Update and support the disadvantaged communities of El Rio and Nyland Acres. The El Rio HQTIC Study would recommend design and planning updates to the roadway network that would be included in the Area Plan and County's Active Transportation Plan to ensure the network adequately accommodates new land uses and enhances access from El Rio neighborhoods to the high-quality transit center in the City of Oxnard. The SCAFCD Study would provide conceptual road designs to address community concerns about truck traffic in the designated disadvantaged community of Nyland Acres while ensuring goods movement along a major local and regional freight corridor that connects the Port of Hueneme to the county, state, and national economies. As work has already begun on the El Rio/Del Norte Area Plan Update, the Planning Division has coordinated with local residents, non-profits, businesses, the school district, the City of Oxnard, and County agencies. The studies proposed for this grant would continue to build on these connections and further public engagement opportunities, including bilingual translation and interpretation. These two studies are necessary to increase safe transportation infrastructure and multimodal options within these historically disadvantaged communities through the following expected deliverables: 1) El Rio HQTIC Study that will include recommendations regarding active transportation updates needed for the network to keep pace with State laws allowing high density infill housing and to enhance access to the nearest transit center in the City of Oxnard; 2) The SCAFCD Study that would include conceptual road designs and recommendations, and 3) Both reports as well as other Area Plan Update topics would be presented during multi-lingual, Spanish-first community outreach meetings.	\$350,000	Steve Bennett 38	Monique Limón 21

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 Assembly Member(s) and District(s)	State Senator Name(s) and District(s)	
74	7	Sustainable Communities Competitive	Long Beach Public Transportation Company (DBA Long Beach Transit)	RoseWood BRT Southern Terminus Regional Transit Center Feasibility Study	Los Angeles	Long Beach	TBD: No Cover Sheet	Multimodal (Motorized and Active Transport) Transit (Bus/Light Rail/Commuter Rail Service)	The RoseWood Bus Rapid Transit (BRT) Southern Terminus Regional Transit Center Feasibility Study ("Feasibility Study" or "Project") will examine and screen a range of potential locations near Pacific Coast Highway/E 7th Street in Long Beach, to serve as a multimodal regional transit center ("RTC") that will anchor the 16-mile Southern Segment of a larger planned 28-mile BRT corridor that connects the Angeles National Forest north of I-210 and East Pasadena, to the ocean south of PCH in Long Beach. This Feasibility Study is a critical next step in the development of the RoseWood Complete Streets Corridor vision and builds most directly on the near-complete Rosemead/Lakewood Boulevard Complete Corridor Plan (BRT + ATP + TOD) study, led by the City of Pico Rivera, and funded through a FY2023-2024 Caltrans Sustainable Communities grant award, and which prioritizes this SCAG-designated Livable Corridor's needs for affordable and accessible non-auto mobility options to support and benefit from sustainable transit-oriented development. LBT's Project will establish both a technical and a policy advisory committee (drawn from technical and policy-focused staff from LBT, City of Long Beach, Gateway Cities Council of Governments, CSULB, VA Medical Center, Long Beach City College, first responders, Metro, Caltrans, Move LA, Safe Streets for All, local CBOs and businesses) and include a robust stakeholder and community engagement component to ensure that the technical analysis and screening criteria reflect the operational needs of LBT and all other connecting transit providers; address local Long Beach business and residential community preferences, accommodate potential host site requirements, and improve the ride by increasing frequency, reducing trip times, and delivering desired service options for all future BRT passengers throughout the entire RoseWood Corridor.	\$670,000	Josh Lowenthal, 69	Lena A. Gonzalez 33
75	7	Sustainable Communities Competitive	City of San Buenaventura (Ventura)	Camino Real Bike and Pedestrian Bridge and Path Extension Planning	Ventura	Ventura	TBD: No Cover Sheet	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The City is proposing to accomplish a variety of planning efforts leading to the completion of conceptual design of a selected alternative for the Camino Real Bike and Pedestrian Bridge and Path Extension Project—a long-awaited project first identified in the City's 2011 Bicycle Master Plan and retained in its current Active Transportation Plan (ATP). The City's proposed scope includes consultant procurement, an existing conditions summary (existing infrastructure and transportation data collection), a technical planning analysis (bike path extension alignments; bridge alternatives analysis study; context sensitivity, user needs and amenities), a public engagement program, coordination through advisory committee meetings, and development of draft and final conceptual designs. The proposed planning will strive to close two gaps in the City's active transportation network (as identified in the ATP) between State Route (SR) 126 path and Camino Real Park Path, which are currently bifurcated by SR-126, and between Camino Real Park Path and essential services to the west, ultimately resulting in an estimated 0.56 miles of new multiuse path and connection to at least 5 miles of existing paths that include SR-126 path, Cypress Point Lane multiuse path and Harmon Barranca multiuse path. Planning will explore alignment of a multiuse path extension and a pedestrian bridge crossing SR-126 to physically separate and protect users from motor vehicles, while taking into consideration stakeholder comments. The City intends to utilize this planning process to eliminate the transportation barrier created by SR-126, providing residents and students with a safe, accessible, and desirable active transportation route between residential neighborhoods and daily destinations on opposite sides of SR-126, such as Elmhurst Elementary School, Pacific High School, Ventura College, Target and Pacific View Shopping Mall.	\$610,848	Assemblymember Steve Bennett 38	Senator Monique Limón 21
76	7	Sustainable Communities Competitive	City of South Pasadena	City-wide Mobility Plan, including Updated Bike and Pedestrian Plan	Los Angeles	City of South Pasadena	At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Other	The City of South Pasadena's compact size (3.4 mi ²) within the broader Los Angeles county allows the city to envision championing greater cyclist accessibility into the heart of its downtown through the amplification of its city-wide Mobility Plan, amounting to \$450,000, which includes an update of its 2011 Bike and Pedestrian Master Plan, amounting to \$150,000, to the city. The City's lack of a comprehensive city-wide Mobility Plan, as well as the City's outdated Bike and Pedestrian Master Plan, emphasizes the necessity of this project, which would include assessments of traffic analyses of intersection operations, volumes, and speeds along the corridor, which is necessary to determine the feasibility of connecting infrastructure for pedestrians and cyclists, accommodating greater safety levels for multimodal transportation, and paving greater accessibility for residents, commuters, and tourists. These deliverables will be achieved through the help of Alma Medina, Assistant to City Manager; Michael Vartanians, city Engineer; Julian Lee, Public Works Director; Nick Kimball, Assistant City Manager/Chief Financial Officer; Todd Hileman, City Manager, as well as a consultant obtained through the RFP process who will spearhead the plan update.	\$398,385	Mike Fong 49	Sasha Renée Pérez 25
77	7	Sustainable Communities Competitive	City of South Gate	Southern Avenue Multimodal Bridge Planning Study	Los Angeles	South Gate	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Other	The City of South Gate's Southern Avenue Multimodal Bridge Planning Study will take the first step toward reconnecting three segments of Southern Avenue divided by the Los Angeles River Channel and I-710 Freeway. The study will evaluate safe, low-speed multimodal options for pedestrians, bicyclists, and transit riders, including bridge ramps linking South Park, Urban Orchard Park, and the Los Angeles River Trail. It will assess transit efficiency, first-/last-mile access, and land-use and TOD opportunities near the planned Southeast Gateway line light-rail station. Deliverables include bridge and transit concepts, access plans, land-use scenarios, outreach findings, and a long-range planning framework for future Southern Avenue Multimodal Bridge implementation.	\$619,710	Assembly Member Jose Luis Solache 62	Senator Lena A Gonzales 33
78	7	Sustainable Communities Competitive	City of San Gabriel	General Plan Update – Circulation, Land Use, Environmental Justice (EJ) Elements	Los Angeles County	City of San Gabriel	TBD: No Cover Sheet	General Plan Elements (Multimodal Spec. Type) Multimodal (Motorized and Active Transport)	San Gabriel's historic character adds a touch of uniqueness when considering City compatibility to local facilities and the designated project area's direct surroundings. Maintaining a compact development footprint during initial or preliminary processes may be prudent to ensure project scalability, as stewardship of natural resources capacity calls for carefully planning any outward growth. It also supports San Gabriel's need to establish a multi-modal plan and streetscape design manual through this Sustainable Transportation funding request, with key deliverables able to comprehensively identify: 1) Designated areas where there are ripe opportunities to further San Gabriel's locational efficiency, emphasizing community design elements which serve to expand and improve upon multi-modal transportation facilities/services made available to San Gabriel residents in addition to the broader public. 2) Designated areas demonstrating strong potential to evolve into a high-value, high-volume urban OR active transit corridor, significantly spurring multi-jurisdictional network movement extending past San Gabriel's peripheral to mitigate service provision gaps/missed opportunities currently preventing more active modes of transit to- and from surrounding metropolitan regions (e.g., Alhambra, Rosemead, unincorporated communities situated northeast to the City).	\$400,000	State Assemblymember Mike Fong 49	Senator Sasha Renee Perez 25
79	7	Sustainable Communities Competitive	City of Hawthorne	Feasibility Study for the Greenline Gateway: Connecting Communities, Growing Opportunity	Los Angeles	Hawthorne	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) General Plan Elements (Multimodal Spec. Type)	The Greenline Gateway: Connecting Communities, Growing Opportunity is a feasibility study to evaluate the installation of an approximately 5.2-mile multi use path in the underutilized space adjacent to Interstates 105 and 405 and the Dominguez Channel, a nearly 16 mile waterway that begins in Hawthorne and ends at the Los Angeles Harbor. The project will address Hawthorne's shortage of accessible green space and limited bike network by creating a safe, separated corridor that links the Redondo Beach, Hawthorne Lennox, and Crenshaw Metro Stations, connects neighborhoods and major employment hubs through convenient and low stress routes, expands tree canopy, closes first and last mile gaps, improves access to transit, supports sustainable mobility and local economic activity, and lays the foundation for a broader regional network that promotes mode shift and reduces greenhouse gas emissions. Major deliverables include consultant agreement; advisory committee and community engagement presentations; outreach with various agencies, the county, and neighboring cities; outreach materials; City Council agenda and minutes; and a completed Feasibility Study. The planning effort will involve City staff from Public Works, Planning, Police, City Manager, and Community Services departments (including parks and recreation), as well as LA Metro (transit provider), Caltrans, staff from neighboring cities and LA County, elected officials, neighborhood representatives, schools, and residents. Consistent with the City's General Plan update, California Transportation Plan 2050, the State Bicycle and Pedestrian Plan, and SCAG 2040 RTP, the study builds on prior planning to create a well-connected, low-stress active transportation network throughout Hawthorne	\$400,000	Tina S. McKinnor 61	Laura Richardson 35
80	8	Sustainable Communities Competitive	Omnitrans	Post-Pandemic Service & Ridership Study to Meet Regional Growth	San Bernardino	Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernarado, Upland, Yucaipa	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Transit (Bus/Light Rail/Commuter Rail Service)	Omnitrans requests Caltrans STPG funding to implement an in-depth post-pandemic study of riders and non-riders to plan for the future growth of the San Bernardino Valley. A system-wide survey on all fixed routes and input from non-riders will focus on understanding rider first/last mile connections and challenges, transfers, and the highest need for increased service. Omnitrans' Post-Pandemic Service & Ridership Study to Meet Regional Growth (Study) will focus particularly on analyzing Omnitrans' Priority Transit Corridors for future Bus Rapid Transit (BRT) development. The Study will inform Omnitrans' Short-Range Transit Plan, Capital Plan, and long-term planning priorities to ensure service offerings are in line with ridership demand, regional growth, and local development.	\$354,120	James Ramos (45), Robert Garcia (50), Michelle Rodriguez (53)	Rosilicie Ochoa Bogh (19), Sasha Renee Perez (25), Kely Seyarto (32), Susan Rubio (22), Eloise Gomez-Reyes (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 Assembly Member(s) and District(s)	State Senator Name(s) and District(s)	
81	8	Sustainable Communities Competitive	City of Victorville	City of Victorville – Sustainable Mobility & Circulation Element Update	San Bernardino County	Victorville	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	General Plan Elements (Multimodal Spec. Type) Multimodal (Motorized and Active Transport)	The City of Victorville seeks funding through the FY 2026–27 Caltrans Sustainable Communities Transportation Planning Grant Program to engage with a consultant through a competitive process to update the Circulation Element of the 2045 General Plan in an effort to modernize the City's transportation policies to reflect current state mandates, regional priorities, and community needs, particularly those of historically underserved populations. The updated Circulation Element will incorporate Complete Streets principles, traffic calming strategies, and multimodal mobility standards that promote safer, more efficient transportation for all users, including pedestrians, cyclists, transit riders, and individuals with disabilities, in addition to addressing Vehicle Miles Traveled (VMT) reduction, greenhouse gas mitigation, freight route optimization in alignment with legislation such as AB 932 and AB 98, electrification investments in underserved neighborhoods in accordance with AB 39, and the goals outlined in the Southern California Association of Governments' 2024–2050 Regional Transportation Plan. The project will require coordination with the public and with important regional partners such as San Bernardino County, Caltrans District 8, local transit agencies, local freight associations, and other regional representatives and stakeholders. A key component of this update is equity-focused public outreach, which will include workshops, surveys, and targeted engagement in under-resourced areas of Victorville to ensure that community voices shape the policies and priorities of the Circulation Element, resulting in a document that is both legally defensible and responsive to local conditions. The resultant Circulation Element update will prioritize projects and programs within the City and develop strategies to implement them, resulting in a more connected, resilient, and sustainable transportation network that supports long-term community well-being and aligns with the objectives of the Caltrans Sustainable Communities Grant Program.	\$500,000	Juan Carrillo39, Tom Lackey 34	Suzette Martinez Valladares 23
82	8	Sustainable Communities Competitive (Technical)	City of Corona	City of Corona Fleet Decarbonization Study	Riverside	Corona	At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The City of Corona Fleet Decarbonization Study will outline a path forward to phase out the City's existing fleet of over 400 owned/leased vehicles with Near-Zero and Zero-Emission equivalents. This study will evaluate the physical and financial feasibility of procuring replacement vehicles as well as conduct preliminary site analyses of City-owned properties for the installation of supporting infrastructure, such as EV charging stations. This Study will complement ongoing efforts to reach compliance with the Innovative Clean Transit (ICT) Regulation and the Advanced Clean Fleets (ACF) Regulation mandated by the California Air Resources Board.	\$700,000	Leticia Castillo, 58	Sabrina Cervantes, 31
83	8	Sustainable Communities Competitive	City of Beaumont	Beaumont Downtown Multimodal Transportation Network District Specific Plan	Riverside County	City of Beaumont	TBD: No Cover Sheet	Complete Streets (Multimodal Specific Type) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The City of Beaumont will develop a Downtown District Specific Plan to implement the Elevate 2040 General Plan vision for a vibrant, walkable, mixed-use Downtown that meets State goals for safety, sustainability, equity, and multimodal mobility. The project is necessary to address longstanding safety risks along the 6th Street Corridor, reduce conflicts from cut-through trucking, strengthen transit and active transportation connections, and guide growth in an under-resourced community that ranks in the 85th percentile on CalEnviroScreen. Major deliverables include a comprehensive Existing Conditions Report, technical analyses, a Public Outreach and Engagement Plan, an equity-centered Advisory Committee process, and a Draft and Final Specific Plan with form-based zoning, multimodal circulation strategies, climate-resilient design, and an implementation and financing plan. The effort will be led by the City with support from a consultant team, in coordination with regional partners including RCTC, the Riverside Transit Agency, local businesses, property owners, community-based organizations, and historically underrepresented residents. The Specific Plan will build upon the Downtown Revitalization Plan and align with regional and State frameworks—including the SCAG RTP/SCS, Caltrans Strategic Plan, CAPTI, SHSP, and the California Transportation Plan—to direct future investments that reduce GHG emissions, strengthen economic vitality, and improve mobility and safety for all users.	\$389,941	Greg Wallis 47	Rosilicie Ochoa Bogh 19
84	8	Sustainable Communities Competitive (Technical)	City of Riverside	City of Riverside American Disability Act (ADA) Transition Master Plan	Riverside County	City of Riverside	At/Above 75% CA School Meals Data	Complete Streets (Multimodal Specific Type) Multimodal (Motorized and Active Transport)	The City of Riverside American Disability Act (ADA) Transition Master Plan will serve as a citywide comprehensive blueprint to identify and prioritize accessibility barriers in public rights-of-way, sidewalks, crosswalks, curb ramps, intersections and other pedestrian infrastructure throughout the City. The plan will identify and prioritize removal of barriers in public facilities, sidewalks, crosswalks, and other elements within the public rights-of-way to provide equitable access for people with disabilities. The proposed project will benefit disadvantaged communities in the City by improving accessibility to schools, parks, and community facilities that serve low-income and minority populations, ensuring that all residents—regardless of ability—can safely access essential public services. This project will ensure the City's regulatory compliance with Title II of the Americans with Disabilities Act (ADA) and Section 504 of the Rehabilitation Act of 1973, helping to reduce risk of litigation, protect funding eligibility, and promote safety and inclusivity in our community.	\$600,000	Sabrina Cervantes 31	Leticia Castillo 58
85	8	Sustainable Communities Competitive	San Bernardino County Transportation Authority (SBCTA)	Project TitleActive360: San Bernardino County Transportation Authority's Integrated Active Transportation Framework (Short title: Active360)	San Bernardino	Countywide	TBD: No Cover Sheet	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	Active360: San Bernardino County Transportation Authority's (SBCTA) Integrated Active Transportation Framework (short title: Active360) represents a comprehensive, 360-degree approach to advancing the County's bicycle network and broader active transportation system by connecting planning, data, community engagement, and project readiness into a single coordinated effort. Active360 will develop a Countywide Level of Traffic Stress and gap analysis, conduct community outreach to determine local needs, and create a transparent prioritization framework that aligns with the Southern California Association of Government's (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the Climate Action Plan for Transportation Infrastructure (CAPTI) 2.0 goals. Engagement with under-represented communities will directly inform the prioritization framework and guide updates to the Transportation Development Act Article 3 (TDA3) grant program, ensuring that the scoring process better reflects community needs and funding equity. In collaboration with Caltrans District 8, SCAG, and local jurisdictions, SBCTA will also develop a Project Readiness Toolkit to help all SBCTA member jurisdictions effectively prepare competitive, fundable projects. Active360 will integrate meaningful public input with evidence-based analysis to deliver a safer, healthier, and more equitable bike network throughout the County that reflects local priorities and advances statewide transportation objectives, while enhancing transparency through publicly accessible data and maps.	\$700,000	John Harabedian 41, James Ramos 45, Robert Garcia 50, Michelle Rodriguez 53, Phillip Chen 59	Rosilicie Ochoa Bogh 19, Susan Rubio 22, Eloise Gómez Reyes 29, Kelly Seyarto 32
86	10	Strategic Partnerships (FTA 5304)	San Joaquin Regional Transit District	Facilities Master Plan	San Joaquin	Stockton	Not Applicable	Transit (Bus/Light Rail/Commuter Rail Service)	The Facilities Master Plan will evaluate RTD's existing facilities and identify future needs to support safe, efficient, and sustainable public transit in San Joaquin County. The project will assess operations, maintenance, and administrative buildings and propose recommendations for upgrades, redevelopment, or expansion. It will guide long-term investments, improve efficiency, and align with local and regional transportation and climate goals. The plan will include a cost-benefit analysis, funding strategy, and implementation steps. RTD, in collaboration with local and regional partners, will lead the study with consultant support.	\$500,000	Rhodesia Ransom 13	Jerry McNeerney 5
87	10	Sustainable Communities Competitive	City of Escalon	Escalon Multimodal Mobility and Corridor Enhancement Plan; Also Known As (AKA): Safe Streets for Escalon	San Joaquin	Escalon	TBD: No Cover Sheet	Complete Streets (Multimodal Specific Type) Corridor (Local or Regional)	The City of Escalon proposes the Safe Streets for Escalon plan to improve safety, access, and sustainability by connecting neighborhoods to schools, parks, and downtown. The project covers Main Street, SR 120, First Street, McHenry Avenue, Stanislaus Street, Escalon Road, and a new pedestrian and bicycle corridor along Ulrey and Brennan Roads. Current deficiencies include missing sidewalks, unsafe bicycle facilities, and inadequate crossings, while heavy traffic on SR 120 and McHenry creates risks for vulnerable users. The plan will deliver corridor studies, safety audits, and Complete Streets design concepts with solutions such as sidewalks, bike lanes, ADA upgrades, and safer crossings. Public engagement and advisory committees will guide priorities, leading to an implementation plan that supports regional and state goals for equity, safety, and climate resilience.	\$369,170	Assemblymember Heath Flora, 5	Senator Jerry McNeerney, 9
88	10	Sustainable Communities Competitive (Technical)	City of Tracy	City of Tracy Freight Analysis and Traffic Signal Technology Plan	San Joaquin County	City of Tracy	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Climate Change (Adaptation, Vulnerability, etc.) Freight/Goods Movement (Truck, Rail, etc.)	The City of Tracy will develop a Freight Analysis and Traffic Signal Technology Plan in collaboration with the San Joaquin Council of Governments (SJCOC), Caltrans District 10, regional freight stakeholders, and residents living near key industrial corridors. The plan will evaluate freight movement patterns, truck routes, and citywide signal operations to identify opportunities for adaptive signal technologies and congestion reduction. With rapid industrial and housing growth has increasing truck activity and community concerns about safety and air quality, this plan will address these challenges through equitable, data-driven strategies. Deliverables include prioritized freight and signal improvement projects, planning-level cost estimates, and an implementation framework aligned with the California Freight Mobility Plan, Sustainable Freight Action Plan, and SJCOC 2022 RTP/SCS.	\$450,000	Rhodesia Ransom 13	Jerry McNeerney 5
89	10	Sustainable Communities Competitive	Calaveras Council of Governments (CCOG)	Cosgrove Creek Flood Control Feasibility Study	Calaveras County	Valley Springs, CA	Rural Communities	Climate Change (Adaptation, Vulnerability, etc.)	The Cosgrove Creek Flood Control Feasibility Study will analyze existing flood and drainage conditions, evaluate alternatives, and develop an implementation strategy to address flooding of the transportation network and properties along Cosgrove Creek in the rural, census-designated community of Valley Springs in Calaveras County. The creek is bordered by State Route (SR) 26, passes through populated neighborhoods, and has a history of flooding during storm events resulting in significant infrastructure damage, evacuations, roadways that were submerged due to high flood waters and a danger to public. The project, with input from the community, will evaluate options to prevent flooding and harden and modernize the transportation infrastructure to maintain accessibility in future natural disaster events, protect the roadways and community from flood damage, and prevent loss of life. Nature-based solutions will be incorporated to avoid adverse environmental impacts, and opportunities to incorporate multimodal transportation features as identified in the Calaveras County Bicycle Master Plan, such as the proposed Cosgrove Bicycle and Pedestrian Pathway, will also be evaluated.	\$332,000	Assemblymember David J. Tangipa, District 8	Senator Marie Alvarado-Gil, District 4

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 Assembly Member(s) and District(s)	State Senator Name(s) and District(s)	
90	10	Sustainable Communities Competitive	Calaveras Council of Governments	O'Byrnes Ferry Bridge Planning Study	Calaveras County/ Tuolumne County	Copperopolis/Unincorporated Tuolumne County	Rural Communities At/Above 75% CA School Meals Data	Climate Change (Adaptation, Vulnerability, etc.) Safety (Vision Zero)	The O'Byrnes Ferry Bridge Planning Study (Project) will evaluate safety, structural condition, climate vulnerability, and multimodal access needs for the 1957 O'Byrnes Ferry Bridge, a critical interregional connector between Calaveras and Tuolumne Counties that lacks shoulders and has hazardous approach geometry. The Study will assess existing conditions of the bridge structure and approach roadway; identification of potential rehabilitation, replacement, and realignment alternatives; recommended tools and strategies to support safe multimodal access; a technically supported methodology that not only identifies which preferred alternative is locally supported but ensures the next steps promote climate resilience, as well as safe and efficient movement. Major deliverables include an Existing Conditions Report, Alternatives Analysis, Equity and Climate Resilience Assessments, Stakeholder and Public Engagement documentation, and a Final Planning Study with an implementation and funding strategy. Led by the Calaveras Council of Governments (CCOG) in collaboration with Calaveras County, Tuolumne County, Caltrans, and emergency service providers, the Project will incorporate extensive rural community engagement to ensure local priorities shape feasible solutions. The Planning Study supports regional and statewide goals identified in the Calaveras RTP, Caltrans Transportation Plan (CTP) 2050, California Action Plan for Transportation Infrastructure (CAPTI) 2.0, and state planning priorities by enhancing safety, strengthening interregional connectivity, supporting equitable rural access, and improving the resilience of an existing transportation facility.	\$700,000	David J. Tangipa 8	Marie Alvarado-Gil 4
91	10	Sustainable Communities Competitive	San Joaquin Council of Governments	San Joaquin Mobility Hub Design Advancement Project	San Joaquin County	Manteca	At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian) Multimodal (Motorized and Active Transport)	This project advances multimodal, low-carbon transportation in San Joaquin County by bringing a high-priority mobility hub in Manteca to 30% design, building directly on the Regional Mobility Hub Plan and the 2022 RTP/SCS. It will improve transit connectivity, first- and last-mile access, and safe walking and biking infrastructure, particularly for underserved and transit-dependent communities in Manteca. Through robust interagency coordination and inclusive community engagement, the project ensures that design decisions reflect local needs, equity priorities, and transit-supportive land use patterns. By preparing implementation-ready designs, the effort positions Manteca to secure future capital funding and accelerates progress toward regional goals for sustainability, greenhouse gas reduction, and equitable mobility. Ultimately, the project lays the groundwork for a more connected, resilient, and accessible multimodal transportation network in the region.	\$384,840	State Assembly District 9 Assemblymember Heath Flora-REP	State Senate District 5 Senator Jerry McNERNEY-DEM
92	10	Sustainable Communities Competitive	City of Sonora	Sonora Transportation Infrastructure Repurposing for Evacuation Study	Tuolumne	Sonora	TBD: No Cover Sheet	Climate Change (Adaptation, Vulnerability, etc.)	The Transportation Infrastructure Repurposing for Evacuation Study (Study) will evaluate the City of Sonora's existing transportation infrastructure and develop an improved city-wide evacuation plan, recommend infrastructure projects to improve resilience and address existing congestion issues, and propose strategies for ongoing outreach efforts to keep the community informed about the evacuation plan and climate adaptation strategies. Currently, Sonora lacks an effective evacuation plan and faces significant risks from extreme weather events, flooding, and wildfires, compounded by a limited and non-resilient transportation network. Traffic congestion, particularly between 3:00 PM and 5:00 PM, severely impacts both local residents and regional traffic, as Washington Street serves as both the City's main thoroughfare and California State Highway 49 (see Attachment 3 – Data for daily peak hour information). The Project team will implement a robust public engagement strategy, with focused outreach to those in under-resourced communities, and will work closely with first responders to incorporate their expertise. This Study is a priority project outlined in the City's 2024-2034 Capital Improvement Plan as well as a Hazard Mitigation Action listed in the City's Local Hazard Mitigation Plan and aligns with several existing transportation strategies, including the California Adaptation Strategy, Climate Action Plan for Transportation Infrastructure (CAPTI), and the Strategic Highway Safety Plan (CTP).	\$254,966	David J. Tangipa, 8.	Marie Alvarado-Gil, 4.
93	11	Sustainable Communities Competitive	San Diego Metropolitan Transit System (MTS)	MTS Transit Amenities Study	San Diego	San Diego	Rural Communities At/Above 75% CalEnviroScreen Version 4.0	Transit (Bus/Light Rail/Commuter Rail Service)	The Transit Amenities Study aims to enhance the experience and accessibility of transit users by evaluating and improving amenities at MTS stops. The study will engage the community, including both passengers and non-passengers, to gather input on desired amenities. It will explore industry best practices, review existing MTS policies, and recommend updates to ensure equitable, accessible, and innovative placement of amenities. The project will also develop criteria for prioritizing improvements, estimate capital and operating costs, and identify potential funding sources, including partnerships. Ultimately, the study will deliver a comprehensive prioritization plan to guide the implementation of amenity enhancements across the MTS system.	\$309,855	Marie Waldron 75, Brian Maienschein 76, Tasha Boerner 77, Christopher M. Ward 78, Akliah Weber 79, David Alvarez 80	Steve C. Padilla 18, Catherine Blakespear 38, Toni G. Atkins 39, Brian W. Jones 40
94	11	Sustainable Communities Competitive	Manzanita Band of the Kumeyaay Nation	Tribal Hazard Mitigation Plan	San Diego	Boulevard	Rural Communities Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Below 25% CA Healthy Places Index	Climate Change (Adaptation, Vulnerability, etc.)	The Manzanita Band of the Kumeyaay Nation (Tribe) proposes to develop a Tribal Hazard Mitigation Plan (THMP) to strengthen community resilience. The geographic area of the THMP is the Manzanita Reservation, other Tribal lands, and places of cultural heritage. The project aims to develop actionable mitigation strategies to strengthen critical infrastructure, protect human health and safety, and minimize the impacts of natural disasters and other hazards on Tribal resources. This project will involve collaboration between Manzanita departments (e.g. Manzanita Environmental Department), Caltrans, and other local and regional agencies and major deliverables include an Engagement Plan, a Vulnerability Assessment, a Mitigation Action Plan, and THMP. The project findings can inform broader local, regional, and State planning efforts, including the San Diego Multi-Jurisdictional Hazard Mitigation Plan, the San Diego County Emergency Operations Plan and various Tribal department plans.	\$241,980	Carl DeMaio 75	Steve C. Padilla 18
95	11	Sustainable Communities Competitive	City of San Diego	City of San Diego Trails Master Plan	San Diego	San Diego	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian)	The City of San Diego is developing its first Trails Master Plan to address decades of car-centered growth that left many neighborhoods disconnected and without safe, reliable access to trails. This citywide planning effort will establish clear policies and standards to protect, connect, and expand San Diego's trail network as a vital part of its mobility system. Building on the ongoing Existing Conditions Report, the plan will use advanced mapping tools, data analysis, and extensive community input to identify needs and set measurable goals for safety, equity, conservation, and climate resilience. In collaboration with community organizations, technical experts, and regional partners, the plan will create a unified framework to guide future investments in a manner that is compatible with protecting the City's biodiversity and strengthen funding readiness. Ultimately, the Trails Master Plan will ensure that all San Diegans—regardless of where they live—can safely and equitably access nature, recreation, and sustainable transportation options.	\$700,000	Carl DeMaio 75, Dr. Darshana Patel 76, Tasha Boerner 77, Christopher M. Ward 78, Dr. LaShae Sharp-Collins 79, David A. Alvarez 80	Steve Padilla 18, Catherine Blakespear 38, Akliah Weber Pierson 39, Brian W. Jones 40
96	11	Sustainable Communities Competitive (Technical)	San Diego Association of Governments (SANDAG)	Regional Resiliency Benefit-Cost Analysis Tool	San Diego County, regionwide	All 18 Cities in San Diego County and Unincorporated Areas	Rural Communities Native American Tribal Governments At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Climate Change (Adaptation, Vulnerability, etc.) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	SANDAG, in partnership with the Port of San Diego and Caltrans District 11, proposes to develop a Regional Resiliency Benefit-Cost Analysis Tool that will quantify the economic benefits of multimodal transportation infrastructure investments that reduce risks from climate stressors such as extreme heat, wildfire, flooding, and coastal hazards. SANDAG and its partners will then apply the tool to at least two case study projects to demonstrate its functionality across various climate resilience scenarios. The Project will also evaluate the social impacts of improved transportation resilience, including benefits to under-resourced communities, through the development of community benefits reports that will supplement the tool itself. This Project is necessary to help public agencies advance and prioritize transportation projects that incorporate resiliency, and better prepare them to be competitive for discretionary grant funds.	\$700,000	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	Steve Padilla 18, Kelly Seyarto 32, Catherine S. Blakespear 38, Akliah Weber Pierson 39, Brian W. Jones 40
97	11	Sustainable Communities Competitive (Technical)	City of Brawley	Brawley Downtown Specific Plan Update for Housing and Community Connectivity	Imperial	Brawley	Rural Communities At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Corridor (Local or Regional) General Plan Elements (Multimodal Spec. Type)	The City of Brawley must update its outdated 2012 Downtown Specific Plan to address new housing needs, improve community connectivity, and respond to economic growth driven by the emerging lithium industry. The project will revitalize the 110-acre Main Street corridor by enhancing mobility, improving public spaces, and identifying mixed-use development opportunities, supported by in-kind technical assistance from San Diego State University to conduct analysis, mapping, and community engagement. Key strategies—such as expanding pedestrian and bicycle networks, implementing safety improvements, and strengthening transit connections—directly advance priorities in the Brawley General Plan, Climate Action Plan, Environmental Justice Element, ICTC's Regional Active Transportation and Long-Range Transportation Plans, SCAG's Connect SoCal 2024, and statewide transportation and housing plans. Updating the plan is necessary to reduce greenhouse gas emissions, support active transportation, and ensure that land-use decisions align with regional mobility, sustainability, and economic-development goals. The project centers environmental justice and equity by engaging underserved residents, local businesses, and community leaders to shape a resilient, vibrant downtown that supports long-term economic opportunity for the City of Brawley.	\$375,000	Jeff Gonzalez 36	Steve C. Padilla 18
98	11	Sustainable Communities Competitive	Mesa Grande Band of Diegueno Mission Indians	Mesa Grande Bicycle, Pedestrian and Truck Movement Plan	San Diego County	Ramona, Santa Ysabel	Rural Communities Native American Tribal Governments Regional/Local Definition	Active Transportation (Bicycle and Pedestrian) Multimodal (Motorized and Active Transport)	The Mesa Grande Band of Diegueno Mission Indians (Mesa Grande) proposes to prepare a comprehensive Bicycle, Pedestrian, and Truck Movement Plan to support the buildout of the North Field and 900 Acre Tract housing community, identified in the Tribe's Housing Master Plan as the Tribe's highest-priority near-term housing areas. The North Field and 900 Acre Tract will ultimately house 1,500 Tribal members and requires safe, multimodal transportation infrastructure to reduce vehicle miles traveled (VMT), improve safety, and ensure efficient access for residents, service vehicles, and emergency response. The project will produce multimodal circulation plans, design concepts, phasing strategies, cost estimates, and financing strategies coordinated with ongoing housing, utilities, and community facility planning.	\$244,500	District 75 Assemblymember Carl DeMaio	District 32 Senator Kelly Seyarto District 40 Senator Brian Jones
99	11	Strategic Partnerships (FHWA SPR Part I)	Imperial County Transportation Commission	SR-111 Comprehensive Multimodal Corridor Plan	Imperial	Brawley, Calexico, and Calipatria	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Corridor (Local or Regional) Freight/Goods Movement (Truck, Rail, etc.)	The project proposes to develop a comprehensive multimodal corridor plan for State-Route (SR)-111 to create a roadmap for collaboration across jurisdictions to accommodate anticipated growth in local traffic and cross-border travel and address issues and deficiencies throughout the corridor. A shared vision and comprehensive plan are needed as SR-111 serves as a major intercity connector in Imperial County, provides goods movement for agricultural activities, is the primary carrier of trucks between the international border and the greater Los Angeles area, and utilized by public transit, bicyclists and pedestrians. The plan will identify and prioritize multimodal infrastructure improvements and strategies that improve mobility while balancing factors including climate change, development, land use, and social equity.	\$184,000	Jeff Gonzalez 36	Steve C. Padilla 18
100	11	Sustainable Communities Competitive	La Posta Band of Diegueno Mission Indians	La Posta Transportation, Land Use, and Housing Access Plan	San Diego	Boulevard	Rural Communities Native American Tribal Governments Regional/Local Definition	General Plan Elements (Multimodal Spec. Type)	The La Posta Band of Mission Indians (La Posta) seeks to develop its first comprehensive Transportation, Land Use, and Housing Access Plan. La Posta has never had an integrated planning framework, and the Tribe lost most of its historical records, including mapping files and planning documents, following a catastrophic computer system crash. This absence of historical and technical information, combined with the impacts of Interstate 8 bisecting the reservation and causing significant erosion and drainage problems, has left La Posta without the foundational tools needed for long-term decision-making. La Posta is a small, rural, under-resourced Tribal community with limited staff capacity and no prior comprehensive planning effort, making this study essential to supporting mobility, housing access, infrastructure planning, and future funding readiness.	\$220,500	District 75 Carl DeMaio	District 18 Senator Steve Padilla

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 Assembly Member(s) and District(s)	State Senator Name(s) and District(s)	
101	11	Sustainable Communities Competitive	County of San Diego	Gopher Canyon Road Safety Study	San Diego	Unincorporated – County of San Diego	Not Applicable	Corridor (Local or Regional) Safety (Vision Zero)	The Gopher Canyon Road Safety Study will develop a comprehensive Roadway Safety Assessment for the full corridor between Interstate 15 and East Vista Way, along with a focused Roadway Alignment Study for the segment between Rue Margaux and East Vista Way. The project is necessary due to the corridor's high crash history, challenging geometry, limited multimodal accommodations, and increasing travel demand associated with nearby residential development. Major deliverables include a detailed safety analysis, field reviews, community engagement, and conceptual design plans that identify feasible alignment alternatives, required easements, utility considerations, and planning-level costs. The study will be led by the County's Transportation Planning staff with consultant support and collaboration from stakeholders and residents. The completed study will support future Local Roads Safety Plan updates and advance the corridor toward funding, design, and construction consistent with regional, State, and housing-transportation planning goals.	\$446,472	Darshana Patel, 76	Brian Jones, 40
102	11	Sustainable Communities Competitive	City of Chula Vista	Transit-Oriented Development (TOD) Feasibility Study and Urban Core Specific Plan Update	San Diego	City of Chula Vista	At/Above 75% CalEnviroScreen Version 4.0	Other	The City of Chula Vista proposes an integrated Transit-Oriented Development (TOD) Feasibility Study and Urban Core Specific Plan Update to guide sustainable, equitable growth around the City's transit-oriented development stops. The project will evaluate development capacity and regulatory conditions under recently adopted State housing laws, including SB 79, SB 131, and AB 130, with a specific focus on determining eligibility for CEQA streamlining through infill exemptions to accelerate housing production and sustainable development in the Urban Core. Bayfront.	\$450,000	David Alvarez 80	Steve C. Padilla 18
103	11	Sustainable Communities Competitive	San Diego Association of Governments (SANDAG)	Rosecrans Corridor Multimodal Strategy	County of San Diego	City of San Diego	At/Above 75% CalEnviroScreen Version 4.0	Corridor (Local or Regional) Multimodal (Motorized and Active Transport)	The Rosecrans Corridor Multimodal Strategy, led by SANDAG in collaboration with the City of San Diego, Caltrans District 11, Navy Region Southwest, the Port of San Diego, and MTS, will develop a unified, data-driven framework to improve safety, access, and multimodal connectivity along one of San Diego's most critical transportation corridors. As the primary access route to Naval Base Point Loma (NBPL), the corridor carries thousands of daily military and civilian trips but faces worsening congestion, unreliable travel times, and gaps in pedestrian, bicycle, and transit infrastructure. Even though Rosecrans is only a few miles from the nearest major transit hub at Old Town, reaching destinations along the corridor by bus typically takes around 30 minutes due to indirect routing and limited service, underscoring the need to evaluate improvements such as bus-only lanes, targeted bus-priority treatments, intersection upgrades, and continuous bicycle facilities. These deficiencies create daily safety and mobility challenges for surrounding communities, constrain emergency access, and directly affect military mission readiness by limiting secure and dependable travel options. Rosecrans has repeatedly been identified as a corridor of concern in regional and state planning efforts, including SANDAG's Regional Plan, the Central Mobility Hub Comprehensive Multimodal Corridor Plan (CMCP), and the Military Multimodal Access Strategy (MMAS), underscoring the need to move longstanding priorities toward implementation, and through coordinated interagency engagement and readiness analysis, the project will align funding priorities and guide future investments that improve corridor performance, accessibility, regional economic vitality, and reliability of travel times to jobs and key community destinations.	\$450,000	Tasha Boerner 77	Akilah Weber Pierson 39
104	11	Sustainable Communities Competitive	North County Transit District (NCTD)	Bus Stop Assessment and Development Study (BSA)	San Diego	Carlsbad; Del Mar; Encinitas; Escondido; Oceanside; San Marcos; Solana Beach; Vista	Rural Communities Native American Tribal Governments At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Below 25% CA Healthy Places Index	Transit (Bus/Light Rail/Commuter Rail Service)	The Bus Stop Assessment and Development Study (BSA) will allow NCTD to assess the existing physical conditions at bus stops throughout NCTD's entire service area, providing the knowledge of which stops require specific improvements for Americans with Disabilities Act (ADA) compliance, informing amenity considerations that are currently unknown, and will help determine which stops should be prioritized for improvement in NCTD's annual budget process. Additional objectives include proposing guidelines, developing strategies for implementation, and conducting community engagement to solicit feedback regarding existing conditions. This project will also allow NCTD to update its Bus Stop Development Handbook, which was last updated in 2024, to ensure consistent design guidelines for bus stop accessibility, amenity improvements, and ensuring conformity with legal requirements and industry best practices. This project is necessary because it will allow NCTD to assess more than 1,600 bus stops and prioritize improvements throughout its 1,020 square mile service area; NCTD's BREEZE bus service provides vital public transportation for essential workers, low- and moderate-income communities, Historically Disadvantaged Communities, Areas of Persistent Poverty, and populations who are linguistically isolated and/or housing burdened. By improving accessibility, this project will help reduce reliance on single-occupant vehicles, reduce greenhouse gas emissions, and improve health and safety, which is consistent with regional planning efforts, including the San Diego Association of Governments' (SANDAG) 2021 Regional Plan Sustainable Communities Strategy.	\$393,820	Laurie Davies, 74 Carl DeMaio, 75 Darshana Patel, 76 Tasha Boerner, 77	Catherine Blakespear, 38 Brian Jones, 40
105	11	Sustainable Communities Competitive	City of Calipatria	Calipatria Extreme Heat Transportation Adaptation Plan	Imperial County	Calipatria	TBD: No Cover Sheet	Climate Change (Adaptation, Vulnerability, etc.) Multimodal (Motorized and Active Transport)	The City of Calipatria is seeking funding to complete an Extreme Heat Transportation Adaptation Plan to identify ways to adapt the city's transportation infrastructure to extreme heat and identify community transportation needs. Located in the Imperial Valley, Calipatria is a severely underserved community, with an aging population that regularly faces temperatures of over 120 degrees during the summer. Despite the extreme heat, many community members do not have a car and are reliant on walking, biking, or taking the bus to reach their doctor's appointments, grocery stores, schools, and other key destinations. This planning effort will (a) assess cooling strategies such as cool pavements, tree planting, and shade structures for community support and financial feasibility, and (b) engage vulnerable community members, community-based organizations, and local stakeholders to identify transportation needs and develop project recommendations to improve the community's health and access. In order to complete this plan, the city will work with a consultant to be determined, local stakeholders, and community-based organizations. The city will bring together local and regional stakeholders in an advisory committee to inform and guide priority strategies for supporting mobility of community members despite extreme temperatures. Similarly, the city will build on its relationships with CBOs and the community to host workshops and events, distribute surveys, and seek feedback to inform the plan. The outcome of this plan will be strategies and feasible projects to increased mitigation of Calipatria's streets, sidewalks, and bus stops to extreme heat.	\$177,000	Jeff Gonzalez 36	Steve C. Padilla 18
106	11	Sustainable Communities Competitive	City of Chula Vista	Chula Vista Safety Action Plan	County of San Diego	City of Chula Vista	TBD: No Cover Sheet	Safety (Vision Zero)	The Chula Vista Safety Action Plan will provide the City with an updated analysis of recent crash data, demographics, and chula data to identify systemic safety countermeasures and emphasis areas that will address the primary road safety issues impacting Chula Vista residents, particularly those living in disadvantaged communities in the western portions of the city. Fatalities and serious injuries are overrepresented by population in western Chula Vista, where accessibility to adjacent light rail stations is critical to reach destinations for many residents. The Plan will involve regular feedback from key stakeholders through meetings with the City's Traffic Safety Commission (comprised of members of the public appointed by elected members of the City Council) to identify safety emphasis areas and the most impactful safety countermeasures (behavioral and infrastructure) to address those safety emphasis areas. These efforts will align with the Safe System Approach, the California Strategic Highway Safety Plan (SHSP), statewide environmental initiatives such as the Climate Action Plan for Transportation Infrastructure (CAPTI), and Chula Vista's own Climate Action Plan, which prioritizes vulnerable road user safety and GHG reduction.	\$262,100	David Alvarez 80	Steve C. Padilla 18 Steve C. Padilla 18
107	12	Sustainable Communities Competitive	City of Irvine	I-5 Overcrossing and Irvine Train Station Connectivity Study	Orange	Irvine	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian) Multimodal (Motorized and Active Transport)	The Project proposes a pedestrian-bicycle bridge over the I-5 connecting Enterprise Drive to Ada. Enterprise Drive, west of the I-5, provides access to the Irvine Spectrum Area, a dynamic hub in Irvine featuring modern office spaces, retail centers, and entertainment venues. It is known for Irvine Spectrum Center, a vibrant destination with shopping, dining, and entertainment options. Ada is 0.4-mile local roadway connecting the Irvine Train Station to Technology Drive, east of I-5. In addition to the pedestrian-bicycle overcrossing, a complete streets study is proposed for Ada to provide ADA-accessible pedestrian and bicycle paths connecting the bridge to the Train Station.	\$416,974	Cottie Petri-Norris, 73	Steven Choi, 37
108	12	Sustainable Communities Competitive	Orange County Transportation Authority	High-Capacity Transit: State College-Bristol Corridor Study	Orange County	Cities of Brea, Fullerton, Anaheim, Orange, Santa Ana, Costa Mesa, and Irvine	At/Above 75% CalEnviroScreen Version 4.0	Corridor (Local or Regional) Transit (Bus/Light Rail/Commuter Rail Service)	The High-Capacity Transit: State College-Bristol Corridor Study (Project) will evaluate options for enhanced transit service along a congested, high ridership 18.5-mile corridor from Brea Mall to John Wayne Airport, located in the cities of Brea, Fullerton, Anaheim, Orange, Santa Ana, Costa Mesa, and Irvine. Building on OCTA's 2024 OC Transit Vision Master Plan, SCAG's 2024 Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the 2021 Bristol Street Transit Corridor Study, the Project will analyze rapid bus service and Bus Rapid Transit (BRT) concepts to improve travel speed, reliability, and first/last-mile connections to major destinations such as Brea Mall, California State University Fullerton, Angel Stadium, Platinum Triangle, UCI Medical Center, the Outlets at Orange, Santa Ana College, OC Streetcar, South Coast Plaza, and John Wayne Airport. The Project, led by OCTA in partnership with Caltrans District 12 and the seven corridor cities, will identify the most effective multimodal improvements to relieve congestion and expand equitable mobility. These efforts advance statewide goals outlined in the California Transportation Plan (CTP) 2050, Climate Action Plan for Transportation Infrastructure (CAPTI), and the California Strategic Highway Safety Plan (SHSP). The project is necessary for delivering safe, equitable, and low-carbon multimodal transportation options that reduce single occupancy vehicle (SOV) dependence and enhance access for all users. Deliverables include a locally preferred alternative, grant-ready cost estimates, and an implementation and funding strategy to guide near- and long-term corridor investments.	\$663,975	Phillip Chen 59, Avelino Valencia 68, Cottie Petrie-Norris 73	Bob Archuleta 30, Thomas Umberg 34, Steven Choi 37

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 Assembly Member(s) and District(s)	State Senator Name(s) and District(s)	
109	12	Sustainable Communities Competitive	Orange County Transportation Authority	Countywide Cloud-Based Transit Signal Priority Master Plan	Orange County	All Cities in Orange County, including unincorporated areas	At/Above 75% CalEnviroScreen Version 4.0	Corridor (Local or Regional) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition) Transit (Bus/Light Rail/Commuter Rail Service)	The Orange County Transportation Authority (OCTA) requests funding to develop the Countywide Cloud-Based Transit Signal Priority (TSP) Master Plan (Plan). OCTA expects that this plan, when implemented, will significantly reduce delays to bus service at signalized intersections and therefore encourage higher ridership, lower operating costs, and improve service reliability. These project outcomes align closely with several state planning efforts, including California Senate Bill 960 which emphasizes transit priority, and faster and more reliable bus service as part of complete street development, as well as state goals to reduce greenhouse gas (GHG) emissions, reduce vehicle miles traveled (VMT), and improve air quality. The plan will identify short-term event-driven (e.g., 2028 Olympics) and 5-year horizon priority TSP deployment corridors, a recommended TSP technology roadmap, project cost estimates, performance metrics, maintenance plan, and governance structure. As part of the robust public outreach, Orange County's 34 cities, transit riders, residents, Caltrans, and a variety of other stakeholders will be involved in plan development and project brainstorming, determining solutions, and project implementation.	\$695,795	Phillip Chen 59, Blanca Pacheco 64, Sharon Quirk-Silva 67, Avelino Valencia 68, Tri Ta 70, Kate Sanchez 71, Diane Dixon 72, Cottie Petrie-Norris 73, Laurie Davies 74	Bob Archuleta 30, Thomas Umberg 34, Tony Strickland 36, Steven Choi 37, Catherine Blakespear 38
110	12	Sustainable Communities Competitive	City of Santa Ana	Fairhaven Avenue Multimodal Plan	Orange	Santa Ana	TBD: No Cover Sheet	Complete Streets (Multimodal Specific Type)	The Fairhaven Avenue Multimodal Plan focuses on the nearly 1-mile segment of Fairhaven Avenue between Grand Avenue and Tustin Avenue in the City of Santa Ana. This corridor is one of the City's top corridors as identified by the adopted Safe Routes to School Plan (June 2020) and General Plan Mobility Element (April 2022). The City is seeking state STPG funding to identify and evaluate critical safety measures and improvements, such as curb extensions, Americans with Disabilities Act (ADA) compliant ramps, landscaped medians, a new and improved traffic signal, high-visibility continental crosswalks, and other proven safety countermeasures such as reduced curb radii and lane widths. The plan will also identify opportunities to incorporate local art, pedestrian-scale lighting, and shade trees based on extensive community input to improve the travel environment and aesthetic of Fairhaven Avenue. Upon selection of a locally preferred alternative, the project will include 30% engineering and design and identify additional funding sources for final engineering and construction.	\$619,000	Avelino Valencia 68	Thomas J. Umberg 34
111	12	Sustainable Communities Competitive	City of Cypress	City of Cypress Active Transportation Plan	Orange County	City of Cypress	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data	Active Transportation (Bicycle and Pedestrian)	The City of Cypress will prepare an Active Transportation Plan (ATP) to identify a long-term strategy for improving walking, biking, and other non-motorized travel throughout the community. The ATP will identify existing gaps in the transportation network, develop a set of recommended improvements with consideration for all road users, and determine priority areas for multimodal and sustainable transportation improvements. Through data analysis and robust community engagement, recommended projects and strategies will reflect local needs and priorities to address existing issues and provide the foundation for future implementation grant funding. Implementation of the projects identified in the ATP will help advance State, regional, and local goals by prioritizing safety, cutting greenhouse gas emissions, improving mobility, and increasing accessibility and comfort for everyone using the multimodal transportation system.	\$262,047	Sharon Quirk-Silva 67	Tony Strickland 36
112	12	Sustainable Communities Competitive	City of Los Alamitos	Los Alamitos Safe Routes to School Plan	Orange County	City of Los Alamitos	Regional/Local Definition	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The City of Los Alamitos proposes to develop a Safe Routes to School Plan (SRTS) to improve safety and accessibility for students walking and bicycling to four public school campuses. The plan will assess existing conditions, conduct walk audits, analyze collision and travel data, and engage the community through school-based outreach, surveys, and workshops to identify barriers and opportunities for active transportation. The project will support the City's Mobility Element, and Active Transportation Plan, while aligning with State goals to enhance roadway safety, reduce greenhouse gas emissions, and promote equity. The resulting plan will serve as a blueprint for implementation of safe, connected routes to schools.	\$265,500	Tony Strickland 36	Tri Ta 70