FY 2024-25 Non-Awards

	Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communites Definitions	Project Type	Project Description	Grant Request
1	1	Sustainable Communities Competitive (Technical)	City of Ukiah	City of Ukiah East Perkins & East Gobbi Streets Multimodal Transportation Plan	Mendocino	City of Ukiah	Rural Communities At/Below 80% AB 1550 (Gomez, 2016)	Multimodal (Motorized and Active Transport) Safety (Vision Zero)	The proposed transportation improvement plan will study, analyze, and recommend multimodal and streetscape improvements on East Perkins and East Gobbi Streets in the City of Ukiah. This Plan is necessary to identify pedestrian, bicycle, vehicular, and transit needs and determine optimal multimodal enhancements to achieve safer, more efficient, and accessible east-west transportation networks connecting US101 and other regional roads to the downtown district. Best solutions will be determined through a comprehensive community engagement process, data collection and analysis, and by considering future development plans for the corridors. Project deliverables will include a Request for Proposals to hire a consultant, a comprehensive public engagement process that will include community meetings and outreach materials, an Existing Conditions/Needs Assessment Report, and a draft and final City of Ukiah East Perkins & East Gobbi Streets Multimodal Transportation Improvement Plan, with 30% plans, and a preliminary cost estimate. Parties involved include the City of Ukiah, Caltrans, Mendocino Council of Governments, Mendocino Transit Authority, Adventist Health, County of Mendocino, Judicial Council of California, Blue Zones Project, Walk and Bike Mendocino, Climate Action Mendocino, and community members.	$345,896
2	1	Sustainable Communities Competitive	Lake County/City Area Planning Council	Lake County Tribal Transportation Needs and Engineered Feasibility Study	Lake County	City of Clearlake and City of Lakeport	Rural Communities Native American Tribal Governments At/Below 80% AB 1550 (Gomez, 2016)	Other	The project will explore the needs, priorities, and feasibility of improving identifiable deficiencies in the tribal road systems and transportation networks, both within and adjacent to native lands in the Lake County region. Features of the study would include a concise and detailed list of possible projects for each of the region's tribes, estimated costs, and potential funding sources to implement future projects. The goal of the project would be to identify and prioritize tribal transportation projects. It would serve as a complement to existing Tribal Transportation plans, or in some cases help to provide information useful in developing or updating older plans. Consistent with goals and policies of the Lake County Regional Transportation Plan, it will seek to develop partnering opportunities for future transportation projects that benefit both the tribes and the region as a whole.	$180,778
3	1	Climate Adaptation Planning	Yurok Tribe	Yurok Tribe Climate Adaption Action Plan	Del Norte County, Humboldt County	Klamath, Weitchpec	Native American Tribal Governments	Climate Change (Adaptation, Vulnerability, etc.)	This proposed project is the creation of a Climate Adaptation Action Plan that will integrate findings from our current climate adaptation planning grant project of a climate vulnerability assessment and evacuation plan for the Yurok Tribe's transportation system ensuring the resilience and sustainability of our communities. Major deliverables include, Project Startup and Public Engagement Tools Design , Greenhouse Gas (GHG) Emissions Report, GHG Emissions Forecasting, Adaptation Strategies, Transportation Infrastructure Resilience, Community Engagement, Monitoring and Evaluation. The desired outcomes include, Increased resilience, Ecosystem Protection, Community Well Being, and Economic Sustainability. The Yurok Tribe's Transportation Department will work collaboratively with other tribal departments, the California Department of Transportation, the United States Forest Service and National Park Services, California State Parks, the United States Bureau of Land Management, along with Del Norte and Humboldt Counties, to prepare a Climate Adaptation Action Plan for the Yurok Tribal Transportation System, in support of goals established in the 2013 Yurok Tribe Hazard Mitigation Plan and the 2011 Yurok Tribe and Climate Change: Initial Prioritization Plan and in alignment with the California State Adaptation Strategy.	$500,000
4	2	Sustainable Communities Competitive (Technical)	County of Modoc	Modoc County and North Region ZEV Infrastructure Readiness Plan	Modoc, Siskiyou, Trinity	Alturas, Dorris, Dunsmuir, Etna, Fort Jones, Monague, Mt Shasta, Tulelake, Weed, Yreka	Rural Communities At/Below 80% AB 1550 (Gomez, 2016)	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The County of Modoc is proposing to develop a combined countywide and regional Zero Emission Vehicle (ZEV) Infrastucture Readiness Plan along with partner Counties Siskiyou and Trinity and with the support of the Rural County Representatives of California (RCRC) as subrecipient. The Plan will identify ZEV infrastructure gaps, review the electrical grid's capacity, assess existing mobility options, locate optimal areas for charging capacity and recommend improvements to ZEV infrastructure and pathways for development, as well as analyzing opportunities in zero emission transit and goods movement infrastructure. In the spirit of equity and inclusion, a ZEV Task Force including cities, CalTrans District 2, tribes, the Transportation Commission, utilities and community-based organizations working on ZEV infrastructure and/or directly with under-served communities will shape and implement a comprehensive public outreach strategy to inform the community and receive input on the development of the ZEV Readiness Plan. The ZEV Readiness Plan will include prioritized strategies and actions, as well as financial models that take into account economic realities, public and philanthropic funding opportunities, and advanced financing tools, all to ensure Modoc County and the three-county region can quickly move implementation priorities forward. The project is necessary to bring local governments and community-based organizations together to focus on increasing ZEV usage and mobility options, achieving local and state goals to reduce greenhouse gas emissions (GHGs), improving the economic sustainability of the region and ensuring rural communities receive needed support.	$309,855
5	2	Sustainable Communities Competitive (Technical)	County of Siskiyou	Siskiyou County and North Region ZEV Infrastructure Readiness Plan	Modoc, Siskiyou, Trinity	Alturas, Dorris, Dunsmuir, Etna, Fort Jones, Monague, Mt Shasta, Tulelake, Weed, Yreka	Rural Communities At/Below 80% AB 1550 (Gomez, 2016)	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The County of Siskiyou is proposing to develop a combined countywide and regional Zero Emission Vehicle (ZEV) Infrastucture Readiness Plan along with partner Counties Modoc and Trinity and with the support of the Rural County Representatives of California (RCRC) as subrecipient. The Plan will identify ZEV infrastructure gaps, review the electrical grid's capacity, assess existing mobility options, locate optimal areas for charging capacity and recommend improvements to ZEV infrastructure and pathways for development, as well as analyzing opportunities in zero emission transit and goods movement infrastructure. In the spirit of equity and inclusion, a ZEV Task Force will include representatives from: the Cities of Dorris, Dunsmuir, Etna, Fort Jones, Montague, Mount Shasta, Tulelake, Weed and Yreka, as well as, Caltrans District 2, the Karuk, Quartz Valley Indian Reservation, Shasta Nation, the Siskiyou Transportation Commission, utilities, and community-based organizations, all to shape and implement a comprehensive public outreach strategy to inform the community and receive input on the development of the ZEV Readiness Plan. The ZEV Readiness Plan will include prioritized strategies and actions, as well as financial models that take into account economic realities, public and philanthropic funding opportunities, and advanced financing tools, all to ensure Siskiyou County and the three-county region can quickly move implementation priorities forward. The project is necessary to bring local governments and community-based organizations together to focus on increasing ZEV usage and mobility options, achieving local and state goals to reduce greenhouse gas emissions (GHGs), improving the economic sustainability of the region and ensuring rural communities receive needed support.	$309,855
6	2	Sustainable Communities Competitive (Technical)	County of Trinity	Trinity County and North Region ZEV Infrastructure Readiness Plan	Modoc, Siskiyou, Trinity	Alturas, Dorris, Dunsmuir, Etna, Fort Jones, Monague, Mt Shasta, Tulelake, Weed, Yreka	Rural Communities At/Below 80% AB 1550 (Gomez, 2016)	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The County of Trinity is proposing to develop a combined countywide and regional Zero Emission Vehicle (ZEV) Infrastucture Readiness Plan along with partner Counties Modoc and Siskiyou and with the support of the Rural County Representatives of California (RCRC) as subrecipient. The Plan will identify ZEV infrastructure gaps, review the electrical grid's capacity, assess existing mobility options, locate optimal areas for charging capacity and recommend improvements to ZEV infrastructure and pathways for development, as well as analyzing opportunities in zero emission transit and goods movement infrastructure. In the spirit of equity and inclusion, a ZEV Task Force including cities, CalTrans District 2, regional tribes, the Transportation Commission, utilities and community-based organizations working on ZEV infrastructure and/or directly with under-served communities will shape and implement a comprehensive public outreach strategy to inform the community and receive input on the development of the ZEV Readiness Plan. The ZEV Readiness Plan will include prioritized strategies and actions, as well as financial models that take into account economic realities, public and philanthropic funding opportunities, and advanced financing tools, all to ensure Modoc County and the three-county region can quickly move implementation priorities forward. The project is necessary to bring local governments and community-based organizations together to focus on increasing ZEV usage and mobility options, achieving local and state goals to reduce greenhouse gas emissions (GHGs), improving the economic sustainability of the region and ensuring rural communities receive needed support.	$309,855

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7	2	Climate Adaptation Planning	Lassen Transit Service Agency	Lassen Rural Bus Facility Stormwater Drainage Plan (SDP)	Lassen County	Susanville	Rural Communities Native American Tribal Governments At/Below 25% CA Healthy Places Index	Climate Change (Adaptation, Vulnerability, etc.)	The aim of the Lassen Rural Bus Facility Stormwater Drainage Plan (SDP) is to evaluate and coordinate an improved system for stormwater drainage at the Lassen Rural Bus Facility, to accommodate anticipated increase in flooding due to stormwater runoff caused by climate change and best eliminate the potential risk of future flooding. The SDP plan will include the following: 1. A comprehensive review of the current conditions of the catchment area. 2. Development of a Stormwater Drainage Plan (SDP) with sections detailing the program management, capital improvement, operations and maintenance, and steps/priorities for the SDP strategy and implementation. 3. Conceptual plan of the system identifying drainage components/improvements and potential locations for EV chargers. The desired outcome is to have a plan that minimizes the pollutants that reach the Jensen Slu and also eliminates the risk of flooding, thus leading to a safe and timely installation of electric charging stations at the LRB transportation facility.	$169,000
8	2	Sustainable Communities Competitive	Shasta Regional Transportation Agency	Low Stress Shasta	Shasta County	Projects in, or connecting to, Strategic Growth Areas in the entire Shasta Region are all eligible.	Rural Communities Native American Tribal Governments At/Below 80% AB 1550 (Gomez, 2016) At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	Low Stress Shasta builds off recent, similar, cost-effective, regional planning efforts to help local partners complete active transportation project conceptual drawings, public engagement, and preliminary construction cost estimates for competition in grant programs, which has brought over $89 million in related capital infrastructure grant funding to the region over the last seven years. The focus of Low Stress Shasta is helping local partners develop a pipeline of locally vetted, grant-ready, transformative projects featuring physical separation from motor vehicles, protected intersections, grade separations, and other strategies to increase user safety, reduce stress, and offer healthy, intuitive transportation alternatives for accessing jobs, housing, transit, activity centers, and essential community services and resources. Low Stress Shasta is in lockstep with other local, regional, and State planning efforts by developing projects that will reduce greenhouse gas emissions, offer community access and mobility for under-served communities, improve access to transit, and tie in to existing and planned housing (including but not limited to low-income, senior, and transitional housing). Projects identified for development were borne out of the regional GoShasta active transportation planning effort, will serve strategic growth areas (i.e. areas designated in the Sustainable Communities Strategy for improved jobs-housing balance, mixed-use infill and redevelopment, and multimodal infrastructure and services), and connect these areas to other activity centers and major trip origins/destinations. The proposed project is the culmination of years of planning groundwork and partnership building and fills the final gap in competing for ATP and other capital grant funding opportunities.	$700,000
9	2	Sustainable Communities Competitive	Trinity County Transportation Commission	Trinity County Short-Range Transit Development Plan and Coordinated Public Transit-Human Services Transportation Plan	Trinity County	Trinity County, countywide	Rural Communities At/Below 80% AB 1550 (Gomez, 2016) At/Below 25% CA Healthy Places Index	Transit (Bus/Light Rail/Commuter Rail Service)	The Trinity County Transportation Commission (TCTC) will develop a thorough Short-Range Transit Development Plan and Coordinated Public Transit-Human Services Transportation Plan to tackle transit challenges in Trinity County. The outcomes will be in harmony with local, regional, and state planning initiatives to reduce vehicle miles traveled and GHG emissions, and to engage disadvantaged communities in future transportation plans and projects. This project will heavily involve stakeholders and the public. The necessity of this project arises from the demand for comprehensive guidance in coordinating and implementing transportation adjustments in the upcoming years.	$106,236
10	3	Sustainable Communities Competitive	City of Sacramento	City of Sacramento Bicycling and Walking Wayfinding Plan	Sacramento	Sacramento	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	The City of Sacramento is proposing to create a wayfinding plan that focuses on bicycling and walking to encourage residents to use active transportation and transit for their daily needs. The plan will address wayfinding citywide to increase resident and visitors' feelings of connectivity and educate community members of traffic-calmed, low-stress routes to access destinations, including transit, via active modes of transportation. The plan will address wayfinding citywide, with a focus on underserved areas of the city.	$232,156
11	3	Sustainable Communities Competitive	City of Sacramento	Elder Creek Road Safety and Mobility Plan	Sacramento	Sacramento	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type) Safety (Vision Zero)	The City of Sacramento, with the support of community partners, propose a safety and mobility study for Elder Creek Road in the southern part of Sacramento. Elder Creek Road is on the City's High Injury Network (HIN), which are corridors with the highest proportion of fatal and serious injury crashes; and is also designated a high priority corridor by the City's Transportation Priorities Plan, which prioritizes communities that lack basic transportation infrastructure, areas in need of infrastructure maintenance, and opportunities for improving walking, bicycling and access to schools, parks, and jobs. Elder Creek is on the boundary of AB 617 South Sacramento area identified by the California Air Resources Board Steering Committee. Much of the corridor is residential, with homes facing the street, many families walk to school, transit, and to grocery shopping. There is an opportunity for more placemaking, including additional street trees that will improve air quality in addition to safety and comfort.	$371,860
12	3	Sustainable Communities Competitive (Technical)	County of Nevada	Nevada County and Sierra Region ZEV Infrastructure Readiness Plan	Nevada, Sierra	Grass Valley, Loyalton, Nevada City, Truckee	Rural Communities At/Below 80% AB 1550 (Gomez, 2016)	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The County of Nevada is proposing to develop a combined county-wide and regional Zero Emission Vehicle (ZEV) Infrastructure Readiness Plan along with partner County, Sierra, and with the support of the Rural County Representatives of California (RCRC) as sub-recipient. The Plan will identify ZEV infrastructure gaps, review the electrical grid's capacity, assess existing mobility options, locate optimal areas for charging capacity and recommend improvements to ZEV infrastructure and pathways for development, as well as analyzing opportunities in zero emission transit and goods movement infrastructure. In the spirit of equity and inclusion, a ZEV Task Force including cities, Caltrans District 3, tribes, the Transportation Commission, utilities, and community-based organizations working on ZEV infrastructure and/or directly with under-served communities will shape and implement a comprehensive public outreach strategy to inform the community and receive input on the development of the ZEV Readiness Plan. The ZEV Readiness Plan will include prioritized strategies and actions, as well as financial models that take into account economic realities, public and philanthropic funding opportunities, and advanced financing tools, all to ensure Nevada County and the two-county region can quickly move implementation priorities forward, and the implementation of this plan (advancing ZEV transportation infrastructure in Nevada County) is in alignment with climate change reduction goals, CAPTI, and CTP2050. The project is necessary to bring local governments and community-based organizations together to focus on increasing ZEV usage and mobility options, achieving local and state goals to reduce greenhouse gas emissions (GHGs), improving the economic sustainability of the region and ensuring rural communities receive needed support.	$442,650
13	3	Sustainable Communities Competitive (Technical)	Sierra	Sierra County and Sierra Region ZEV Infrastructure Readiness Plan	Nevada, Sierra	Grass Valley, Loyalton, Nevada City, Truckee	Rural Communities At/Below 80% AB 1550 (Gomez, 2016)	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The County of Sierra is proposing to develop a combined countywide and regional Zero Emission Vehicle (ZEV) Infrastucture Readiness Plan along with partner County, Nevada, and with the support of the Rural County Representatives of California (RCRC) as subrecipient. The Plan will identify ZEV infrastructure gaps, review the electrical grid's capacity, assess existing mobility options, locate optimal areas for charging capacity and recommend improvements to ZEV infrastructure and pathways for development, as well as analyzing opportunities in zero emission transit and goods movement infrastructure. In the spirit of equity and inclusion, a ZEV Task Force including cities, CalTrans District 3, tribes, the Transportation Commission, utilities and community-based organizations working on ZEV infrastructure and/or directly with under-served communities will shape and implement a comprehensive public outreach strategy to inform the community and receive input on the development of the ZEV Readiness Plan. The ZEV Readiness Plan will include prioritized strategies and actions, as well as financial models that take into account economic realities, public and philanthropic funding opportunities, and advanced financing tools, all to ensure Sierra County and the two-county region can quickly move implementation priorities forward. The project is necessary to bring local governments and community-based organizations together to focus on increasing ZEV usage and mobility options, achieving local and state goals to reduce greenhouse gas emissions (GHGs), improving the economic sustainability of the region and ensuring rural communities receive needed support.	$309,855

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14	3	Climate Adaptation Planning	The City of Yuba City	Yuba City Electric Vehicle Infrastructure Plan	Sutter	Yuba City	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Climate Change (Adaptation, Vulnerability, etc.) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The City of Yuba City requests $258,064 to develop the Yuba City Electric Vehicle (EV) Infrastructure Plan within city limits, located in Sutter County (14.7 square miles, population 70,117 including 31,360 residents in disadvantaged Census Tracts) just 40 miles north of Sacramento where the City is the trading and service center for the surrounding agricultural area. The City proposes to develop an EV infrastructure plan to bring electric vehicle programs to the City and mitigate the effects of climate change by reducing greenhouse gas emissions associated with traditional combustion engines. This initiative will encourage the widespread adoption of EVs, enhancing the City's climate adaptation efforts by fostering a resilient and sustainable urban environment, reducing dependence on fossil fuels, contributing to overall environmental conservation, and improving public health through reduced pollution and cleaner air. Stakeholders include Sacramento Area Council of Governments (SACOG), Feather River Air Quality Management District, Sutter County Board of Supervisors, Yuba-Sutter Chamber of Commerce, Yuba-Sutter Economic Development Corporation, Yuba City Downtown Business Association, Blue Zones Project, Pacific Gas & Electric Company (PG&E), and Assemblyman James Gallagher to contribute to the Plan and assist with public outreach. This Plan will support California's Executive Order N-79-20, requiring automakers to increase the number of zero-emission light-duty vehicles each year starting in 2026 and until 100% of vehicles sold are zero-emission light-duty vehicles by 2035, the Yuba City Resource Efficiency Plan, and the 2015 Sacramento Region Transportation Climate Adaptation Plan.	$258,064
15	4	Sustainable Communities Competitive	Central Contra Costa Transit Authority (County Connection)	Transit Connectivity and Bus Stop Design Guidelines	Contra Costa	Clayton, Concord, Danville, Lafayette, Martinez, Moraga, Orinda, Pleasant Hill, San Ramon, Walnut Creek, and unincorporated Central Contra Costa County	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	Multimodal (Motorized and Active Transport) Transit (Bus/Light Rail/Commuter Rail Service)	The Transit Connectivity and Bus Stop Design Guidelines will provide the community with a clear roadmap to guide investments in multimodal access and design at County Connection bus stops (Appendix 1), resulting in improved network connectivity for transit users, consistent guidance for jurisdictions making infrastructure improvements impacting transit stops, right-sizing improvements given the varied land use and housing context of County Connection's service area, improved bus speeds and service reliability, and a more efficient design process resulting in quicker stop improvement implementations. The Transit Connectivity and Bus Stop Design Guidelines plan will also develop site specific conceptual design plans, funding strategies, and cost estimates for identified priority stops to implement as funding is identified. These guidelines will enhance access to transit service, reduce dependence on single occupancy vehicles, reduce greenhouse gas emissions, and improve the health and safety of the community at large. These efforts align with current and past planning efforts locally (listed in Appendix 3), regionally, and statewide, including a 2014 Transit Access improvement Study, an ongoing Bus Stop Consolidation and Improvement Plan, the Monument Corridor Community-Based Transportation Plan, the Downtown Martinez Community-Based Transportation Plan, the 2023 Contra Costa Transportation Agency's Countywide Transportation Plan, the Caltrans Strategic Plan, the California Statewide Transportation Plan, the California Action Plan for Transportation infrastructure, and the California Master Plan on Aging, among others.	$222,000
16	4	Sustainable Communities Competitive	City of Belmont	City of Belmont Transportation Master Plan	San Mateo County	Belmont		Multimodal (Motorized and Active Transport) Safety (Vision Zero)	The City of Belmont proposes a Transportation Master Plan (TMP) that will guide the city to make multimodal transportation investments in the communities while accommodating growth in a way that maintains an acceptable quality of life for Belmont residents and visitors alike. The TMP will be prepared in collaboration with the public, transit agencies, business communities, schools, law enforcement, first responders, and all City departments. The TMP will help to identify Belmont's existing and future roadway infrastructure problem areas and potential solutions that may occur through a combination of public and private infrastructure investments. A 5-year & 10-year Short Range Plan and a 20-year Long Range Plan phasing forecasts will be performed and evaluated to provide a tool to help the City plan for its growth based on the 2035 General Plan, Belmont Village Specific Plan and projects identified in Pedestrian and Bicycle Plan (2016) and Capital Improvement Projects (CIP). The TMP will enable the city to provide Belmont residents an integrated, sustainable solution for Vehicle Miles Traveled (VMT) reduction, improved access to transit, mode shift, enhanced pedestrian and bicycle access and safety, Americans with Disabilities Act (ADA) compliance, connectivity, and mobility.	$242,500
17	4	Sustainable Communities Competitive	City of Hayward	Streetlight Master Plan	Alameda	City of Hayward	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Below 25% CA Healthy Places Index	Multimodal (Motorized and Active Transport) Safety (Vision Zero)	The City of Hayward is proposing to develop a Streetlight Master Plan to evaluate the existing lighting conditions to recommend minimum illumination levels and illumination quality for residential areas, high pedestrian and bicycle intersections/corridors, arterial/collector streets, and commercial/business areas in the City. The outcome of this Project will also include the development of capital project alternatives to improve city lighting in the next 5 to 10 years with recommended on-going operations maintenance program, and processes to handle new streetlight requests. This Project provides the necessary tools and framework to the City to improve lighting conditions during nighttime which contributes to 58% of fatal and severe injury crashes in the City, while maintaining the livability of residential zones.	$430,000
18	4	Sustainable Communities Competitive (Technical)	City of Orinda	Wilder/Downtown Class 1 Multi-use Path Development Project	Contra Costa	Orinda	Regional/Local Definition	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The City of Orinda is requesting funding for the Wilder/Downtown Class I Multi-Use Path Project, a proposed ten-foot-wide, paved mixed use path designed to provide safe pedestrian and bicycle passage between the Wilder residential community and all of Orinda's resources. Currently, the Wilder Communities have no safe pedestrian or bike access to the City's vital resources including schools, medical facilities, law enforcement facilities, libraries, public transportation including BART, grocery stores, etc. In addition, some cyclists bike on the highway to access these resources, creating a serious safety hazard. Therefore, the City,with support from the local community and various stakeholders, plans to close the pedestrian & bike access gap with this project by connecting Orinda's Wilder Community to downtown.	$300,000
19	4	Sustainable Communities Competitive	City of San Jose	Equity Priority Communities Transit First Implementation Plan	CA	San Jose	Regional/Local Definition	Complete Streets (Multimodal Specific Type) Transit (Bus/Light Rail/Commuter Rail Service)	San José's Equity Priority Community (EPC) Transit First Implementation Plan will build off extensive public engagement, designing improvements to transit operations to increase the reliability, speed, and competitiveness of transit and improve the safety, comfort, and dignity of transit riders in EPC's, and advance the state (California Air Resources Board's Scoping Plan) and regional (Plan Bay Area 2050) commitment to mass transit connectivity and access across transit systems and the region. Based on community input across San José and within the Project Area, there is a strong desire for improved transit performance and reliability, increased dignity and safety accessing stops and waiting for transit, and, especially within the Project Area, significant financial and environmental burdens faced by residents due to lack of equity within the transportation system. If awarded, the project will empower the City to embark on a community-centered equity-based engagement process, develop conceptual plans, and 30% design plans for key priorities for improving transit access and operations for EPCs in East San José.	$431,039
20	4	Sustainable Communities Competitive	City of San Mateo	Envision Downtown – Downtown San Mateo Area Plan	San Mateo	San Mateo	Regional/Local Definition	Complete Streets (Multimodal Specific Type) General Plan Elements (Multimodal Spec. Type)	Envision Downtown – San Mateo Downtown Area Plan, aims to create a comprehensive, data-driven, and community-based plan focused on compact land use and multimodal transportation for the heart of San Mateo. This endeavor seeks to shape a future vision for the central core of San Mateo, encompassing aspects such as high-density and mix of uses with businesses, housing, community, major infrastructure for active transportation and curb management, and recreation needs in close proximity to Caltrain station in alignment with the General Plan 2040. Engaging with the City's community and businesses, the Plan will identify and celebrate the most cherished aspects of San Mateo's Downtown while pinpointing areas that require updating and change to meet present and future community needs. The City, as the project lead, will enlist a consultant team to develop the Plan, fostering collaboration with various stakeholders including elected and appointed officials, Caltrans representatives, local transit providers, the Downtown merchants association, and coordination with the regional MPO. This initiative serves as a complement to the City's General Plan 2040 update and the adopted Climate Action Plan, as mandated by SB 1350, with an overarching aim to contribute to the creation of a more sustainable and dynamic Downtown environment, capable of meeting the evolving needs of the community both now and in the future.	$662,500
21	4	Sustainable Communities Competitive	City of Santa Rosa	Complete Streets Network Study to Support the Highway 101 Bicycle and Pedestrian Overcrossing	Sonoma	City of Santa Rosa	Regional/Local Definition	Complete Streets (Multimodal Specific Type) Safety (Vision Zero)	The City of Santa Rosa is requesting funds to hire a consultant to conduct the City's first Complete Streets Network Study (Network Study) that will recommend infrastructure improvements within one mile of the future Highway 101 Bicycle and Pedestrian Overcrossing (BPOC), which is the City's top active transportation priority due to its regional and vision zero significance. The Network Study will analyze existing infrastructure (roadway segments and intersections) and recommend improvements needed to extend bicycle, pedestrian, and transit safety and access to the BPOC for all ages and abilities. The study area is located within a Metropolitan Transportation Commission-dedicated Transit Priority Area and Priority Development Area—any improvements to the study area will align with and help accomplish State, regional, and local TOD, vision zero, GHG, VMT, and ADT goals while simultaneously increasing equitable access to multimodal transportation options and setting city precedent for broad complete streets improvements. The consultant will work with the City, Caltrans, County, partner transportation and education agencies, study area stakeholders, local non-profits, and the general community to conduct bilingual outreach and visioning, design, and engineering work that will span several phases. This will result in a facilities network for all ages and abilities within one mile of the BPOC to ensure safe community access and long-term sustainability of development and promotion of public health surrounding the BPOC, a vital piece of multimodal infrastructure.	$421,320

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22	4	Sustainable Communities Competitive	City/County Association of Governments of San Mateo County (C/CAG)	San Mateo County Pathways Forward: An Inclusive Bike and Pedestrian Plan	San Mateo County	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, Woodside	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The San Mateo County Pathways Forward: An Inclusive Bike and Pedestrian Plan (Plan) will provide a comprehensive analysis of existing and future bicycle and pedestrian infrastructure, with an emphasis on safety, sustainability, health, and social equity. It will identify bicycle and pedestrian infrastructure gaps within the county to enhance multimodal transportation options; recommend projects that advance the reduction of greenhouse gas (GHG) emissions while advocating for the development of environmentally sustainable street infrastructure; and provide mobility options, such as an innovative e-bike strategy. The emphasis on this plan update will be to focus bike and pedestrian investments and improve access in traditionally underserved and disadvantaged communities, in a systematic and consistent manner across partner agencies. The Plan will also include a sidewalk inventory to identify unsafe and disconnected sidewalk infrastructure using advanced technology, such as drones and AI. The e-bike component will address the feasibility of e-bike infrastructure (paths and charging stations) to mitigate congestion by enabling long distance inter-county travel and in recreational coastal areas. The Plan will be led by the City/County Association of Governments of San Mateo County (C/CAG) with major stakeholder outreach to 21 incorporated jurisdictions, transit agencies, and the County, with special emphasis on underserved communities.	$856,435
23	4	Sustainable Communities Competitive	Contra Costa County	Bay Point Enhanced Bicycle and Pedestrian Improvements Study	Contra Costa	Unincorporated community of Bay Point	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	The Contra Costa County-led study will evaluate the implementation of enhanced bicycle and pedestrian facilities, including Class IV bicycle facilities and green infrastructure, in Bay Point, specifically on: 1) McAvoy Road, starting at McAvoy Harbor and the Bay Point Regional Shoreline, across railroad tracks to Port Chicago Highway, 2) along Port Chicago Highway to Willow Pass Road, and 3) Willow Pass Road from the the Evora Road-westbound State Route 4 ramps intersection to the border with the City of Pittsburg. The study will be the first step in implementing a more robust multimodal transportation system in Bay Point with enhanced active transportation mobility and safety. The study effort will involve robust community and stakeholder engagement.	$420,515
24	4	Sustainable Communities Competitive	San Francisco Bay Area Rapid Transit District (BART)	BART TOD Travel Behavior Survey	Alameda, Contra Costa, San Francisco, San Mateo, Santa Clara	Castro Valley, Dublin, Hayward, Millbrae, Oakland, Pleasant Hill, Pleasanton, San Francisco, San Leandro, Richmond, Walnut Creek	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0	Multimodal (Motorized and Active Transport) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	BART proposes to conduct travel behavior surveys of BART's Transit-Oriented Development (TOD) residents and workers to gather information on typical trips to and from TODs, transportation choices, trip purposes, and other relevant information including demographics. This project is necessary to meet the reporting requirements of Assembly Bill (AB) 2923 on the travel behaviors of TOD residents and workers demonstrating how land use decisions affect travel choices. Data collected from this project is expected to show how TOD projects help promote transit ridership, including BART, and non-auto transportation choices, providing the data needed to satisfy AB 2923 reporting requirements and making the case for BART's leadership to continue implementing the TOD program.	$554,900
25	4	Climate Adaptation Planning	San Francisco Municipal Transportation Agency (SFMTA)	Energy Resiliency Plan for an All-Electric Transit Fleet	San Francisco	City of San Francisco	At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Climate Change (Adaptation, Vulnerability, etc.)	The SFMTA's transit system, Muni, carries more than 444,000 daily riders, the largest in the Bay Area. In compliance with state regulations and local policy, the SFMTA will transition its fleet of 565 hybrid diesel buses and paratransit vehicles to 100% zero emission by 2040. In 2021, the SFMTA adopted its Zero Emission Bus Rollout Plan which guides the renovation of all transit vehicle facilities to accommodate an all-electric fleet and the procurement of battery electric buses (BEBs). According to FEMA, California has the highest risk of power loss resulting from a natural disaster or climate related event. Powering an all-electric fleet and maintaining reliability is a key challenge to all California transit agencies. To address this challenge, the SFMTA intends to develop an Energy Resiliency Plan to ensure that power is available to charge its BEBs and paratransit fleet should there be a climate-related emergency or natural disaster that affects the power grid. To do this, the SFMTA will enlist the aid of a consultant with expertise in both energy and transit planning. The SFMTA, with assistance from the consultant and in collaboration with the San Francisco Public Utilities Commission (power supplier to SFMTA facilities) and other city and regional agencies and community stakeholders will document existing conditions, develop alternative approaches to power generation and storage, evaluate alternatives based on a set of selected criteria and develop an implementation plan.	$1,327,950
26	4	Sustainable Communities Competitive (Technical)	Santa Clara Valley Transportation Authority	Equitable Sustainable Transportation Evaluation and Monitoring Tool	Santa Clara	Campbell, Cupertino, Gilroy, Los Altos, Los Altos Hills, Los Gatos, Milpitas, Monte Sereno, Morgan Hill, Mountain View, Palo Alto, San Jose, Santa Clara, Saratoga, Sunnyvale	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)	VTA, as the Congestion Management Agency for Santa Clara County, lacks a modeling tool to estimate Green House Gas (GHG) emissions and the effectiveness of its current transportation demand management and climate action strategies. The Equitable Sustainable Transportation Evaluation and Monitoring (ESTEM) Tool is necessary for VTA and Santa Clara County to meet the Bay Area's regional and State's GHG reduction goals. In addition, the ESTEM Tool will provide VTA and local jurisdictions in Santa Clara County with the ability to estimate GHG and monitor the effectiveness progress toward GHG reduction goals at both the local jurisdiction and county levels. The major deliverables from this project are as follows: 1) A county-wide multi-modal, macroscopic traffic operations model with GHG/VMT emissions calculation capability, 2) Optimized signal timing plans to provide safe multi-modal traffic flow speeds, 3) A web-based dashboard to provide transparency with Santa Clara County's communities. The communities will be engaged through VTA's existing public engagement committee structure 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. The members from these committees are representatives from their respective communities thus representing the Santa Clara County's broad demographic population.	$304,480
27	4	Sustainable Communities Competitive	Solano Transportation Authority	Solano Zero-Emission Transportation Readiness Plan	Solano County	Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo and the unincorporated 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 At/Below 25% CA Healthy Places Index	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The Solano Transportation Authority will prepare a Solano Zero-Emission Transportation Readiness Plan ("Plan") will develop a countywide blueprint to guide clean transportation investments in the buildout of an equitable zero-emission charging network in Solano County. This Plan will coordinate ZEV planning among the seven cities and unincorporated County to capture previous, current, and future efforts on publicly accessible Electric Vehicle (EV) chargers, Fleet, Transit, and to a certain extent Freight into one cohesive plan to create a unified approach for planning a zero-emission transportation system.	$500,000
28	4	Sustainable Communities Competitive	Town of Colma	Colma Boulevard Bicycle and Pedestrian Improvement Plan	San Mateo	Town of Colma	Regional/Local Definition	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	The Colma Blvd Bicycle and Pedestrian Improvement Plan is a comprehensive effort to evaluate and enhance the town's active transportation infrastructure along Colma Blvd from Junipero Serra Blvd west to El Camino Real (SR 82) east. The plan aims to assess existing conditions, identify challenges and opportunities, and develop improvement plans to improve multi-modal transit connectivity, increase bicycling and walking, and reduce traffic emissions and vehicle miles traveled (VMT) while promoting public health and equity. Stakeholders, including residents, businesses, neighboring cities, and disadvantaged communities will be actively involved in shaping this exciting transformation. The final Plan, aligned with Caltrans' Sustainable Transportation grant program, will integrate local and regional planning goals, and include an implementation strategy, design concepts, funding sources, and partnerships. The Plan will enhance safety and mobility along Colma Blvd by installing new bicycle lanes with the associated safety signs and pavement markings on both sides of the corridor, installing sidewalks on the south side closing the loop for pedestrians, replacing existing ramps and driveways with ADA-compliant improvements, installing high-visibility crosswalks and pedestrian-scale street lighting, in addition to lane reduction (road diet) and other improvements related to pedestrian and bicycle access and safety. The plan will also address green street infrastructure and sustainable practices, where achievable.	$230,178
29	4	Sustainable Communities Competitive	Transportation Authority of Marin	Marin Countywide Active Transportation Plan	Marin County	NA	Rural Communities Native American Tribal Governments Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian)	The Marin Countywide Active Transportation Plan (CATP) will develop the first ever coordinated countywide plan for advancing active transportation in Marin County. The Plan will deliver a data driven approach to identify, prioritize and plan for implementing active transportation priorities that address safety, equity, and climate adaptation in a coordinated approach with Marin County's twelve local jurisdictions, transit operators, and Marin's communities and project stakeholders. The CATP will use a collaborative process across a range of stakeholders to include robust community and stakeholder engagement and build on and advance implementation of local, regional, and state plans including TAM's Countywide Transportation Plan (expected to be completed in 2024), local jurisdiction bike and pedestrian plans, Marin Local Road Safety Plan, MTC's Active Transportation Plan, Caltrans District 4 Bicycle and Pedestrian plans, Caltrans Bike Highway Study, and California Transportation Plan.	$550,000

	Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communites Definitions	Project Type	Project Description	Grant Request
30	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	Capitola, Carmel, 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	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0	Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	Procure and implement big data in our modeling and analytic software tools to support the region's sustainable transportation planning efforts, congestion management, affordable housing, efficient land use, air quality, economic, and climate change strategies, as per the adopted AMBAG's adopted MTP/SCS. The project will focus on people's behavior, travel patterns, and adoption of new technologies in a fast-moving environment to assist us in data-driven decisions that advance transportation equity, especially in our hard-to-reach, underserved and disadvantaged communities. Deliverables are the output of the land use model and regional travel demand model transportation project scenario results. Our Big Data Analytics and Modeling for Sustainable Transportation Planning project will help us evaluate a transportation projects performance, utilize accident data in models and analytics, evaluate travel behaviors and patterns of transportation, make better policy decisions, informative information on our region, and better engage public participation.	$200,000
31	5	Sustainable Communities Competitive	City of El Paso de Robles	North River Road Bike Path - South River Road to tie into existing path on River Oaks Drive	San Luis Obispo	City of El Paso de Robles		Active Transportation (Bicycle and Pedestrian) General Plan Elements (Multimodal Spec. Type)	The City of Paso Robles will develop a sustainable transportation corridor plan for the one-mile stretch of North River Road between Union Road and River Oaks Drive. An extensive community engagement process will be deployed to identify ideas and strategies to transform the existing corridor into a bicycle/pedestrian-friendly, corridor. The approach will lead to the programming and implementation of this multimodal transportation improvement project, will advance the region's SB 375 Sustainable Communities Strategy, and will align with the City's adopted 2009 Bicycle Master plan, and the 2011 General Plan Circulation Element. Stakeholders include the City, public, consultant, advisory committee, and any other party that influences, or perceives to be influenced by the project. The Outcome will be a comprehensive plan to implement design in accordance to caltrans mission as described in SB 375. Major Deliverables for the planning phase include: -Executed Agreement -RFP, distribution List, Meeting Minutes -Existing Conditions Memo, Base Map -Requirements Report -Outreach Plan -Plan Concepts, Draft plans and a list of Advisory Committee Members -Consultant presentation to City Council.	$255,000
32	5	Sustainable Communities Competitive	City of San Juan Bautista	Multi-Modal Transportation Center Implementation Study	San Benito	San Juan Bautista	Rural Communities	Multimodal (Motorized and Active Transport)	The City of San Juan Bautista's (SJB) Multi-Modal Transportation Center Implementation Study is a context -sensitive effort to: 1) implement multi-modal transportation policies of the SJB's General Plan: active transportation support, multi-modal support, centrally located transit, parking and wayfinding; and 2) implement recommendations of the City's 2023 Active Transportation and Community Connectivity Plan (ATP) (Caltrans Contract 74A-1200) for a centralized multi-modal hub to connect all forms of transportation serving the community. The study will integrate with the SR156 Corridor Enhancement Plan pedestrian/bicycle path, School District school site plans, State Historical Park improvements, the City's Third Street Master Plan, and cultural/historical resource interpretive and creative placemaking efforts. Transportation center components will include visitor services, transit and active transportation support facilities, gateway elements, information resources, and creative placemaking sites and areas for historical/cultural interpretation. Deliverables from the study will include less than 30% site plans, landscape plans, transit center facility structure concepts, park/ride areas, visitor center concept, identification of gateway, concepts for pedestrian trail access and use/activities, facilities to support walking and bicycle touring, interpretative areas and sites, and concepts for cooperative access between adjacent facilities managed and operated by the referenced entities.	$350,000
33	5	Sustainable Communities Competitive	City of Sand City	Sand City Sustainable Transportation Plan Update and Multiuse Commuter Trail Project	Monterey County	City of Sand City	Rural Communities Regional/Local Definition At/Above 75% CA School Meals Data	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The City of Sand City is seeking planning funding to update the City's Sustainable Transportation Plan to include details on the installation of an approximately 1.5-mile multiuse trail segment to connect two critical components of the Monterey Bay Coastal Recreational Trail (MBCRT). The trail segment will connect users to the new SURF! Rapid Transit Bus Station and provide safe, active transportation for recreation, students going to and from school and residents commuting to work between Castroville and Pacific Grove. A 356-unit housing complex is planned for development within one block of the proposed trail segment, with 52 units designated as affordable housing along with the construction of a new four-story, 215-room hotel. Completion of the existing trail gap will increase pedestrian and cyclist safety, promote active transportation, and serve as an alternative transportation route for current residents, as well as future residents living at the new housing complex. This Project aligns with local and regional plans and is ranked 16th in top priorities countywide in the 2018 Monterey County Active Transportation Plan.	$230,055
34	5	Sustainable Communities Competitive	City of Santa Maria	State Route 135 and 166 Relinquishment Feasibility Study	Santa Barbara	Santa Maria	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) Corridor (Local or Regional)	The purpose of the State Route 135 and 166 Relinquishment Feasibility Study is to determine the maintenance and operational burden the City of Santa Maria would need to undertake in order to move forward with a relinquishment of State Routes 135 and 166 that bisect Santa Maria. The feasibility of this relinquishment is key to implementing changes envisioned in multiple planning documents prepared by the City of Santa Maria, such as the Downtown Multimodal Streetscape Plan, Active Transportation Plan, and Local Road Safety Plan. The final document will encompass both technical analysis and public outreach to provide a complete picture of the relinquishment to City Council so a determination on a path forward can be made.	$240,000
35	5	Sustainable Communities Competitive	City of Soledad	Soledad Pinnacles Parkway Project	Monterey	Soledad	Regional/Local Definition At/Above 75% CA School Meals Data	General Plan Elements (Multimodal Spec. Type) Multimodal (Motorized and Active Transport)	The Soledad Pinnacles Parkway Project improves connectivity within the City by eliminating a transportation gap with a new multi-modal corridor. This project was identified in the 2005 General Plan (Figure V-2: Circulation Diagram) and will involve acquisition of right-of-way from a private landowner and construction of a multi-modal Complete Street facility, including a grade separation over railroad right-of-way, roundabouts, and stormwater runoff features. Currently, the Union Pacific Railroad (UPRR) disconnects residential neighborhoods from commercial zones which disrupts access to essential services, creates significant traffic congestion, and active transportation conditions with safety concerns. The Pinnacles Parkway Project resolves these issues by creating a safe and straightforward route for Soledad's disadvantaged residents to access essential services via bike, foot, rollerblades, or whichever active mode they choose, while sustainably managing stormwater and reducing greenhouse gas (GHG) emissions. The continuation of this project relies on funding to complete a Project Study Report with supporting documents specified in the Caltrans Local Assistance Procedural Manual (LAPM) and to invest in public outreach to engage community stakeholders.	$733,905
36	5	Sustainable Communities Competitive	City of Soledad	City of Soledad Climate Action Plan	Monterey	Soledad	Rural Communities Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data	Climate Change (Adaptation, Vulnerability, etc.) General Plan Elements (Multimodal Spec. Type)	Soledad, a small city in Monterey County, California, has a population of 24,925 according to the 2020 census, with 20.1% of residents living below the federal poverty level. The City is requesting grant funding assistance through the Caltrans Sustainable Communities Grant program to fund the development of a Climate Action Plan and that will allow the City to better address climate action and GHG emissions reduction needs. The planning process will be done in collaboration with the Soledad Union School District, whom will assist in community outreach and as well as helping connect with disadvantaged community groups. The City does not currently have a Climate Action Plan, which poses significant challenges to both General Planning processes and implementation, and exacerbates the City's ability to meet State GHG emissions targets. The City of Soledad last update to its' General Plan was in 2005, now in order to meet State goals of GHG reduction levels and qualify for future grant funding, the City must implement a climate action plan. Additionally, the City is currently in the process of completing its Updated 2045 General Plan, however without funding to complete an effective CAP, the City is hindered in its efforts to finish its General Plan process and develop a strategy to reduce overall GHG emissions in accordance with the State's 2030 and 2050 overall reduction targets. This project aligns with the Association of Monterey Bay Area Government's Sustainable Communities Plan and the State of California's statewide Transportation Plan and State Bicycle and Pedestrian Plan.	$260,000
37	5	Sustainable Communities Competitive	City of Watsonville	City of Watsonville Active Transportation Plan	Santa Cruz County	Watsonville	At/Above 75% CalEnviroScreen Version 4.0	Active Transportation (Bicycle and Pedestrian)	The predominantly low-income City of Watsonville is requesting funds to create its first ever Active Transportation Plan (ATP) with a goal of transforming our nascent bike/ped network utilizing safe, innovative designs. This plan will implement vision zero principals serving underserved communities in the City including the large unhoused population, increasing active transportation accessibility for all ages and abilities including students and seniors, incorporating a Safe Routes to School framework. The goal of this project is to create a plan that serves the entire City combining data, outreach, and visioning into one document that will act as the blueprint for future Active Transportation Program (ATP) grant submittals. The City is reliant on the ATP program to provide the necessary financial support to implement the many improvements that will be necessary to significantly improve current crash trends and reduce public harm.	$369,599

	Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communites Definitions	Project Type	Project Description	Grant Request
38	5	Sustainable Communities Competitive (Technical)	Council of San Benito County Governments	Zero Emission Bus Analysis and Transition Plan	San Benito County	Hollister and San Juan Bautista	Rural Communities	Transit (Bus/Light Rail/Commuter Rail Service)	With the hired assistance of a technical consultant, the Zero Emission Bus Analysis and Transition Plan project will outline a path forward to transition LTA's public transportation fleet to zero emission bus (ZEB) technology. Following a comprehensive operational and facilities analysis of LTA's public transportation system and active community outreach, the project will detail the agency's fleet needs along with required infrastructure to meet state regulations, create a more innovative and sustainable transportation system, and reduce greenhouse gas emissions (GHG). This work will serve as LTA's Zero Emission Bus Rollout Plan as required by the California Air Resources Board's Innovative Clean Transit Rule and is consistent with the adopted 2045 San Benito Regional Transportation Plan and 2045 Association of Monterey Bay Area Governments' Metropolitan Transportation Plan/Sustainable Communities Strategy. Completing these types of projects are crucial for rural counties, such as San Benito, to contribute the State GHG reduction goals and climate resilience.	$225,000
39	5	Climate Adaptation Planning	Santa Barbara County Flood Control and Water Conservation District	Montecito Flood Control Master Plan, Phase 2	Santa Barbara County	Montecito		Climate Change (Adaptation, Vulnerability, etc.) Freight/Goods Movement (Truck, Rail, etc.)	The Community of Montecito in Santa Barbara County is acutely vulnerable to the drought, fire, and flood cycle impacting California, which has been exacerbated by climate change. Impacts include debris flows, loss of life and property, and repetitive closures of local and regional transportation corridors, including SR 192, US 101, and UPRR. The County began a multi-phase project, the Montecito Flood Control Master Plan, to investigate flood mitigation options. Phase 1 will be completed in Spring of 2024 while Phase 2, the focus of this grant application, will continue the work of Phase 1 with the goal of developing 30%-design level conceptual designs. The completion of Phase 2 will 'set the table' for future detailed design and construction of Flood mitigation improvements in Montecito.	$1,500,000
40	5	Sustainable Communities Competitive	Santa Ynez Band of Chumash Indians	Santa Ynez Valley Active Transportation Regional Connector	Santa Barbara	Buellton, Santa Ynez (unincorporated), Santa Ynez Reservation, and Solvang	Rural Communities Native American Tribal Governments	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	The proposed project will transform how residents and visitors travel through the Santa Ynez Valley (SYV) by creating approximately 10 miles of contiguous multi-use path between Chumash Tribal Land in Santa Ynez, the cities of Buellton, and Solvang, and unincorporated areas. The proposed path will fill gaps in the Valley's active transportation network, adapt the region to expanding bike-tourism, and provide the Santa Ynez Band of Chumash Indians (SYBCI) with safe access to local schools, grocery stores, medical facilities, employment opportunities, and other vital destinations. The concept for this project is mentioned in several plans, including the Santa Barbara County Active Transportation Plan (ATP), Santa Barbara County Association of Governments (SBCAG) ATP, and SYV Bicycle Master Plan, and supports objectives of the Caltrans District 5 ATP. The SYBCI, City of Buellton, City of Solvang, and County of Santa Barbara are thrilled to be partnering to execute this long-awaited sustainable and active transportation project.	$997,529
41	5	Sustainable Communities Competitive	Transportation Agency for Monterey County	2025 Monterey County Active Transportation Plan and Level of Traffic Stress Analysis	Monterey County	Carmel-by-the-Sea, Del Rey Oaks, Gonzales, Greenfield, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, Seaside, Soledad	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian)	The 2025 Monterey County Active Transportation Plan and Level of Traffic Stress Analysis (the Plan) will update the Agency's adopted 2018 Active Transportation Plan and incorporate a countywide assessment of bicycle and pedestrian level of traffic stress that will identify and highlight existing network gaps, supporting Cities and the County's efforts to improve bicycling and walking facilities by using a data-driven approach to inform a project list of high benefit-to-cost ratio projects and produce a low-stress bicycle and pedestrian interactive map in ArcGIS. The Plan will highlight gaps in the network and identify routes with unacceptably high levels of traffic stress to identify projects that target Monterey County's most vulnerable road users such as the very young and aging populations with limited transportation options. The Plan will be validated via targeted outreach to resident Safe Routes to School Steering Committees and community-based organizations. The Plan advances the California Transportation Plan 2050 safety goal to provide a safe and secure transportation system; the climate goal to achieve statewide GHG emissions reduction targets through mode shift; the equity goal to eliminate burdens for low-income communities, communities of color, and people with disabilities; the accessibility goal to improve multimodal mobility and access to destinations for all users, and quality of life; and the public health goal to enable vibrant, healthy communities.	$637,000
42	6	Sustainable Communities Competitive	City of Corcoran	Complete Streets and ADA Transition Plan	County of Kings	City of Corcoran	Rural Communities At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	The purpose of the City of Corcoran Complete Streets and ADA Transition Plan is to enhance the multimodal transportation infrastructure along key corridors and high-traffic areas in our community. This project is necessary to address Corcoran's unique challenges, including its status as a small, agriculturally-focused community with significant economic and environmental disparities. Major deliverables of the project include the development of a strategic plan to create an interconnected multimodal local transportation network, that enhances both safety and accessibility for our vulnerable residents, and prioritizes transportation options that are more sustainable and offer multiple benefits to our community. As a result of this planning project, Corcoran will be equipped with GIS tools to better monitor the implementation of sustainable transportation infrastructure improvements. These tools will make it easier for both our local government officials and our residents to stay informed on the progress being made and facilitate future community engagement efforts to ensure meaningful and actionable contributions from our community as Corcoran works to make this long-term vision for our local transportation system – one that is sustainable, resilient, and deeply rooted in the community – into a reality. Key stakeholders in this project will be the City of Corcoran representatives, community-based organizations, and our regional agency partners, reflecting a collaborative effort between various stakeholders who have a vested interest in the success of our community and region. The objectives of this project are closely aligned with local, regional, and state planning efforts, particularly in regard to the goal of minimizing greenhouse gas emissions and enhancing the quality of life for underserved communities.	$270,144
43	6	Sustainable Communities Competitive	City of Parlier	Inclusive Mobility Greenway: A Limitless Lane for All	County of Fresno	City of Parlier	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	Active Transportation (Bicycle and Pedestrian) Safety (Vision Zero)	This Project will transform Parlier's active transportation infrastructure into one that is more inclusive, safe, and sustainable. This planning initiative is important and needed in Parlier in order for our community to more broadly embrace alternative modes of transportation. It is an important step towards realizing Parlier's long-term vision of a local transportation system that not only recognizes the needs of pedestrians and bicyclists but prioritizes their safety, accessibility, and comfort and also doubles as an integral mechanism for the preservation of our local environment. Key to this initiative will be the systematic identification of deficiencies in the existing infrastructure through data gathering and mapping, analyzing traffic flow, assessing pedestrian and cyclist safety issues, and addressing accessibility challenges. These efforts will establish a framework for local design policies, emphasizing environmental sustainability and enhancing multimodal transportation accessibility, safety, and comfort for pedestrians, cyclists, and micromobility device users. Consistent with the California Transportation Plan 2050 and the goals of the STP Grant Program, the goal of this project is to enhance our local transportation system's safety, accessibility, and convenience for an underserved and disadvantaged community. Parlier residents and community-based organizations will be key partners and participants throughout the planning process because their input and feedback will be critical to ensure the final document truly represents the community's needs and priorities. This Project will enable Parlier to develop a local multimodal transportation improvement plan based on research, data, analysis, and community feedback. This plan will result in interconnected, multi-purpose facilities that provide safe, convenient, and comfortable multi-use and multi-purpose (i.e. "limitless") pathways to enhance mobility in high-traffic corridors and provide direct access to essential destinations like employment centers, schools, parks, and grocery stores.	$309,855
44	6	Climate Adaptation Planning	Fresno, City of	Enhancing the Grid Reliability and Sustainability for Fresno Area Express	Fresno County	Fresno	Regional/Local Definition 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)	Fresno Area Express (FAX) seeks a grid study of the project area to assess the current condition of its grid and determine if the current infrastructure can sustain the growing electrical demands. FAX currently owns and operates a 3MW charging system in support of its transition to battery electric buses. FAX is co-located with other municipal departments with power supplied from Pacific Gas & Electric (PGE), in a region prone to power outages due to extreme weather events. Additionally, due to the Advance Clean Fleets regulation, mandates that municipal fleets transition to zero emission vehicles, which will increase the demand for charging infrastructure. This project supports the planning efforts described in the Fresno Council of Governments (FCOG) Regional Transit Plan, FAX Long Range Transit Plan, and FCOG Electric Vehicle Readiness Plan.	$123,167

	Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communites Definitions	Project Type	Project Description	Grant Request
45	7	Sustainable Communities Competitive	City of Bell Gardens	Bell Gardens General Plan Land Use and Zoning Code Update Project	Los Angeles County	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	Active Transportation (Bicycle and Pedestrian) General Plan Elements (Multimodal Spec. Type) Multimodal (Motorized and Active Transport) Other	The Bell Gardens General Plan Update (BG-GPU/ZCU) project seeks to address connectivity challenges within its disadvantaged community between affordable housing and transit centers, schools, parks, and commercial centers, while improving safety for residents and active transportation users. The City urgently needs to address outdated zoning codes which have not been updated in over15 years, as well as critical gaps in housing, transit, active transportation, connectivity into schools, parks, employment centers, and nearby communities of Huntington Park, South Gate, Downey, Commerce, and Bell. The project will provide comprehensive planning to: 1)update the General Plan Land Use Element to address housing and transportation access for the disadvantaged community, 2) establish Very High Density Residential land use classification, Very High Density Residential Zone (R-4) design standards, 3) update the Mixed Use Zone (M-U) development standards to include residential development standards and encourage higher density residential development in conjunction with commercial uses, thereby activating an active transportation mode-shift, 3) and update the Zoning Code's Affordable Housing Density Bonus and Incentives chapter to broaden opportunities to increase density around high quality transit corridors, streamline the review process, and meet affordable housing production goals defined in the City's Housing Element while completing first-last mile connections to neighborhoods. Key deliverables for the project include: an ordinance and CEQA document for the Bell Gardens to explore active transportation and access to multimodal transit, Stakeholder/Community Engagement Plan. The project will be led by the City of Bell Gardens and Caltrans, with goals that align with the Los Angeles Metropolitan Transportation Authority (Metro), the City's Complete Streets Plan, West Santa Ana Branch Corridor TOD Strategic Implementation Plan, SCAG Connect SoCal 2024(2024-2050 RTP/SCS), and CTP 2040.	$442,650
46	7	Climate Adaptation Planning	City of Irwindale	Transportation Infrastructure Adaptation Project to Address Local Climate Vulnerabilities & Multimodal Deficiencies Currently Impacting the L.A. Metro's Fixed Guideway System	Los Ange;es	Irwindale		Climate Change (Adaptation, Vulnerability, etc.) Complete Streets (Multimodal Specific Type)	Irwindale is nestled within the heart of San Gabriel Valley and conveniently located approximately 20 miles east of downtown Los Angeles. Since its 1957 incorporation, the City has regularly witnessed rapid and progressive growth, currently serving headquarters to over 700 businesses. Our small, thriving business community is unique in the sense that its population count has a tendency to multiply exponentially (typically from 1,435 to 30,000) as daily public transit users commute in and out of the City during regular business hours. SCAG ridership rates from FY22/23 (and other more recent data indicators) rank Irwindale as top local jurisdiction where L.A. County residents commute to-and-from work, comprising over 30% of total daily commuters. To maintain alignment with such growth, Irwindale's proposed Transportation Infrastructure Adaptation Project will help to eliminate multimodality barriers for local area residents choosing to take transit, walk and/or bike. It's also likely to simultaneously aid with ensuring the uninterrupted provision of reliable transit-related services, as corridor-based enhancements are widely considered integral to advancing L.A. Metro's Existing Fixed Guideway System. Irwindale has long expressed a much-vested interest in implementing a citywide safety plan to better address the current multi-modal deficiencies affecting our regional transportation, and that is increasingly inclusive of local pedestrians and bicyclists. The City has already begun preliminary safety assessments by conducting speed surveys along major thoroughfares (e.g. Arrow Highway, Live Oak Avenue intersection) for adjustments made to roadway speed limits. A formalized Action Plan will also provide a matching contribution required by the Sustainable Transportation Planning grant, thus building upon and strengthening Irwindale's provision of recommended strategies/action tasks necessary to more effectively combat and further eliminate any ongoing transit challenges or underlying issues identified during comprehensive City analysis of existing roadway conditions (such as speed and needed safety improvements), Irwindale crash/collision data, as well as the much valued community outreach/engagement feedback that's regularly accompanied by key stakeholder input – all of which must be tracked, monitored, and collected during the entirety of this grant duration period to best inform, support & facilitate the proposed project before entering into its secondary implementation phase	$1,212,750
47	7	Sustainable Communities Competitive (Technical)	City of Long Beach	City of Long Beach Green Fleet Action Plan	Los Angeles	Long Beach		Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The City of Long Beach (COLB) is seeking funding to develop a Green Fleet Action Plan (GFAP) to plan the transition of the City's fleet, including light-, medium-, and heavy-duty vehicles, to zero-emission vehicles (ZEVs). The GFAP will include a detailed ZEV phase-in plan for the fleet while examining facility upgrade and workforce development needs. COLB will serve as the primary applicant for this grant. The completion of the GFAP aligns with local and state goals including those outlined in the City of Long Beach's Climate Action Plan (2022) and the Long Beach Strategic Vision (2022). This proposal is a necessary step in the ongoing transition of the City of Long Beach's municipal fleet away from fossil-fuel powered equipment and toward zero emissions, and will allow the City to identify where this transition will have the greatest impact. The GFAP will engage with numerous public and private stakeholders, including City departments, environmental justice groups, and City residents, in order to ensure the GFAP is developed with equity and efficiency in mind.	$236,000
48	7	Sustainable Communities Competitive	City of Palmdale	City of Palmdale Active Transportation Plan Update	Los Angeles	Palmdale	Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	The City of Palmdale is requesting Sustainable Transportation Planning Grant funding to update their current Active Transportation Plan to meet current standards and propose attainable and effective strategies to improve pedestrian and bicycle networks within the City of Palmdale. The City is proposing to update their existing ATP to a comprehensive, approved strategic plan to create a network of Connected Complete Streets for transportation options, neighborhood destinations, trails and open spaces. This would allow more people to walk to transit stops, improve Safe Routes to School needs, extend bicycle lanes, and improve overall transportation connectivity. This will align closely with and SCAG Connect SoCal Goals and LA Metro's Active Transportation Strategic Plan and contribute to reaching Statewide GHG emissions reductions targets.	$177,060
49	7	Sustainable Communities Competitive	Southern California Regional Rail Authority	Signage and Wayfinding Master Plan	Los Angeles, Orange, Riverside, San Bernardino, Ventura	Los Angeles	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CalEnviroScreen Version 4.0	General Plan Elements (Multimodal Spec. Type) Transit (Bus/Light Rail/Commuter Rail Service)	This proposal advocates for the creation of inclusive signage at 67 Metrolink stations in six counties to promote equitable mobility. Making Metrolink services accessible for all users reduces single occupancy vehicle trips and helps achieve Caltrans' GHG reduction targets. Supported by customer feedback and research studies, Metrolink is seeking grant funding through the Caltrans Sustainable Transportation Planning Grants to develop a Signage & Wayfinding Master Plan that establishes design standards and strategies based on best practices.	$315,167
50	8	Sustainable Communities Competitive	City of Moreno Valley	Guidance Signage System Master Plan	Riverside	Moreno Valley	At/Above 75% CalEnviroScreen Version 4.0	General Plan Elements (Multimodal Spec. Type) Technical (Modeling, VMT Mitigation, ZEV/ZEB Infrastructure Transition)	The City of Moreno Valley will develop an innovative and comprehensive Guidance Signage System Master Plan aimed at enhancing multi-modal access to many local attractions, including the regional Lake Perris State Recreational Area, which continues to grow in popularity by hosting a variety of special events and attracting about a million visitors each year, including potentially hosting Summer Olympic Events in 2028. As one of the fastest growing cities in southern California with deep ties to regional natural assets like Lake Perris, it's crucial for the City of Moreno Valley to develop this Plan, which will not only establish a uniform Guidance Signage System, but also provide visual connections along major corridors and foster land uses and business development that encourages recreational activities for residents and visitors. This Plan will also improve traffic circulation locally and regionally by designating specific routes to and from various points of interests, while improving air quality by reducing unnecessary travel through local roadways, particularly within the underserved and Disadvantaged Community Areas (DCAs). This project aligns with the State, the region, and the City's efforts to reduce greenhouse gas (GHG) emissions, and satisfies the statutory requirements of the Circulation Element of the City's General Plan 2040 as adopted in June 15, 2021. Additionally, this project will be developed to complement the City's EV Charging Infrastructure Master Plan, such that the selected routes and associated signage system will overlap to provide maximum benefits.	$200,000
51	8	Sustainable Communities Competitive	City of Murrieta	City of Murrieta Climate Action Plan	Riverside	Murrieta		Climate Change (Adaptation, Vulnerability, etc.)	This project is requesting $275,000 of funding to update the City of Murrieta's existing Climate Action Plan (CAP) to better meet the standards and needs of the community in protecting, responding to, and mitigating climate change. Murrieta is acutely vulnerable to the impacts of climate change, such as more frequent and intense heat waves, wildfire, droughts, and flooding. The City is also in great need of greenhouse gas emissions reductions strategizing, given the City's rapidly growing population (Riverside County has one of the fastest growing populations in the country) and the large commuter population (as high as 60% of the population).	$275,000

	Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Project Title	Project Location County	Project Location City	Underserved Communites Definitions	Project Type	Project Description	Grant Request
52	8	Sustainable Communities Competitive	City of Riverside	Citywide Active Transportation Pilot Program Improvement Initiative	Riverside County	City of Riverside	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) Safety (Vision Zero)	The Riverside Citywide Active Transportation Pilot Program Improvement Initiative is a series of pilot studies within the disadvantaged community of Riverside with the purpose of connecting its residents to alternative modes of transportation. Consistent with the California Transportation Plan 2050, as well as the City's Local Roadway Safety Plan (LRSP), and the Riverside PACT Plan, the goal of the project is to improve the local transportation system's safety, accessibility, and convenience for active modes of transportation. Riverside residents and community-based organizations will be key participants of the pilot studies as their input and feedback will be crucial to understanding the community's needs and the efficacy of the pilot studies. A key deliverable from the project will be the development of a Local Multimodal Transportation Improvement Plan based on the feedback from the local community and data collected from the pilot studies. In addition to the pilot studies, the project will also examine the City's existing zoning ordinances and building requirements for new developments to determine how they can be improved to prioritize active transportation needs and infrastructure. The project will be led by the City of Riverside, Caltrans, with visions and goals that align with the City's LRSP and PACT Plan.	$398,400
53	9	Sustainable Communities Competitive	Town of Mammoth Lakes	Old Mammoth Road MUP Project – Improving Connectivity via Active Transit Pathways	Mono	Mammoth Lakes	Rural Communities Regional/Local Definition At/Below 80% AB 1550 (Gomez, 2016)	Active Transportation (Bicycle and Pedestrian) Complete Streets (Multimodal Specific Type)	The Town of Mammoth Lakes (TOML) TOML would like to use funding support from Caltrans' Sustainable Transportation grant to hire a third-party subcontractor who will develop a Project Study Report (PSR) for our proposed Old Mammoth Road MUP project. While previous efforts have been performed successfully in-house (e.g., Minaret MUP), the Old Mammoth Road MUP is significantly more complicated due a variety of contributing factors such including right-of-way restrictions, creek crossings, National Forest Service land, archaeological and adjacent hazmat site, etc. The PSR is one of the first steps needed for TOML to begin programming the design and construction for other state funds, with the project designed to be ADA-compliant while ensuring maximum user comfort for both the local community and visitors. Over the last few years, TOML has witnessed significant growth in both motorized and non-motorized traffic such as cars, motorcycles, scooters, electric bicycles, non-electric bicycles, and pedestrians. Mammoth Lakes appears to get busier year after year, which is why creating a separation between motorized and non-motorized traffic has remained a priority. The lands surrounding the project site location include uses such as resort hotels, restaurants, and residential neighborhoods with apartment buildings/houses, as well as a wide variety of outdoor recreational areas Funding in support of the Old Mammoth Road MUP project will also help to alleviate the stress of potential hazards for users trying to access resorts or restaurants, retail establishments, local businesses and schools, community centers, and residences. All user types will be accommodated, including residents, tourists, children, older adults, lower-income families or linguistically challenged households, as well as individuals living with a disability who struggle with mobility issues.	$150,000
54	10	Sustainable Communities Competitive	Stanislaus Council of Governments	Downtown Modesto Multimodal Transportation Network and Land Use Compatibility Action Plan	Stanislaus County	City of Modesto	Regional/Local Definition At/Above 75% CalEnviroScreen Version 4.0 At/Below 25% CA Healthy Places Index	Transit (Bus/Light Rail/Commuter Rail Service)	The City of Modesto (City) will lead, in partnership with the Stanislaus Council of Governments (StanCOG), the preparation of the Downtown Modesto Multimodal Transportation Network and Land Use Compatibility Action Plan (Plan). The proposed Plan will build on the efforts of San Joaquin Regional Rail Commission's Valley Rail Project to seamlessly integrate the future rail network and its operations with the new Altamont Commuter Express (ACE) commuter rail station beginning in 2026. In collaboration with multiple partner agencies and stakeholders, including direct engagement with local underserved communities, the City (the lead agency for the Plan) will focus Plan development on expanding regional access, encouraging infill development, and encouraging residents to utilize multimodal travel options. These improvements will also support multimodal trips to many key destinations within the City and region. Plan development will be guided by the Caltrans Smart Mobility Framework, Complete Streets strategies, Climate Action Plan for Transportation Infrastructure (CAPTI), California State Rail Plan, and other design and policy principles.	$450,000
55	10	Strategic Partnerships (FHWA SPR Part I)	Stanislaus Council of Governments	SR 132 West Multimodal Corridor Plan	Stanislaus County	City of Modesto	At/Below 80% AB 1550 (Gomez, 2016) At/Above 75% CA School Meals Data At/Above 75% CalEnviroScreen Version 4.0	Complete Streets (Multimodal Specific Type) Corridor (Local or Regional)	StanCOG will procure a qualified planning consultant to produce a corridor plan containing a matrix of investments and policies needed to address the issues of safety, goods movement, air quality and high VMT, multimodal mobility, regional and interregional circulation, and sustainability. Caltrans District 10 Planning Staff, the County of Stanislaus, the City of Modesto, Stanislaus Regional Transit Authority will participate or partner with StanCOG. The deliverables include: Request for Proposals, Community Outreach Plan, the Final Report, and Final Project Closeout Report. The project is necessary to plan the transportation solutions to the safety, mobility, goods movement, and state of good repair problems plaguing the disadvantaged community along the SR 132 West Corridor.	$480,000
56	12	Sustainable Communities Competitive	City of Irvine	Harvard Corridor Complete Streets and Safety Study	Orange	Irvine	Regional/Local Definition	Complete Streets (Multimodal Specific Type)	The Project is located along Harvard Avenue, between Walnut Avenue and Irvine Center Drive. It was identified as a hot spot and key corridor for improvements in the City's Local Roadway Safety Plan (LRSP). It is also located less than one half mile east of the Tustin Train station and it intersects with two significant trails (the Como Channel trail and the Walnut trail, which both provide a key connection to the Peters Canyon trail). The LRSP proposed options for countermeasures that could enhance the safety of the corridor and increase pedestrian and bicycle usage. The Study will review applicable local/state/federal standards, collect data, analyze the corridor and its intersections for pedestrian and bicycle enhancements, develop design alternatives, and select the preferred alternative. The final deliverable will be a document outlining the complete street improvements for this section of the corridor.	$309,853
57	12	Sustainable Communities Competitive	City of Irvine	Venta Spur Trail Crossings Study	Orange	Irvine	Regional/Local Definition	Active Transportation (Bicycle and Pedestrian)	The Venta Spur Trail is a major east-west Class I (off-street) pedestrian and facility extending east/west throughout the City from the western City limit to the eastern area and Great Park. It runs parallel to and mostly in between Bryan Avenue and Irvine Boulevard. This trail crosses many streets at mid-block locations where no bicycle/pedestrian crossing is available, creating gaps in the trail and forcing the users to deviate from their path to cross the streets at the nearest intersections. This study is proposed to identify the appropriate trail crossings for five locations and to recommend needed improvements at another five un-signalized intersection crossings along this facility to enhance its accessibility and safety as an important element of the City's multi-modal network.	$336,413