

# Fiscal Year 2023-24 Award List

## Caltrans Sustainable Transportation Planning Grant Program

Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Sub-Applicant(s)	Project Title	Project Location County	Project Location City	Project Description	Grant Request
1	Climate Adaptation Planning	Cher-Ae Heights Indian Community of the Trinidad Rancheria		Trinidad Rancheria Tribal Transportation Climate Adaptation Plan	Humboldt	McKinleyville, Trinidad, Westhaven	The Cher-Ae Heights Indian Community of the Trinidad Rancheria is vulnerable to extreme weather, wildfires, flooding, erosion, cliff retreat, sea level rise, and storm surge that pose significant risk to critical assets and infrastructure. The proposed Trinidad Rancheria Tribal Transportation Adaptation Plan is a two-phased project with coinciding deliverables that will improve the Rancheria's capacity and ability to build transportation and community resilience, and adopt an innovative and effective Adaptation Plan for the Trinidad Rancheria. The proposed plan will be informed in part by recent planning efforts by Caltrans District 1's Climate Change Rising to the Challenge and the Humboldt Regional Climate Action Plan, as well as incorporate lessons learned from recent extreme climate events. Deliverables will include a transportation and community vulnerability assessment, climate-related transportation hazards and evacuation plan and route maps, a climate resilient transportation infrastructure assessment, Community outreach seeking input from a robust public outreach process, climate change education, policies and objectives based on information specified in the vulnerability assessment, and an implementation guide with work plans and model policies to catalyze action strategies across key sectors focusing on transportation. Improved transportation system safety and performance for health, economic and mobility conditions in the Tribal and wider community are key impetuses for the Plan.	\$266,000
1	Sustainable Communities Competitive	City of Arcata	Humboldt County Association of Governments	Arcata Multi-Modal Accessibility and Safety Improvements Project	Humboldt	Arcata	City of Arcata and Humboldt County Association of Governments will collaborate with Caltrans, residents, schools, and businesses to create a Plan for a safe walking and biking path between southern Arcata and the Sunnybrae and Bayside neighborhoods, not only for bicyclists and pedestrians but also for the daily users and crews responsible for maintaining the roads in that area. This project is necessary due to the unsafe and inequitable conditions created by the existing U.S. Highway 101 and State Route 255 interchange, which provides frequent near-misses, collisions, and injuries between motor vehicles, bicyclists, and pedestrians. In addition to creating a safer daily route, this project will remove economic barriers for the adjacent neighborhoods by creating safe access to essential services and quality of life resources. The project was originally nominated for the Asset Management Program Pilot by Caltrans in 2015, is consistent with the Regional Transportation Plan, and supports regional and state greenhouse gas reduction goals by implementing Sustainable Communities Strategies. Major deliverables from this project will include stakeholder and community input, a final report document presenting design alternatives and estimates, and a 30% design for moving forward after the planning phase.	\$323,800
1	Sustainable Communities Competitive	City of Ukiah		School Street Multimodal Transportation Study	Mendocino	City of Ukiah	This multimodal study will identify, analyze, and propose enhancements to the vehicular, pedestrian, and bicycle network along the School Street corridor in downtown Ukiah from Clay Street to Henry Street, including streetscape improvements. The proposed project area is 6 blocks long, or 0.27 miles, and is 0.64 miles west of the U.S. 101 freeway. This study is necessary to identify improvements needed to make the main street in the downtown shopping core a safer and more functional north-south transportation corridor, and will lead to safer travel facilities for all modes – vehicles, bicyclists, and pedestrians, as well as an improved and beautified streetscape and enhanced local shopping district. Major deliverables include a public engagement process including community meetings and outreach materials, draft and final study reports/plans. Parties involved include the City of Ukiah, Mendocino Council of Governments, Mendocino Transit Authority, and community members. Relevant local planning projects include Ukiah's Downtown Streetscape Project, Phase 1, which began with a Caltrans transportation planning grant, and was constructed in 2021, and the City's General Plan (Mobility Element); relevant state planning efforts include the California Transportation Plan 2050 which supports implementation of "complete streets."	\$228,400
1	Climate Adaptation Planning	Del Norte Local Transportation Commission	Elk Valley Rancheria, California; Crescent City Harbor District	South Beach Climate Resilience Plan	Del Norte	Crescent City	Climate adaptation planning efforts are needed for the critically important local and regional transportation facilities of Anchor Way and United States Route 101 in the South Beach area of Crescent City and Del Norte County. United States Route 101 is a lifeline highway for Northern California and Southern Oregon because it is the only north/south route, and Anchor Way is the designated tsunami evacuation route and it provides access to the Sheriff patrol boat for search and rescue. The existing roadway facilities are facing increased closures, damage, and loss of service due to climate related sea level rise and increasing storm severity that floods these facilities and poses an eminent threat to the continued use by all modes of transportation. The United States Route 101 portion has been identified in the "Caltrans Climate Change Vulnerability Assessments District 1 Technical Report, 2019" and "Caltrans Adaptation Priorities Report District 1, 2021" as a Priority 1 roadway. The Del Norte Local Transportation Commission with local partners including the Crescent City Harbor District and Elk Valley Rancheria will seek public and stakeholder inputs while gathering the technical information to develop a planning document addressing the climate caused closures of these important facilities.	\$268,207
1	Sustainable Communities Competitive	Humboldt County Association of Governments	City of Arcata; Coalition for Responsible Transportation Priorities	Multimodal Connectivity Analysis and Vibrant Neighborhood Planning	Humboldt	City of Arcata, City of Blue Lake, City of Eureka, City of Ferndale, City of Fortuna, City of Rio Dell, City of Trinidad	This project furthers two Safe and Sustainable Transportation Targets in the Regional Transportation Plan, "Variety in Rural Options of Mobility (VROOM) 2022-2042". The project will pilot a methodology to assess Low-Traffic-Stress in city, county, and tribal lands, and use the results to highlight opportune areas where low-stress, active-travel routes and infill and job/housing development can create connected, walkable communities that boost economic activity as well as a sense of place (products will be replicable). Also, we will host a charrette-style training series, open to the public, on smart growth and smart mobility principles; and conduct a feasibility assessment of locally funding a permanent, regional, Safe Routes to Schools director position. This project is necessary to implement VROOM and arm the region with data-driven, standardized, equity-focused analysis for influencing foundational changes towards multimodal investments when the pressure of limited resources pushes discretionary funds towards status-quo transportation/land use investments. Partners include the County, cities, tribes, transit agencies, and Caltrans District 1, Safe Routes to School Task Force and schools, community-based organizations (e.g. serving underrepresented groups, bike/ped advocates, community foundation), public health, architects, elected officials.	\$285,267

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	1 Climate Adaptation Planning	Lake County/City Area Planning Council		Lake County Wildfire Evacuation and Preparedness Plan	Lake	City of Clearlake, City of Lakeport	The project would address a recurring public safety need resulting from a number of catastrophic wildfire events in the county beginning in 2015. Evacuation efforts have typically involved a partnership between the Office of Emergency Services and Lake Transit Authority, providing transportation services for transit dependent evacuees through the use of special shuttles, fare-free bus service and access to needed services. The project would set standard evacuation protocols and procedures for relevant agencies, in conjunction with currently used emergency operations. The intended product would be a reference document aimed at seamless coordination between agencies with respect to transportation and evacuation services. It will also be used to analyze the risk assessments of existing transportation facilities to determine potential strategies or improvement needs for vulnerable areas and populations.	\$178,564
	1 Sustainable Communities Competitive	Mendocino Council of Governments		Noyo Harbor Multimodal Circulation Plan	Mendocino	Fort Bragg	This project will study multimodal (pedestrian, bicycle, transit) access into and through the Noyo Harbor where none currently exists, create a more efficient circulation pattern, look at improving safety by reducing conflicts between transportation modes, and create mode shift/reduce vehicle trips by providing non-vehicular and transit access to and through the harbor. It will study the feasibility of transitioning vehicular traffic through the harbor to one-way (to accommodate bike/ped in limited right-of-way) connecting N. Harbor Drive to Noyo Point Road on the west end of harbor (providing a secondary emergency evacuation route where none currently exists), and constructing a roundabout (or other intersection control) at the intersection on North Harbor Drive and State Route 1 (Main Street) to improve circulation and safety for all modes. Parties include the Mendocino Council of Governments, City of Fort Bragg, County of Mendocino, Mendocino Transit Authority, Caltrans, Noyo Harbor District, Sherwood Valley Band of Pomo, community and tribal members. Major deliverables include community outreach events, draft and final study reports. Relevant local planning efforts include the 2017 North Harbor Access Plan and 2019 Noyo Harbor Sustainability Plan; the project supports CTP 2050 goals of Accessibility, Equity and Climate; and supports the Climate Action Plan for Transportation Infrastructure's guiding principle of "investing in networks of safe and accessible bicycle, pedestrian and transit infrastructure."	\$190,340
	1 Sustainable Communities Competitive	Redwood Coast Transit Authority		Redwood Coast Transit Authority Short Range Transit Plan	Del Norte	Crescent City	The Redwood Coast Transit Authority (RCTA) will develop an innovative, comprehensive Redwood Coast Transit Short Range Transit Plan for Fiscal Year 2025/26 through 2029/30 to address key transit issues within Del Norte County. Major deliverables will align with local, regional, and state planning efforts by preparing for required fleet electrification, the expansion of reliable transit connectivity to Redwood State and National Parks, and the extension of local and regional transit service into historically underserved populations that rely on public transit in Del Norte County. Other significant deliverables include the evaluation of transit technical projects to monitor transit performance, the implementation of onboard WIFI and contactless (credit) card validator projects, and improving climate change resiliency of RCTA's existing Maintenance and Operations Center and planned Transit Center Hub. The plan will lean heavily into stakeholder and public involvement that emphasizes engagement in underserved communities such as students, tribal members, non-English speakers, and low-income residents to duplicate RCTA's innovative market research element that fed fresh community input into the 2019 SRTP and helped tailor recommendations that improved service and increased ridership for all populations traveling within Del Norte County.	\$177,000
	1 Sustainable Communities Competitive	Robinson Rancheria		Robinson Rancheria Active Transportation Plan	Lake	Robinson Rancheria Tribal Lands	The Robinson Rancheria will prepare an Active Transportation Plan (ATP) based upon a completed initial needs assessment that will strengthen transportation network connections, improve safety and access for walking and bicycling, facilitate modal shifts away from vehicles, and improve the quality of life for Tribal members and rancheria visitors. The final ATP will identify priority areas for active transportation improvements, recommend specific projects, and provide the foundation for future implementation grants. The project will involve a robust public engagement/outreach strategy through surveys and workshops to ensure public involvement and input into the ATP. The project will also include coordination with Caltrans District 1, the Bureau of Indian Affairs, and Lake County to foster collaboration with existing regional planning efforts and create connections between Robinson Rancheria and its neighboring communities.	\$180,801
	1 Climate Adaptation Planning	Yurok Tribe		Yurok Tribe Climate Vulnerability Assessment and Evacuation Plan	Del Norte, Humboldt	Klamath, Weitchpec	The project will develop a Climate Vulnerability Assessment and Evacuation Plan for the Yurok tribal transportation system. The Yurok Tribe is the largest tribe in the State, with 6,087 enrolled members and manages a land base of more than 56,000 acres which includes more than 870 linear miles of roadway, as well as the lower 44 miles of the Klamath River, which has been used historically and continues to be used as a major mode of travel for Yurok tribal members. Yurok lands are characterized by steep and rolling, heavily forested terrain and significant volumes of annual rainfall, compared to other portions of the state. Given the physical characteristics and geographic setting of the Yurok Reservation, the Tribe and its transportation systems are consistently threatened by natural hazards such as wildfire, drought, earthquake and tsunamis, slope instability and landslides, flooding, and severe weather; all of these natural hazards are expected to see a wider range of both frequency and severity as climate change progresses, and all of these natural hazards threaten the Tribe's ability to effectively manage and operate its transportation system, particularly to ensure that Tribal members and others within the Yurok Reservation have safe, adequate evacuation routes during extreme weather events. In developing the Yurok Tribe Climate Vulnerability Assessment and Evacuation Plan, the Yurok Tribe Transportation Department will work 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 Change Vulnerability Assessment and Evacuation 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.	\$555,000
	2 Sustainable Communities Competitive	City of Mt Shasta		Lake Street Complete Streets Plan	Siskiyou	City of Mt Shasta	The City of Mount Shasta will develop the Lake Street Complete Streets Plan to improve safety and mobility along Lake Street in Mount Shasta. The plan is consistent with the City's recently adopted Active Transportation Plan, encompasses 1.2 miles of Lake Street from Interstate-5 to Shasta Avenue, and will ultimately transform this highly trafficked vehicular corridor into a safe, accessible, multi-modal route that will connect schools, residences, services and amenities in the City. The City will work closely with Caltrans, City Council, local schools, active transportation groups, Tribes, local businesses, and low-income, non-English speakers to discern needs and craft recommendations for improvements on Lake Street. Safety measures will be explored including traffic calming, intersection treatments, protected active transportation facilities, pedestrian-level street lighting and educational guidebooks on safe walking and biking practices. This project aligns with State, regional and local efforts to improve multi-modal mobility for underserved communities, to reduce vehicle miles traveled, and address climate change goals, and will position the City for success when seeking construction funding.	\$138,618

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	2 Sustainable Communities Competitive (Technical)	Lassen County Transportation Commission		Lassen GIS Plan	Lassen	All Lassen County	The Lassen County Transportation Commission will develop a collaborative GIS Plan, which includes the County, City, and Susanville Indian Rancheria, would identify where the GIS database updates are needed and provide a framework for the implementation of a public facing web portal which would allow the public to access important planning and transportation information (e.g. addressing tool, road information, zoning and land use designations, etc). Furthermore, with more accurate records, the region can more easily plan for and implement multi-modal transportation projects listed in the Lassen County Active Transportation Plan, the Caltrans District 2 Active Transportation Plan, and Assembly Bill No. 1150, which may reduce vehicle miles traveled and greenhouse gas emissions.	\$129,829
	2 Sustainable Communities Competitive	Modoc County Transportation Commission		Modoc County Short Range Transit Plan	Modoc, Lassen, Plumas, Shasta, Klamath (OR), Clark (NV)	Alturas, Susanville, Redding, Reno NV, Klamath Falls OR.	The Modoc County Short Range Transit Plan will assist and guide the region in implementing service modifications, capital improvements, and efficiencies post COVID, with increases in passenger trips and need to continue the trend. The SRTP is necessary to continue to efficiently operate Sage Stage with the limited funding that is received from the Local Transportation Fund and State Transit Assistance Fund. The major deliverables will be the draft and adopted final SRTP including marketing, financial, and action plans. The plan will be consistent with relevant State, local, and regional plans and data can be utilized in the State Rail and Intercity Plan, the Modoc, Lassen, and Plumas Regional Transportation plans, and area housing studies.	\$75,000
	2 Sustainable Communities Competitive (Technical)	Shasta Regional Transportation Agency (SRTA)	City of Shasta Lake	Shasta Regional Planning Dashboard	Shasta	Anderson, Redding, Shasta Lake	This project will produce a regional planning dashboard to support Statewide planning efforts, Regional Transportation Plans, and local general plans that help shape the future of the transportation system in California. The current data processes for supporting these efforts are often scattered, disaggregated, and the necessary data, performance reporting, and the need for the partners and the public to easily see how the planning agencies like SRTA are making progress to implement the plans and reach their performance metric goals requires a repetitive and time-consuming process. Therefore, there is a need for a modern comprehensive data analytics dashboard that supports interactive analysis, visualization of different planning data, and scenario analysis. This approach will improve data storage, quality, and validation. The transparency of data will increase engagement and encourage the public and other agencies to use the dashboard as a scenario analysis tool.	\$500,000
	3 Sustainable Communities Competitive	City of Elk Grove	Sacramento Regional Transit District	Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan	Sacramento	Elk Grove	The City of Elk Grove and the Sacramento Regional Transit District are partnering on the Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan to further planning and conceptual design for extending the Blue Line light rail and/or bus rapid transit from the City of Sacramento to the City of Elk Grove. The City currently lacks adequate access to regional public transit and with significant growth on the horizon in central and southern Elk Grove, including a new zoo, tribal casino, and plans for several mixed use higher density projects with diverse housing types. Major deliverables include an existing conditions report, alignment and station location recommendations, ridership projections, technical analysis and traffic modeling, station area plans, public outreach reports, implementation strategy, cost benefit analysis for light rail versus bus rapid transit, and draft and final plans. The City of Elk Grove and the Sacramento Regional Transit District are partnering on the project with support from the Sacramento Area Council of Governments (SACOG) and will involve a variety of stakeholders and extensive community engagement to shape the plan. The project is consistent with Elk Grove's General Plan, furthers policies within SACOG's Regional Transportation Plan and Sustainable Communities Strategy, and implements strategies within the California Transportation Plan 2050 and its supporting modal plans, including reduction of greenhouse gas emissions and vehicle miles traveled.	\$470,000
	3 Sustainable Communities Competitive	City of Rancho Cordova		Rancho Cordova Active Transportation Plan	Sacramento	City of Rancho Cordova	The City of Rancho Cordova will prepare a community driven Active Transportation Plan combining the separate and outdated bicycle master plan and pedestrian master plan. The plan will include significant community listening and engagement especially in underserved communities, preferred pedestrian and bicycle networks with bikeway facility types, estimated project costs, and an implementation strategy. The plan will focus on active mobility for all ages and abilities thus advancing the city and State's greenhouse gas reduction goals, as well as the state's goal to develop "networks of high-quality bicycle and pedestrian facilities for all ages and abilities" and the Regional Transportation Plan and Sustainable Communities Strategy effort of building a safe multimodal transportation system.	\$301,295
	3 Climate Adaptation Planning	City of Sacramento	Sacramento Regional Transit	Sacramento and SacRT Transportation Infrastructure Adaptation Plan	Sacramento	City of Sacramento, SacRT's service boundary in Sacramento County	To reduce the impacts of climate change and recognizing the intrinsic relationship between the assets that each manage, the City of Sacramento and Sacramento Regional Transit District are partnering to conduct a multi-hazard risk assessment of each partner's transportation systems, generate possible adaptation solutions, create a prioritized list of projects using a multi-criteria analysis, and develop an implementation plan for integrating climate change adaptation into the capital improvement process. The project will result in a plan that will provide the City of Sacramento and Sacramento Regional Transit District with a prioritized list of actionable efforts and projects to reduce climate change impacts on our transportation systems. Priorities will be co-created with community input working towards the goals to make our transportation systems more resilient to climate change; benefit the health, safety, mobility, and equity of transportation workforces and general population; and fulfill climate mitigation and adaptation objectives of many local, regional, and state plans.	\$730,209
	3 Sustainable Communities Competitive	City of Sacramento		Howe Avenue Transportation and Vision Zero Plan	Sacramento	Sacramento	The City of Sacramento will prepare the Howe Avenue Transportation and Vision Zero Plan, on Howe Avenue from Folsom Boulevard to Fair Oaks Boulevard (including the Power Inn Station), to create a community-driven mobility and safety plan to transform this high injury corridor into a multimodal corridor to serve residents, students, and visitors. This project area is one of the top ten corridors of Sacramento's High Injury Network, one of the top ten corridors with the highest number of severe injuries and fatalities to people walking, biking, and driving. This mobility and safety plan will enhance safety for all roadway users, while decreasing greenhouse gas emissions through mode shift on a corridor with high population density and multiple land uses.	\$342,060
	3 Sustainable Communities Competitive	City of Sacramento		Norwood Avenue Complete Streets Transportation Plan	Sacramento	Sacramento	The City of Sacramento, with the support of community partners, propose a safety and mobility study for Norwood Avenue from Main Avenue to Arcade Creek, a corridor with one of the highest fatal and serious injury crashes, and is also designated a high priority corridor by the City's Transportation Priorities Plan. Community engagement will be an integral part of the plan, and the outcomes will be informed by residents and community partners such as neighborhood associations, business owners, school and parent groups, housing organizations, transportation advocates, as well as agency groups such as Sacramento Regional Transit and Caltrans. The plan will result in a community-driven vision to transform Norwood Avenue and will include an analysis of existing conditions, meaningful community engagement, identification of tools and countermeasures, and development of a vision and concept for the corridor into a safer, more resilient, and economically vibrant corridor. This plan aligns with the City of Sacramento Bicycle Master Plan, Climate Action and Adaptation Plan, and Vision Zero Action Plan; the Sacramento Area Council of Government's Metropolitan Transportation Plan/Sustainable Communities Strategy; Sacramento Regional Transit Bus Stop Improvement Plan; Caltrans District 3 Active Transportation Plan, Climate Action Plan for Transportation Infrastructure, and California Transportation Plan 2050.	\$356,738

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3	Sustainable Communities Competitive	City of Yuba City		Yuba City Active Transportation Plan	Sutter	Yuba City	The City of Yuba City will develop the Yuba City Active Transportation Plan (Plan) including bicycle, pedestrian, ADA-accessibility, and transit connection needs to improve active transportation within Yuba City and identify a short- and long-term action plan of implementable projects, programs, and policies. The Plan will work with many partners—including Caltrans, Sacramento Area Council of Governments (SACOG), Sutter County, Yuba Sutter Economic Development Corporation, Yuba Sutter Chamber of Commerce, Yuba City Downtown Association, Yuba Sutter Transit Authority, Yuba City Unified School District, residents, and businesses—to inventory the existing system, identify resident's needs and desires, and identify projects with probable costs. Major deliverables include analysis reports, walking/biking audits, significant community engagement, list of projects and estimated costs, and funding recommendations for construction. The project aligns with the Yuba City General Plan, Caltrans' State Bicycle and Pedestrian Plan "Toward an Active California", SACOG's 2020 MTP/SCS, and the Sacramento Region Trail Network Action Plan, and will inform the development of a safe and connected active transportation network, based on input from the City's most disadvantaged and vulnerable residents, and support the City in developing and implementing identified projects.	\$298,788
3	Sustainable Communities Competitive	County of Yolo		Yolo County Zero Emission Vehicle Action Plan	Yolo	City of Davis, City of West Sacramento, City of Winters, City of Woodland, Unincorporated Areas (Dunnigan, Esparto, Guinda, Knights Landing, Madison), Yocha Dehe Wintun Nation	The countywide Zero Emission Vehicle (ZEV) Action Plan will identify ZEV infrastructure gaps, assess the electrical grid's capacity, assess existing mobility options, and recommend improvements. Yolo County will also develop public vehicle fleet transition plans for Yolo County and three public entities in the County. A ZEV Task Force will shape and implement a comprehensive public outreach strategy to inform the development of the ZEV Action Plan, with a focus on underserved communities. Yolo County will invite representatives from each of the four incorporated cities (Davis, Winters, West Sacramento, and Woodland), Caltrans District 3, the Yocha Dehe Wintun Nation, the Yolo Transportation District, UC Davis, air quality management districts, utilities, and community-based organizations working on ZEV policy and/or directly with underserved communities. The ZEV Action Plan will include an implementation plan with prioritized actions, as well as a funding strategy which matches actions to grants and other funding opportunities, to ensure Yolo County and its partners 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, and ensuring underserved communities receive needed support.	\$263,819
3	Climate Adaptation Planning	County of Yuba		Climate Adaptation – Project Level Capital Improvement Plan	Yuba	Linda, Olivehurst, West Linda	The project will develop a transportation facility – capital improvement plan for the urbanized areas of Linda, West Linda, and Olivehurst to accommodate anticipated increases in stormwater runoff caused by climate change. The capital improvement plan will include a layout of an updated transportation drainage system, a conceptual plan of the system identifying drainage components/improvements, development of a geographic information systems layer showing location and sizes of proposed system improvements including drainage, sidewalks, and bicycle lanes, plus planning level/conceptual layouts and cost estimates for critical system improvements that should be implemented as soon as design and construction funding allows.	\$396,000
3	Sustainable Communities Competitive	El Dorado County Transportation Commission		Next Generation Transportation Investments Strategy	El Dorado	City of Placerville	The Next Generation Transportation Investments Strategy (Next Gen Strategy) will be developed to align with current State goals and priorities with technical support, research, and data to support the statewide transportation goals and project delivery. The El Dorado County Transportation Commission (EDCTC) is a small agency and does not have the resources or technical knowledge to analyze performance outcomes such as GHG/VMT reduction and other climate related metrics at the detail required for today's highly competitive and technical funding applications. The Next Gen Strategy will provide EDCTC with the necessary support, resources, data and analytics to ensure EDCTC can help deliver projects across the region which contribute to the statewide goals. Additionally, supporting this effort will provide the expertise to better understand how the disadvantaged and underserved residents of El Dorado County can be better served through implementation of the Next Gen Strategy and related planning efforts such as the Caltrans U.S. 50 Comprehensive Multimodal Corridor Plan, the Sacramento Area Council of Government's Metropolitan Transportation Plan Sustainable Communities Strategy, and El Dorado County Regional Transportation Plan.	\$217,124
3	Sustainable Communities Competitive	Mechoopda Indian Tribe of Chico Rancheria		Mechoopda Indian Tribe Updated Tribal Long Range Transportation Plan	Butte	Mechoopda Indian Tribal Lands	The Mechoopda Indian Tribe will prepare an update to the Tribal Long Range Transportation Plan (LRTP) to identify the present and future transportation needs of the Tribal community and evaluate the accessibility, safety, social equity, and future growth and development of the multimodal transportation network throughout Tribal lands and its connections to local communities. An updated LRTP will address the multimodal transportation needs that will support the Tribe's environmental goals and land use development and provide the foundation for future funding opportunities for transportation improvements throughout Tribal lands. The project will engage the local community through public meetings, surveys, and workshops to ensure public involvement and input into the LRTP. The project will also include coordination with Caltrans, the Bureau of Indian Affairs, Butte County, and the City of Chico to align with regional planning efforts.	\$182,645
3	Sustainable Communities Competitive	Placer County Transportation Planning Agency		Placer Countywide Active Transportation Plan	Placer	Auburn, Colfax, Lincoln, Loomis, Rocklin, Unincorporated Placer County	The vision of the Placer Countywide Active Transportation Plan (PATP) is to increase bicycling and walking in Placer County through the creation and connection of safe, bicycle friendly, and walkable routes that will be accessible to all Placer County residents and visitors. Placer County has never had a countywide vision for active transportation that addresses Placer's unique urban/rural landscape. PCTPA will work with five of Placer's cities/town and Placer County to update local bicycle/pedestrian plans and develop a list of countywide projects for each jurisdiction (City of Roseville is preparing their own ATP; PCPTA will coordinate the PATP with their ATP update). It will be achieved through a robust community engagement suite that targets the aforementioned disadvantaged communities; data driven analysis; and a prioritized project list that meets regional and state goals. These projects will help to increase mode shift, reduce VMT, reduce GHG, and improve equitable access to transportation.	\$424,293

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3	Strategic Partnerships (FHWA SPR Part I)	Sacramento Area Council of Governments		U.S. 50 Comprehensive Multimodal Corridor Plan	El Dorado, Sacramento, Yolo	Along US 50 from West Sacramento to Pollock Pines	Sacramento Area Council of Governments (SACOG) will lead the U.S. Route 50 Comprehensive Multimodal Corridor Plan (US 50 CMCP, or Plan) in strong partnership with Caltrans District 3 and collaboration with El Dorado County Transportation Commission (EDCTC), Sacramento Transportation Authority, local jurisdictions, tribes, and public transit agencies as well as stakeholders along the corridor between West Sacramento and Pollock Pines. The US 50 CMCP will identify solutions for US 50, the American River Parkway and the SacRT Gold Line, local roadways, public transit, active transportation networks, Intelligent Transportation Systems, transportation demand management, and broadband infrastructure. With Plan partners, SACOG will analyze existing transportation trends, conditions, and plans, adopt performance metrics, and identify, evaluate, and prioritize projects in a strategic plan. The US 50 CMCP will adopt a vision and policy goals that that improve safety, reduce congestion, improve accessibility, support the economy, reduce GHG/VMT, support efficient land use, and will incorporate strategies from SACOG and EDCTC's regional transportation plans, State planning efforts, Climate Action Plan for Transportation Infrastructure, the State Bicycle and Pedestrian Plan, and the Statewide Transit Strategic Plan to identify multi-modal transportation projects.	\$500,000
3	Strategic Partnerships (FTA 5304)	Sacramento Area Council of Governments	San Joaquin Regional Rail Commission	Del Paso Multimodal Transportation Network and Land Use Compatibility Action Plan	Sacramento	Sacramento	This project will build on the Valley Rail Project and the region's Green Means Go Program to integrate the future rail network and stations within the Del Paso neighborhood and enhance multimodal connectivity between the proposed Valley Rail "Old North Sacramento Station" and two existing Sacramento Regional Transit District (SacRT) light rail stations for Globe Avenue and Arden/Del Paso. The project area lacks cohesion between land use and infrastructure and requires planning and investments that will be prioritized to encourage revitalization supportive of the development of the Old North Sacramento Station. Infrastructure and programmatic recommendations will be developed to improve access, safety, and advance transit supportive land uses, including joint-development at the Old North Sacramento station and transit-oriented developments. In accordance with the Caltrans Smart Mobility Framework, Complete Streets strategies, Climate Action Plan for Transportation Infrastructure, and other design and policy principles, the San Joaquin Regional Rail Commission and its in-kind contributing partners, including the City of Sacramento, SacRT, and San Joaquin Joint Powers Authority will plan the development of a safe and vibrant community that encourages infill growth, reduces vehicle ownership reliance, and encourages walking and biking between local and regional transit services.	\$450,000
3	Sustainable Communities Competitive	Town of Truckee		Downtown Truckee Railroad Pedestrian Crossing Feasibility Study	Nevada	Town of Truckee	The Town of Truckee will plan a grade-separated railroad crossing for pedestrians and bicyclists in central Downtown Truckee. The crossing will encourage the use of non-motorized travel by Truckee residents and visitors. The Town will work closely with underrepresented community groups, the Truckee Trails Foundation, the Downtown Merchants Association, Truckee Chamber of Commerce, and the Nevada County Transportation Commission on this project with project deliverables that include public outreach, engagement, and feedback; alternative designs (over crossing, under crossing, at grade at various sites and locations); selection of preferred alternative; and feasibility and design report.	\$305,429
3	Sustainable Communities Competitive	Yolo County Transportation District	Regents of the University of California, Davis	Transportation Tomorrow: A Sustainable Campus Transportation Plan for UC Davis	Yolo	Davis	The plan is necessary to update and expand the current UC Davis Bicycle and Transit Network Study (2009) to reflect current campus community/stakeholder input and best practices in equitable active transportation, transit, and transportation safety planning. The plan will identify physical and programmatic strategies to reduce campus-generated VMT and to improve active transportation, transit service/operations, and safety on the UC Davis campus. Major deliverables include a Planning Context summary report and a final plan document informed by robust technical analysis and an extensive community engagement process that will emphasize engagement with underserved members of the campus community. The plan will engage UC Davis affiliates (students, faculty, and staff), stakeholders, and entities such as Unitrans, UC Davis departments (Fire, Police, Transportation Services, Student Health & Housing, etc.), the City of Davis, and Caltrans District 3. The plan will build upon University and regional plans and policies that promote active transportation, transit, transportation safety, infill development, public health, and greenhouse gas reduction.	\$500,000
4	Climate Adaptation Planning	Alameda-Contra Costa Transit District		Climate Resilience Plan	Alameda, Contra Costa	Alameda, Albany, Berkeley, El Cerrito, Emeryville, Fremont, Hayward, Newark, Oakland, Piedmont, Richmond, San Leandro, and San Pablo	AC Transit will complete a Climate Resilience Plan because climate change and extreme weather have been negatively impacting AC Transit facilities and operations which covers a 364 square mile service area. Prior to March 2020, AC Transit carried approximately 189,000 weekday riders and more than 53 million riders annually. AC Transit has recently experienced flooding at its bus yards from heavy rain and the disruption of bus service due to incidents of where bus stops and routes were also flooded, trees felled by high winds and blown debris that blocked bus routes. This plan will deliver a climate vulnerability assessment on how current and future climate projections along with extreme weather patterns will impact assets and operations and develop adaptation strategies to reduce risks associated with potential asset damage and disruptions to service.	\$375,000
4	Climate Adaptation Planning	City of San Jose		Guadalupe River Trail Connections and Crossings Flooding Adaptation Plan	Santa Clara	San Jose	The Guadalupe River Trail Connections and Crossings Climate Adaptation Plan is the first step towards adapting the San Jose's bike network for seasonal flooding by developing an outreach plan, conceptual designs, and supporting transportation analyses for low-stress on-street bikeways to serve as alternatives to, plus connections to and from, the Guadalupe River Trail (GRT). The GRT, used by 500 people per day, regularly experiences seasonal flooding, rendering the trail unusable and forcing travelers to drive, stay home, or bike and walk on inadequate on-street facilities instead. The proposed improvements will allow pedestrians and bicyclists to cross roadways passing over commonly-flooded sections of trail or to take an alternative route entirely by safely and comfortably connecting to existing pedestrian, bicycling, or transit infrastructure. The project works toward goals in San Jose's Better Bike Plan 2025, Vision Zero Action Plan, and Climate Smart San Jose; the Metropolitan Transportation Commission's Plan Bay Area 2050 and Santa Clara Valley Transportation Authority's Countywide Bicycle Master Plan, which also recognize the GRT as a critical regional bikeway. The project also aligns with goals adopted in the CalSTA Climate Action Plan for Transportation Infrastructure for safe, accessible, and sustainable transportation infrastructure.	\$345,269
4	Sustainable Communities Competitive	City of Sebastopol		Sebastopol Main Street State Highways Subregional Planning and Core Redesign	Sonoma	Sebastopol	A preferred plan for the downtown segments of State Route (SR) 116 and SR 12 will address multimodal transportation, safety, sustainability, accessibility, and economic development, while supporting the City's land use and housing goals. Sebastopol is one of the few incorporated cities in California where two State Highways intersect and serve as the downtown's two primary routes of travel. The high volume of regional traffic has negatively impacted the vitality of local businesses and the safety of pedestrians and bicyclists traversing the downtown area. The plan will engage disadvantaged residents to effectively address community-identified needs and inequities to develop a regional strategy for State, County and other local roadways to address capacity and freight movement to support the downtown corridor plan.	\$230,178

Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Sub-Applicant(s)	Project Title	Project Location County	Project Location City	Project Description	Grant Request
4	Climate Adaptation Planning	Peninsula Corridor Joint Powers Board		Caltrain Climate Change Vulnerability Study	San Francisco, San Mateo, Santa Clara	Belmont, Brisbane, Burlingame, Gilroy, Menlo Park, Millbrae, Morgan Hill, Mountain View, Palo Alto, Redwood City, San Bruno, San Carlos, San Francisco, San Jose, San Mateo, Santa Clara	The Peninsula Corridor Joint Powers Board operates Caltrain, a rail system that runs more than a hundred trains per day, connecting over 14,000 passengers to essentials between San Francisco and Silicon Valley. Caltrain's rail service is grappling with significant, year-round climate impacts; in 2022, high heat forced reductions in service, and extreme storms flooded track, brought down debris that damaged infrastructure, and disrupted service. The Climate Change Vulnerability Study will gather community and stakeholder feedback by engaging representatives of disadvantaged communities and vulnerable demographics, community-based organization staff and leadership, agencies, labor, and more, and it will combine this feedback with a quantitative climate vulnerability analysis that will equip Caltrain with the data it needs to integrate adaptation strategies that improve the system's long term resilience into the capital improvement program and business operations. The project will analyze the vulnerability of Caltrain service, infrastructure, right-of-way, operations, and passengers to climate impacts such as high heat, wildfire and smoke impacts, storm damage, sea level rise and inundation per the Climate Goal of the 2050 California Transportation Plan, among others. The project advances adaptation planning that will help protect regional, state and federal investment in the Peninsula Corridor Electrification Project from climate change disruption, which aligns with the mission and goals of Safeguarding California, the State Rail Plan, and the California High-Speed Rail Business Plan.	\$474,000
4	Climate Adaptation Planning	San Francisco Bay Area Rapid Transit District		BART Embarcadero Structure Long-term Adaptation	San Francisco	San Francisco	This project builds off of the 2017-2018 Bay Area Rapid Transit (BART) Sea Level Rise and Flooding Resiliency Study, to advance additional technical feasibility and conceptual engineering for a BART Embarcadero structure. The goal is to provide a deeper understanding of how to implement long-term (2060-2100) adaptation for this structure. The structure is critical infrastructure to BART's operations. The prior study proposed elevating the structure, however it lacked enough detail to ensure feasibility. Key deliverables include owner project requirements, conceptual engineering report, and plans (up to 30% design). Work complements and supports the adaptation needs of San Francisco's Embarcadero Seawall Program and is aligned with Plan Bay Area 2050 in supporting reliability of local transit systems.	\$515,000
4	Climate Adaptation Planning	San Francisco Municipal Transportation Agency	Port of San Francisco	Embarcadero Mobility Resilience Plan	San Francisco	San Francisco	The Embarcadero Mobility Resilience Plan will prioritize climate adaptation projects, mobility improvements, and investments for transportation infrastructure along and adjacent to the Embarcadero 3-mile multi-modal corridor along San Francisco's northeastern waterfront. Comprehensive and inclusive transportation planning is needed to adapt this portion of the waterfront for projected sea level rise, inland flooding and a major earthquake. The United States Army Corps of Engineers and San Francisco Port's San Francisco Waterfront Coastal Flood Study and Waterfront Resilience Program will produce a preferred waterfront adaptation strategy that likely proposes to raise the Embarcadero up to 7 feet. When those studies conclude later this year, the city will need funds to plan the future transportation system on top of and connecting to the elevated Embarcadero, selecting a preferred design concept for the corridor and the related public realm enhancements. Working with its partner, the Port of San Francisco, and federal, State, regional and local agencies, the San Francisco Municipal Transportation Agency will identify a prioritized list of projects to address not only disaster recovery, but to establish resilient flood defenses, protect and enhance local and regional multi-modal mobility, enable a strong economic recovery, advance travel choices that reduce greenhouse gas emissions, and provide enhanced waterfront access to create a vibrant, safe, connected, and resilient transportation system.	\$1,322,832
4	Sustainable Communities Competitive	San Mateo County Transportation Authority		Active 101: U.S. 101 San Mateo County Corridor Crossings Improvement Implementation Plan	San Mateo	Brisbane, South San Francisco, San Bruno, Millbrae, Burlingame, San Mateo, Foster City, Belmont, San Carlos, Redwood City, Menlo Park, Atherton, Unincorporated Areas of San Mateo County	The U.S. 101 San Mateo County Crossings Improvement Implementation Plan (Active 101) will identify, conceptualize, and prioritize infrastructure projects that improve mobility for people walking, biking and using transit at crossings and intersections within a quarter-mile of the U.S. 101 in San Mateo County to close active transportation gaps and foster enhanced mobility with priority for underserved communities. The plan will serve as a roadmap for the San Mateo County Transportation Authority (TA), Caltrans, and U.S. 101 corridor cities to lead the closure of critical gaps in the countywide active transportation network. Projects such as intersection improvements and bikeway gap closures will be prioritized based on criteria that considers equity, cost, and safety among other factors and conceptual plans, cost estimates, and funding strategies will be developed to support future grants for construction. Active 101 will build on existing foundational planning documents and previous public engagement efforts for districtwide and countywide bike and pedestrian plans to work directly with community members, Caltrans, U.S. 101 corridor cities, and affected transit agencies and partners to obtain meaningful input on conceptual design alternatives and help garner local public support and consensus to move projects into implementation.	\$400,156
4	Climate Adaptation Planning	Solano Transportation Authority		Solano Countywide Climate Adaptation Plan for Transportation Infrastructure (Solano CCAP)	Solano	Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, and the unincorporated Solano County	The objective of the Solano Countywide Climate Adaptation Plan (Plan) for Transportation Infrastructure is to comprehensively assess Solano County's transportation system by identifying transportation assets that are vulnerable or at risk to climate change impacts and identifying and recommending transportation infrastructure improvements to make them more adaptable to climate change. The Plan will also conduct a robust public engagement strategy, with a focus on underserved communities and priority populations, to ensure that the priorities and concerns of vulnerable populations are reflected in the plan. The Plan will improve accessibility and safety for the communities within Solano County, especially for underserved communities who often face the greatest climate risks with the least resources. The Plan will coordinate climate adaptation planning among the eight Solano jurisdictions, which include the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, and the unincorporated County, to identify current and future climate risks and priorities, and present a unified vision for climate adaptation for transportation infrastructure in Solano County.	\$500,000
4	Sustainable Communities Competitive (Technical)	Sonoma County Transportation Authority		Sonoma County Vehicle Miles Traveled Mitigation Banking and Exchange Program	Sonoma	Cloverdale, Cotati, Healdsburg, Petaluma, Rohnert Park, Santa Rosa, Sebastopol, Sonoma, Unincorporated Sonoma County, Windsor	As Sonoma County jurisdictions implement Senate Bill 743 (Steinburg 2013) it has become apparent that many development projects will be unable to mitigate VMT related transportation impacts on site. The Governor's Office of Planning and Research has indicated that VMT mitigation fees, banking, or exchange programs could be implemented to allow project sponsors to offset VMT impacts off-site by contributing to transportation system improvements or programs that will reduce VMT. SCTA is seeking funding to secure consultant support to develop recommendations for one of these programs in Sonoma County.	\$343,000

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	4 Sustainable Communities Competitive	Sonoma-Marín Area Rail Transit District		SMART Quality of Life and Economic Impact Assessment	Marín, Sonoma	Cloverdale, Healdsburg, Windsor, Santa Rosa, Rohnert Park, Cotati, Petaluma, Larkspur, Novato, San Rafael	This project is a quality of life and economic impact assessment of the rail and pathway system, in order to quantify current and future impacts of the passenger and freight rail and parallel non-motorized pathway on land use and development, the economy, greenhouse gas emissions, mobility, health, and quality of life in Sonoma and Marín counties. The project is needed 1) to demonstrate the multiple objectives and benefits that result from past and continued investment; 2) to support community engagement and education around this new and growing passenger rail system in the North Bay; and 3) to establish a more nuanced picture of the return on multimodal investment, in order to understand what benefits have resulted from the investment to-date, what benefits are anticipated over a multi-decade planning horizon, and what benefits could be expected if capital funds are secured to complete the system and long-term operating funding to ensure robust service levels. Using current and forecasted data, vetted methodologies, and surveys, the project's main deliverable will include a quality of life and economic impact assessment that evaluates current and future impact as it relates to the grant program objectives. In alignment with the vision and network outlined in Caltrans' State Rail Plan and the state's Climate Action Plan for Transportation Infrastructure, the project will strengthen the case for multimodal transit, and help inform the next generation of multimodal transit investment in a way that further improves equity, economic, and accessibility benefits.	\$400,000
	4 Sustainable Communities Competitive	Transportation Authority of Marín		Vehicles Miles Traveled (VMT) Reduction and Mobility Enhancement Toolkit	Marín	Belvedere, Corte Madera, Fairfax, Larkspur, Mill Valley, Novato, Ross, San Anselmo, San Rafael, Sausalito, Tiburon, Unincorporated County of Marín	The project will produce a VMT Reduction/Mobility Enhancement Toolkit to assist local agencies in identifying and quantifying mitigations to VMT transportation impacts and improve multimodal transportation to serve Marín's residents, especially those in areas of equity focus. The toolkit would more precisely quantify VMT reductions in the local context and prioritize mitigations through local input, to maximize mode shift improve cost effectiveness for agencies, and offer affordability and convenience for users.	\$518,931
	5 Climate Adaptation Planning	Association of Monterey Bay Area Governments	Ecology Action	Monterey Bay Electric Vehicle Climate Adaptation and Resiliency (Monterey Bay EV CAR) Framework	Monterey, San Benito, Santa Cruz	City of Capitola, City of Carmel, City of Del Rey Oaks, City of Gonzales, City of Greenfield, City of Hollister, City of King, City of Marina, City of Monterey, City of Pacific Grove, City of San Juan Bautista, City of Sand City, City of Santa Cruz, City of Salinas, City of Scotts Valley, City of Seaside, City of Soledad, City of Watsonville	The Association of Monterey Bay Area Governments will work with a coalition of stakeholders composed of local jurisdictions, regional transportation planning agencies, transit agencies, special districts, and community-based organizations to create the Monterey Bay Electric Vehicle Climate Adaptation and Resiliency (Monterey Bay EV CAR) Framework. This collaborative planning effort will create the roadmap we need in the Monterey Bay Area to assess current charging infrastructure vulnerability to climate change and implement strategies to ensure the build-out of EV charging infrastructure increases equity and resiliency in the face of climate change.	\$750,000
	5 Sustainable Communities Competitive	City of Santa Cruz	Ecology Action	City of Santa Cruz Active Transportation Plan Update	Santa Cruz	Santa Cruz	The City of Santa Cruz will update the City of Santa Cruz Active Transportation Plan (2017). This update will have greater emphasis on implementation of vision zero (no fatalities or serious injuries by 2030), serving underserved communities in the City of Santa Cruz including the large unhoused population, increasing active transportation accessibility for all ages and abilities including students and seniors, incorporating a Health in All Policies framework and a review of active transportation infrastructure resiliency to climate impacts. The project will also assess what additional bicycle and pedestrian facilities will support numerous mixed-use infill development projects planned and under construction, as well as incorporate more recent active transportation best practices with emphasis on protected facilities. With community engagement, the final outcome will be an active transportation vision that will help the City be competitive for grant funds for constructing active transportation facilities.	\$384,973
	5 Sustainable Communities Competitive	City of Watsonville	Ecology Action	City of Watsonville Vision Zero Corridor Study	Santa Cruz	City of Watsonville	The Watsonville Vision Zero Corridor Study aims to address the serious and persistent problem of pedestrian deaths and unacceptably high injury rates that occur predominantly on the main transportation corridors in the City. Numerous methods have been tried by City staff to remedy this public safety challenge but sadly the rates of death and injury have remained largely the same. A new approach to this issue is needed and transformational design strategies are warranted. The study will re-imagine the transportation networks on the main corridors in the City, develop alternative designs that work for all road users (zero tradeoff, win-win strategies) and then work with stakeholders to create a concept plan for one of the corridors that can be used as the basis for an implementation grant.	\$390,293
	5 Climate Adaptation Planning	San Luis Obispo Council of Governments		Morro Bay Estuary Climate Resiliency Transportation Study	San Luis Obispo	Morro Bay, CA	In Morro Bay, California. The transportation assets around the Morro Bay Estuary are particularly vulnerable to sea-level rise impacts. The two-mile stretch of South Bay Boulevard, including the interchange with State Route 1 and additional three-miles of adjoining rural roads is a critical transportation asset for the region, providing a significant commuting route between communities and local access to Morro Bay State Park. With two feet (2ft) sea level, major disruptions to the transportation functions are anticipated along this travel corridor. The study will develop adaptation strategies focused on enhancing both future transportation and the ecological resiliency for the Morro Bay Estuary while supporting actionable outcomes from the 2021 Climate Vulnerability Assessment Report of City of Morro Bay, the Integrated Climate Change Adaptation Planning for San Luis Obispo County and the Sea Level Rise Adaptation Strategy from CA State Parks.	\$447,615
	5 Strategic Partnerships (FHWA SPR Part I)	Santa Barbara County Association of Governments (SBCAG)	City of Guadalupe; City of Santa María	State Route 166 Comprehensive Corridor Study	Santa Barbara	Guadalupe, Santa María	At the request of the Santa María City Council and multiple SBCAG Directors, the State Route 166 Comprehensive Corridor Study will identify opportunities for improvement along the corridor between the cities of Santa María and Guadalupe in northern Santa Barbara County. This corridor study will have a wide scope with consideration for all road users and will consider planning for safety, mobility, access management, GHG emissions reduction, dust abatement, and agricultural goods movement. The project is necessary to improve the lives of those in the study area, including disadvantaged and underserved communities. The major deliverable is a study identifying the needs of the corridor, including a list of projects and strategies to address those needs that will inform future regional transportation plan updates. This project will foster coordination among SBCAG, Caltrans, the cities of Santa María and Guadalupe, and the County of Santa Barbara to build upon recently completed, ongoing, and programmed planning efforts in the study area. The corridor study will have Complete Streets and Vision Zero elements.	\$250,000



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5	Climate Adaptation Planning	Santa Cruz County Regional Transportation Commission	Resource Conservation District of Santa Cruz County	Planning for Coastal Resilience along the Highway 1 Corridor at Waddell and San Vicente Creeks	Santa Cruz Unincorporated Area - North Coast of Santa Cruz County	County of Santa Cruz Unincorporated Area - North Coast of Santa Cruz County	Preliminary investigations indicate that the existing Highway 1 bridge over Waddell Creek, and the Santa Cruz Branch Rail Line and future Monterey Bay Sanctuary Scenic Trail corridor over San Vicente Creek are vulnerable to coastal climate change impacts. Given the proximity of the rail corridor and the Highway 1 bridge over San Vicente Creek, the Highway 1 bridge over San Vicente Creek could also be vulnerable. This transportation infrastructure also limits the ecological function of these important coastal resources and limits their ability to be resilient to climate change. This project will identify short-, medium-, and long-term actions for viability and resilience to climate stressors on these transportation facilities (Highway 1 over Waddell and Highway 1 and rail and future trail corridor over San Vicente Creek) in tandem with ecological restoration of the Waddell Creek and San Vicente Creek ecosystems including nature-based resilience solutions. Santa Cruz County Regional Transportation Commission and the Resource District of Santa Cruz County will partner with Caltrans District 5 on this project.	\$1,254,691
5	Strategic Partnerships (FHWA SPR Part I)	Santa Cruz County Regional Transportation Commission		Santa Cruz County Rural Highways Safety Plan	Santa Cruz	Unincorporated Santa Cruz County, including the communities of Ben Lomond, Boulder Creek, Brookdale, Davenport, Felton, and Interlaken	This project will allow the Santa Cruz County Regional Transportation Commission and Caltrans District 5 to collaborate in enhancing roadway safety for all users of the County's six conventional highways: specifically, Highway 1 north of the City of Santa Cruz city limits, Highway 9, Highway 236, Highway 35, and Highways 129 and 152 outside of the City of Watsonville limits which collectively function as main streets, intercommunity connectors, and rural highways. Comprehensive data-driven analysis will be performed to identify crash locations, severity, factors, and types of crashes that include pedestrians, cyclists, motorists, and freight. Public, private, and community stakeholders including underserved and vulnerable communities, will be engaged in the production of the RHSP to develop goals, a prioritized list of projects, strategies, and policy updates, as well as systems to measure progress and outcomes. The main objective is to create a roadmap to Vision Zero: to achieve zero traffic deaths and serious injuries by 2045 with projects and strategies implemented through close partnerships with Caltrans District 5 on their conventional highway facilities in Santa Cruz County, and in so doing make these highways eligible for a range of critical funding opportunities.	\$285,600
5	Strategic Partnerships (FHWA SPR Part I)	Santa Cruz County Regional Transportation Commission		Santa Cruz County North Coast Transportation Demand Management	Santa Cruz Unincorporated Area- North Coast of Santa Cruz County	County of Santa Cruz Unincorporated Area- North Coast of Santa Cruz County	The North Coast Transportation Demand Management (TDM) Plan will devise transportation management strategies for 22 miles of coastal highway from the City of Santa Cruz northern city-limits to the Santa Cruz/San Mateo County line. The TDM Plan is needed to identify strategies that address overwhelming visitor transportation needs, safety and operational challenges on Highway 1 created by visitor demand and behaviors, including parking hazards, and to provide transportation alternatives. The Plan will review this rural portion of the region's State highway system and evaluate opportunities to advance State, local, environmental and equity goals. As such, the project will help reduce vehicles miles traveled, emissions, and improve safety in accordance with the Caltrans District 5 Active Transportation Plan, Caltrans Climate Adaptation Plan Strategic Goals and the Santa Cruz County Regional Transportation Plan goals. The TDM Plan will result in a prioritized list of improvements to manage travel based on resident and visitor travel survey results, the effectiveness of strategies to meet project goals and objects, stakeholder and public input, and will be modeled after the Big Sur Transportation Demand Management Plan (2020) and Tool Kit.	\$362,560
5	Climate Adaptation Planning	Transportation Agency for Monterey County		Monterey County Regional Transportation Vulnerability Assessment	Monterey	Castroville, Elkhorn, Las Lomas, Moss Landing, Pajaro, Prunedale	Hazards brought on by climate change pose a serious threat to transportation infrastructure and the safety and quality of life of residents. The Regional Transportation Vulnerability Assessment for transportation corridors in Monterey County will focus on identifying transportation infrastructure in the coastal areas of the county that are at risk of sea level rise, coastal flooding, and erosion, create a project prioritization list, and with information on adaptation strategies for the projects on that list. This vulnerability assessment will draw on existing studies done in the county and at the state level, the Caltrans District 5 Climate Change Adaptation Priorities Report to understand how these impacts will affect transportation through the county and region including but not limited to local roads and streets, railroad lines and crossings, active transportation infrastructure, and transit infrastructure. This study will include northern region of Monterey County including Moss Landing, Elkhorn, Pajaro, Castroville, and the unincorporated regions of the northern Monterey County coastal area.	\$378,023
5	Sustainable Communities Competitive	Transportation Agency for Monterey County	Ecology Action; County of Monterey	North Monterey County Safe Routes to Schools Plan	Monterey	Aromas, Castroville, Elkhorn, Las Lomas, Moss Landing, Oak Hills, Pajaro, Prunedale & Royal Oaks	The Transportation Agency for Monterey County is developing Safe Routes to School Plans for Monterey County's students and families through the passage of Measure X. Drawing on multi-agency partnerships with the Monterey County Health Department and non-profit Ecology Action, the North Monterey County Safe Routes to School Plan will gather data, conduct walking audits and surveys and utilize community input to identify a set of safe routes to school, complete streets, travel demand management and active transportation improvements for eleven K-12 public schools in the unincorporated communities of Castroville, Pajaro, Las Lomas, Prunedale, Royal Oaks, Oak Hills, Aromas, Moss Landing and Elkhorn. The Plan will create a Safe Routes to School Steering Committee to pilot a participatory budgeting process and empower community members to prioritize quick-build projects for implementation following plan adoption. The Plan will build on the Regional Transportation Plan and Active Transportation Plan to support mobility, social equity, safety and greenhouse gas reductions supportive of the region's Sustainable Communities Strategy.	\$665,091
6	Sustainable Communities Competitive	City of Hanford		Kings-Tulare High-Speed Rail Station Transit-Oriented Development and Connectivity Plan and Cross Valley Corridor Rail Service Planning	Kings	Hanford	In collaboration with in-kind contributing partners, this project will build upon planning efforts for the Kings-Tulare High-Speed Rail (HSR) Station and Cross Valley Corridor (CVC) to identify recommendations for connecting transit services between Downtown Hanford and the Kings-Tulare HSR Station along Lacey Boulevard, and promote transit-oriented development (TOD) around the Kings-Tulare HSR Station. This Project will coordinate efforts of the City's General Plan, Kings County Association of Government's 2022 Regional Transportation Plan Sustainable Communities Strategy, and the Cross-Valley Corridor Plan, while building on the principles and guidance set forth by documents such as the Caltrans Smart Mobility Framework, Complete Streets strategies, Climate Action Plan for Transportation Infrastructure, and California Transportation Plan 2050. The final plan will guide land use planning along Lacey Boulevard and the Kings-Tulare HSR Station, support TOD, promote economic development and revitalization, enhance connections to transit and mobility choice, stimulate connectivity between Downtown Hanford and the Kings-Tulare Station, connect Hanford with other communities along the CVC, and support an efficient and effective multi-modal transportation system in some of California's most disadvantaged and low-income communities.	\$650,000



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6	Climate Adaptation Planning	City of Huron		City of Huron Climate Adaptation Plan	Fresno	City of Huron	This project would allow the city of Huron to perform a series of studies to assess its climate vulnerability and the feasibility of a flood mitigation and groundwater recharge project on Lassen Ave. This project is needed to help the city and our residents understand the climate risks facing our community, identify the gap in infrastructure and resources that needs to be filled, devise strategies to manage climate risks, and prioritize and plan projects to improve our resiliency and ability to adapt to climate change impacts. If awarded this grant, the city of Huron staff would work with consultants and our partners: Communities That Care, Latino Equity Advocacy & Policy Institute, and the Fresno County Rural Transit Agency to successfully implement grant activities. This project is consistent with the latest California State Hazard Mitigation Plan (2018) and California Climate Adaptation Strategy (2021).	\$243,929
6	Sustainable Communities Competitive	City of Selma		City of Selma Tactical Urbanism Safe Streets Study	Fresno	Selma	The City of Selma Tactical Urbanism Safe Streets Study is a series of pilot studies within the community of Selma with the purpose of encouraging more residents to use alternative modes of transportation. Consistent with the California Transportation Plan 2050, the goal of this project is to improve the local transportation system's safety, accessibility, and convenience for active modes of transportation. Selma residents and community based organizations will be key participants of the pilot studies because their input and feedback will be critical to understanding the community's needs and to determine the effectiveness of the pilot studies. The City of Selma will then develop a local multimodal transportation improvement plan based on the feedback from the community and the data collected from the pilot studies. In addition to the pilot studies, this 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.	\$265,590
6	Sustainable Communities Competitive	City of Shafter		North Shafter Transportation Improvements and Sustainability Plan	Kern	Shafter	The project will create the North Shafter Transportation Improvements and Sustainability Plan. Currently, the community of North Shafter is without sidewalks, bike lanes, traffic signals, and an overall safe and connected transportation infrastructure. The goal of this project and the final Plan is to identify the greatest needs and priorities of the community - garnering much feedback from the community - for the city to then prioritize transportation improvements in the neighborhood. The finalization of the Plan will allow the City to proactively compete for subsequent implementation funding.	\$181,486
6	Climate Adaptation Planning	Fresno Council of Governments		Fresno County Transportation Improvement Plan for Climate Resiliency	Fresno	City of Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kernan, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, San Joaquin, Sanger, Selma	This project is to identify locations on the transportation system in Fresno County that would be subject to climate hazards, and develop a list of transportation improvement projects that will minimize the risks and withstand the extreme climate events in the next fifty years. It will prioritize the project list and identify top five most vulnerable project locations and conduct climate risk assessment for the five projects. This project is a continuation of a phase I study, Fresno County Transportation Network Vulnerability Assessment, which was also funded by Caltrans. The proposed project will provide a starting point for local governments to enter into conceptual stage of these projects and start submitting such climate adaption projects into the Regional Transportation Plan/Sustainable Communities Strategy process.	\$442,650
6	Sustainable Communities Competitive (Technical)	Fresno Council of Governments	City of Fresno; City of Clovis; Fresno County Rural Transit Agency	Regional Mobility Hub Study	Fresno	City of Fresno, City of Clovis, and Incorporated Cities in Fresno County	The Fresno Council of Governments, along with its three main partner transit agencies – Fresno Area Express (FAX), Clovis Transit, and Fresno County Rural Transit Agency (FCRTA) – are working collaboratively to identify mobility hub siting framework and initial designs for four hubs around the region, which could then lead to partnerships with third parties to build mobility hubs at or near major transit centers/stops throughout the FAX, Clovis Transit and FCRTA service areas. The mobility hubs could consist of Electric Vehicle (EV) Charging Stations, EV car-sharing, shared electric bikes (either docked or undocked), shared scooters, and/or other micro-mobility components to promote multi-modal transportation options and help reduce greenhouse gas emissions.	\$700,000
6	Sustainable Communities Competitive (Technical)	Fresno County Rural Transit Agency (FCRTA)		FCRTA County-wide Electric Vehicle Charging Master Plan and Energy Management System Plan	Fresno	Clovis, Coalinga, Firebaugh, Fowler, Fresno, Huron, Kernan, Kingsburg, Mendota, Orange Cove, Reedley, San Joaquin, Sanger, Selma	This project will develop a master plan to determine where Electric Vehicle (EV) charging equipment is needed for FCRTA's operations (agency partners and the public), the types of equipment needed, equipment cost, electrical grid capacity, and integration with future microgrids/resiliency hubs. FCRTA needs an energy management system to monitor energy needs, usage, storage, and solar generation. The energy management system plan will evaluate the technology and vendors available, best-practices, system costs, and data sharing policies; and recommend the appropriate energy management system solution for FCRTA. Other project activities include a technical analysis and stakeholder outreach, including a project advisory committee consisting of state entities, regional government agencies, 13 rural Fresno County cities, unincorporated communities, local transit providers, Pacific Gas and Electric, FCRTA's transit operator, and non-profit and social services organizations. The project will be closely coordinated with local and regional efforts including FCRTA's EV microtransit planning efforts, Distributed Energy Resource/Microgrid Feasibility Study, Electrical Grid Analysis Study, EV Fleet Transition Plan/Zero-Emissions Bus Rollout Plan, zero-emission Transit Feasibility Study, as well as Fresno County of Government's EV Readiness Plan.	\$175,560
6	Climate Adaptation Planning	Kern Council of Governments		Tehachapi Pass Corridor Climate-Change Adaptation Mitigation Study (C-CAMS)	Kern	Arvin, Bakersfield, Caliente, Edison, Keene, Lamont, Mettler, Mojave, Rosamond, Tehachapi	State Route 58 and the parallel Union Pacific /Burlington Northern Santa Fe shared railroad tracks over the Tehachapi Pass are the continuation of the nationally significant transportation corridor connecting Central and northern California with Interstate 40—the primary all-weather east-west goods movement corridor in the United States. The objective of this project is to assess the climate change vulnerabilities of the Tehachapi Pass corridor and resiliency connectors, and to leverage and advance critical projects that implement adaptive climate measures. The project will focus on three main components: a vulnerability/resiliency assessment, an adaptation mitigation/co-benefit analysis, and to expedite implementation. Partners and collaborators will include local disadvantaged communities, stakeholders, and agencies including Caltrans Districts 6 and 9 to ensure that the adaptation measures are effective. The goal is to expedite implementation of climate adaptation mitigation, reduce impacts of extreme weather events while enhancing transportation resilience and realizing the co-benefits for this corridor.	\$2,655,900
6	Sustainable Communities Competitive	Madera County		Oakhurst Area Mobility Study Project	Madera	Oakhurst	Madera County, in partnership with the Madera County Transportation Commission, Caltrans, and other local stakeholders, will undertake the development of a mobility study within the unincorporated mountain community of Oakhurst, CA, to identify appropriate motorized and non-motorized design concepts in order to increase the functionality and safety of Oakhurst's circulation system for pedestrians, bicyclists, and drivers. The project area has numerous gaps in the local multi-modal transportation network, pedestrian, and bicycle infrastructure. The project is consistent with and supportive of the goals of the Caltrans Sustainable Transportation Planning Grant Program, Senate Bill 1 requirements, the Madera County General Plan, and Oakhurst Area Plan. The eventual implementation of the design concepts identified in the mobility study will result in the significant improvement of Oakhurst's roads and transportation network and will further guide the design and land-use in the project area as well as enable Madera County to encourage economic development, tourism, and enhance multi-modal access connections throughout the community.	\$450,000

Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Sub-Applicant(s)	Project Title	Project Location County	Project Location City	Project Description	Grant Request
7	Climate Adaptation Planning	City of Bell Gardens		Building Resilience for a Sustainable Bell Gardens: Climate Adaptation Strategies for Transportation Infrastructure	Los Angeles	Bell Gardens	The City of Bell Gardens will develop a comprehensive climate adaptation plan (Plan). The Plan is necessary to address the impacts of climate change on the city, including increased heatwaves, wildfires, flooding, and air pollution. Major deliverables include conducting a vulnerability assessment, identifying adaptation strategies, and developing an implementation plan. The project will involve collaboration with Eco-Rapid Transit, East Yard Communities for Environmental Justice, County Supervisor Hahn's Office, the Los Angeles Department of Public Works, and Bell Gardens Planning Commission. The Plan will also be connected to relevant regional and state planning efforts to ensure alignment with broader climate resilience goals, including the California Climate Adaptation Planning Guide and Los Angeles County Climate Action Plan.	\$211,175
7	Sustainable Communities Competitive	City of Bell Gardens		Bell Gardens Transit-Oriented Communities Specific Plan and Zoning Code Update	Los Angeles	Bell Gardens	The project will 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 Transit-Oriented Communities Specific Plan and zoning codes are crucial to immediately address critical gaps in housing, transit accessibility, active transportation, transportation to schools, parks, and employment centers, while addressing regional connectivity into nearby communities of Huntington Park, South Gate, Downey, Commerce, and Bell, and improving the active transportation network within local low-income neighborhoods. The project will serve as a comprehensive planning document to guide future land use development and transportation access for the disadvantaged community surrounding corridors, ultimately establish priority needs and feasible project options for implementing active transportation mode-shift in an otherwise vehicle-dominant community, and allow the City to implement equitable, complete first-last mile connections to neighborhoods, housing projects, transit, employment centers, schools, parks, and more. Key deliverables include the Mobility Study-to include active transportation and access to multimodal transit, Stakeholder/Community Engagement Plan, Equity Study, Draft/Final Bell Gardens TOC Specific Plan, and updates to the General Plan, zoning/land use designations, and municipal codes. The project will align with the Los Angeles Metropolitan Transportation Authority (Metro), the City's Complete Streets Plan, West Santa Ana Branch Corridor Transit-Oriented Development Strategic Implementation Plan, Connect SoCal 2024(2024-2050) and the California Transportation Plan 2050.	\$355,450
7	Sustainable Communities Competitive	City of Lomita		Lomita's Citywide School Loading Zone Study for Vision Zero Neighborhood Planning Initiatives & Infrastructure Improvements	Los Angeles	Lomita	This study will be a guiding roadmap for the City and the community to vastly improve safety for students and caregivers walking or bicycling to school. These efforts will require robust partnerships and close collaboration across agencies and school communities endeavoring to create safe and equitable environments for local youth. K-8 public schools, charter and private schools are included in the project, with four specifically selected after reporting greater numbers of students injured walking or biking during school drop-off and pick-up periods. The study will closely examine existing conditions data to accurately inform City staff on the current status of participating schools' built-in environment and physical setting, school population characteristics, transportation, education, and law enforcement—all of which have major effects on the student safety when traveling to and from school, and how Lomita decides to handle or alleviate each school's particular situation. To ensure that transit is improved for learning and recreational purposes, public engagement components involve influential community stakeholders, Teacher Champion and bicycle ambassador programs, and bilingual (English/Spanish) communication tools bolstered by a range of outreach events including: the City's bi-weekly electronic newsletters sent to over 900 subscribers and the seasonal hardcopy newsletter mailed to all residential, business; community-based meetings in key transportation hubs; public workshops and charrettes; and, Council and Commission meetings.	\$289,500
7	Climate Adaptation Planning	City of Maywood		Maywood Climate Action Adaptation and Resilience Plan	Los Angeles	Not Applicable	The City of Maywood, over the past decade, has been updating policies, performing studies, forming strategic partnerships and implementing other related initiatives to counter the historical impact of environmental injustice, combat climate change, and build community resiliency. Despite budget constraints and a small staff, progress has been made through effective coordination of resources and the support of local and regional partners. Nevertheless, in consideration of existing conditions, the challenge to build a climate resilient Maywood is immense and more preparation and planning is necessary. The City will produce a Climate Action, Adaptation and Resilience Plan (Plan) for City Council Adoption that will identify transportation system vulnerabilities and climate-related risks to existing transportation infrastructure and active transportation users, including bicyclists and pedestrians; identify adaptation planning projects that address those vulnerabilities and risks; and set into place climate projects for future programming into local or regional transportation plans, or both. To develop this Plan, the City will utilize the services of Environmental Science Associates, Fehr and Peers, and the Institute for Local Government. Furthermore, the City will engage with, at minimum, the Los Angeles Unified School District, the Gateway Cities Council of Governments, Southeast Los Angeles Collaborative, Rio Vista Southeast YMCA, Los Angeles County Metropolitan Transportation Authority, Southern California Association of Governments and other relevant agencies. Furthermore, the planning process will be informed by the Gateway Cities Council of Government's Strategic Transportation Plan and Climate Action	\$177,060
7	Sustainable Communities Competitive	City of Pico Rivera	CivicWell	Rosemead/Lakewood Boulevard Complete Corridor Project (BRT + ATP + TOD)	Los Angeles	Bellflower, Downey, Lakewood, Long Beach, Paramount, Pico Rivera	The City of Pico Rivera, with member jurisdictions convened by the Gateway Cities Council of Governments (GCCOG) and the nonprofit organization CivicWell, will build upon GCCOG's Rosemead/Lakewood Boulevard Complete Streets Master Plan with a conceptual plan developed with intensive stakeholder and community engagement for high-quality rapid transit with active transportation spanning a 16.7 stretch from Pico Rivera to Long Beach. The plan will unite with ongoing plans for a 9.6-mile bus rapid transit line through the San Gabriel Valley from Pico Rivera to East Pasadena. The ultimate outcome will be a 26-mile Complete Corridor that facilitates transit connectivity to job centers, and key destinations. The plan will also facilitate direct connections to major east-west passenger rail transit lines such as the Metro Foothill Gold Line, Eastside Gold Line, the West Santa Ana Branch, the Green Line, and Metrolink and Amtrak along the LA-to-Anaheim commuter rail corridor. Lastly, planning a high-quality transit line with complete streets improvements will stimulate transit-oriented development areas on the corridor, which further contributes to regional, statewide, and national goals related to housing attainability and affordability, equity, regional mobility, environmental sustainability, and economic resilience.	\$585,334
7	Sustainable Communities Competitive	City of Santa Monica		Santa Monica Boulevard Safety Enhancement Study	Los Angeles	City of Santa Monica	The purpose of the study is to identify targeted Santa Monica Boulevard Corridor (high fatal and severe injury corridor) safety enhancements through a data-driven assessment of crash reports, and input from first responders and the community, while building upon the goals and recommendations identified in local/regional planning efforts like the Santa Monica Land Use and Circulation Element (2010), Bike Action Plan (2011, 2020), Pedestrian Action Plan (2016), and Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy. The outcome will be community supported safety plan with specific recommendations for cost effective, multi-modal safety measures and transit enhancements for immediate implementation, identification of future measures that will require further engineering, and a clear plan for funding and implementation.	\$522,327

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7	Sustainable Communities Competitive (Technical)	Los Angeles County		Los Angeles County TDM Ordinance and VMT Mitigation Exchange/Bank Program	Los Angeles	Unincorporated Communities within Los Angeles County	Public Works will develop a Transportation Demand Management (TDM) Ordinance and Vehicle Miles Traveled (VMT) Mitigation Exchange/Bank program. Under this program, new development projects can utilize the TDM strategies and VMT Mitigation Exchange/Bank to offset the projects' VMT impacts. The program will be implemented for the unincorporated areas of Los Angeles County. The program promotes infill development and socioeconomic equity and encourages efficient development patterns consistent with the State's planning priorities and climate goals. The program will review and evaluate existing conditions and best practices, conduct analysis and surveys, facilitate community outreach and implement the program and related ordinances.	\$700,000
7	Sustainable Communities Competitive	Los Angeles County Public Works		I-710N Mobility Improvement Projects (MIP) Plan	Los Angeles	East Los Angeles	The project will benefit the East Los Angeles (East LA) community, which is currently congested and bisected by four freeways, creating a physical divide and overflow of traffic resulting in mobility, accessibility, and health issues throughout the community. The I-710N MIP Plan would improve mobility, particularly along major routes including Cesar Chavez Blvd, Olympic Blvd, Whittier Blvd, Atlantic Blvd, Eastern Ave, and Floral Ave in East Los Angeles, and provide guidelines for the investment of committed implementation funds from LA County Metropolitan Transportation Authority (Metro). Key stakeholders and the community will be engaged early in the planning process to identify priorities, leverage cooperation, and reduce risks. The proposed Plan will evaluate and incorporate recommendations from Los Angeles County's East Los Angeles Pedestrian Plan and Vision Zero Plans to consolidate concepts and details to facilitate subsequent design and construction work while also helping to ensure the success of the I-710N MIP Plan and investments in the health and safety of the community.	\$500,000
8	Sustainable Communities Competitive	City of Desert Hot Springs		Desert Hot Springs Active Transportation Safety and Connectivity Plan	Riverside	Desert Hot Springs	The project will address connectivity challenges within its disadvantaged community to schools, parks, transit centers and stops, and retail and commercial centers while improving comfort and safety for active transportation users. This plan integrates an outdated and insufficient bicycle and pedestrian plans and will provide essential local and regional connections to schools, parks, transit, and employment centers. Priority needs and feasible project options will be developed to implement active transportation mode-shift in an otherwise vehicle-dominant community, allowing the City to create complete streets, first-last mile connections to neighborhood amenities, housing projects, transit, employment centers, schools, parks, and more. Full implementation will result in 1) safer street designs, 2) accesses to greater alternative mobility choices, 3) establishments of a more sustainable, resilient, and equitable community, 4) improvements to mobility and connectivity, 5) reductions in greenhouse gas emissions and 6) improvements to public health and safety.	\$368,400
8	Sustainable Communities Competitive (Technical)	City of Moreno Valley		City of Moreno Valley Transportation Demand Management Plan	Riverside	City of Moreno Valley	The City of Moreno Valley will define Transportation Demand Management (TDM) strategies in order to maximize traveler options, ensure everyone has access to destinations via alternative transportation methods especially to the individuals in Disadvantaged Community Areas (DACs), develop mitigation methods thereby reducing greenhouse gas emissions (in order to reduce trip generation rates and parking needs), and to increase multi-modalism in transportation plans. The proposed TDM strategies will target objectives that will reduce traffic congestion, provide conservation of energy and reduction of emissions, improve the community health and fitness levels, reduce parking problems, enhance the community's safety, aid commuters in rural areas, improve community health and fitness goals, and make alternative transportation methods more affordable, especially for people living in DACs to be able to reach their destinations.	\$120,000
8	Sustainable Communities Competitive (Technical)	City of Riverside		City of Riverside Individualized Safe Routes To School Action Plans	Riverside	City of Riverside	The project will result in developing individualized pedestrian and bicycle safety action plans and customized reports for each of its fifty (50) public K-8 schools including Safe Routes to School (SRTS) elements such as Education, Encouragement, Engineering, Enforcement, Evaluation & Equity. The SRTS project development process will include extensive public outreach and engagement efforts including stakeholders such as City Staff, Law Enforcement Staff (School Resource Officers), individual schools' staff, School Districts, students, parents, Parent Teach Associations, crossing guards, community-based organizations, and adjacent neighbors. The City of Riverside will build on existing local, regional and State goals, objectives, and planning efforts such as Riverside's Active Transportation Plan and Complete Streets Plan, Riverside's General Plan 2025, Riverside's designation as a Bicycle Friendly Community Bronze Rating, Southern California Association of Government's SoCal Connect 2020, and Caltrans Strategic Plan 2020-2024, to support mobility, health, safety, directly benefit the multi-modal transportation system, social equity, and protect the environment by reducing greenhouse gas emissions.	\$700,000
8	Climate Adaptation Planning	San Bernardino County Transportation Authority (SBCTA)	Western Riverside Council of Governments (WRCOG)	SBCTA/WRCOG Emergency Evacuation Network Resilience (EENR) Study	San Bernardino, (Western) Riverside	Multiple Cities in San Bernardino and Riverside Counties	The San Bernardino County Transportation Authority and Western Riverside Council of Governments request \$1,500,000 to hire an experienced consultant to develop an Emergency Evacuation Network Resilience (EENR) Study. This planning effort builds upon the recently completed Resilient IE Study, previously funded by the 2017 Caltrans Senate Bill 1 Climate Adaptation Planning Grant Program. The EENR Study will conduct local-level evacuation compliance assessments (as required by Senate Bill 99) and a high-level evacuation route capacity, safety, and viability analysis (as required by Assembly Bill 747) for up to 40 member agencies, many of which have concentrations of vulnerable communities within San Bernardino County Transportation Authority and Western Riverside Council of Government's jurisdictions. Planning and prioritization of transportation projects are often simply too burdensome for these local agencies, which are already stretched thin with limited staffing and budgets. The EENR will help individual agencies to identify areas where their evacuation transportation network needs redundancy improvements to boost resilience and recommend specific evacuation infrastructure to help local transportation systems adapt to climate change in the future. Deliverables will include up to 40 local studies that jurisdictions can include in mandated updates of their general plan safety elements to comply with legislation.	\$1,500,000
8	Climate Adaptation Planning	Soboba Band of Luiseño Indians		The Soboba Tribal Climate Change Adaptation Plan	Riverside	San Jacinto	The Soboba Band of Luiseño Indians proposes to develop a Climate Change Adaptation Plan that will strengthen the resiliency of our Tribal community. The goal of this project is to develop actionable strategies to fortify transportation, infrastructure, and protect human health and safety from climate change on the Soboba Reservation. This will be done by evaluating existing conditions on Tribal lands, assessing vulnerabilities to Tribal resources from climate change, and developing adaptation strategies that protect against climate change impacts and improve transportation accessibility on the Reservation. This project will involve collaboration between Soboba Tribal government departments (i.e., Environmental, Public Works, Noli Indian School and Fire departments), Southern California of Associated Governments, Caltrans, other regional agencies, and neighboring tribal governments.	\$299,959
9	Sustainable Communities Competitive	Fort Independence Indian Community of Paiute Indians of the Fort Independence Reservation, California		Fort Independence Long Range Plan	Inyo	Independence	This project will empower the Fort Independence Indian Community to address safety, access to services, jobs, and cultural sites, and Tribal residential community connectivity, to develop their first Tribal Long Range Transportation Plan (LRTP). The LRTP will include conceptual schematic designs (no more than 30%) of three multimodal priorities to safely reconnect the Tribal community. Upon implementation, the LRTP will ensure this underserved community is a safe place to live, work and enjoy the tourism and recreation opportunities support the Tribe's long-standing efforts to improve traffic safety, address multimodal transportation needs, foster affordable housing, reduce greenhouse gas emissions, and create strategic and community partnerships.	\$288,207

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9	Sustainable Communities Competitive (Technical)	Inyo County Local Transportation Commission		Inyo County Electric Vehicle Charging Infrastructure Network Plan	Inyo	The project will include all of geographic Inyo County	Inyo County Local Transportation Commission will prepare an Electric Vehicle (EV) Charging Infrastructure Network Plan to outline a path forward to install effective and equitable EV charging infrastructure throughout Inyo County and to electrify the county-owned vehicle fleet by gathering data, evaluating the physical and financial feasibility of expanding the charging network in the county, and conducting a site analysis for EV charging locations, with an emphasis on county-operated properties. The Plan will also provide a high-level analysis of hydrogen fueling feasibility in Inyo County. The Plan will coordinate with Los Angeles Department of Water and Power and Southern California Edison, with EV and Zero Emission Vehicle plans of the Bishop Paiute Tribe, Big Pine Paiute Tribe, Fort Independence, Lone Pine Reservation, Timbisha Shoshone Tribe, Eastern Sierra Transit Authority, Caltrans, and Mono, Kern, San Bernardino, and Nye (NV) counties and will actively engage rural underserved communities throughout the planning process to establish equity in EV infrastructure planning and prevent "charging deserts", where public charging is scarce or nonexistent. This plan is crucial in enabling a rural county to do its part in helping the state meet greenhouse gas emission goals and in contributing to the continued economic vitality of the region.	\$201,500
10	Sustainable Communities Competitive	Alpine County Local Transportation Commission		Markleeville Community Transportation Plan	Alpine	Markleeville	This project is to develop a Markleeville Community Transportation Plan for the State Route 89 corridor through historic downtown Markleeville and surrounding neighborhoods. The Community Transportation Plan will provide a detailed vision for multimodal transportation infrastructure improvements to strengthen the local economy, improve public health and accessibility, and increase active mobility options in the community. Currently, State Route 89 is a highly traveled regional connector through the town core with no bicycle or pedestrian infrastructure, creating unsafe conditions for residents, recreational tourists, and visitors. The project will explore improvements in the community by studying existing multimodal transportation challenges, and will create a realistic, fundable, and implementable plan for the town. Community members will have various opportunities to be involved in the project to ensure that the proposed improvements reflect their highest priorities.	\$135,746
10	Sustainable Communities Competitive	Calaveras Council of Governments		Calaveras County Active Transportation and Recreational Trails Plan	Calaveras	City of Angels Camp	In partnership with member agencies and Caltrans District 10, the project will involve community level planning and a comprehensive assessment of bicycle and pedestrian conditions and needs in Calaveras County for people of all ages, abilities, and trip purposes. The Plan will update and expand upon the 2015 Calaveras Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan, and incorporate other relevant plans such as the 2021 Caltrans District 10 Active Transportation Plan. In addition, the plan will look to align with and address current local/regional, state, and federal policy priorities, and allow for a more comprehensive engagement process that captures the needs and priorities of our most disadvantaged and underrepresented residents. The final plan will ultimately lead to implementation of infrastructure and non-infrastructure programs and projects such as bicycle paths, sidewalk and crossing improvements, multiuse trails, and enhancements to existing infrastructure to increase connectivity and accessibility throughout the County and encourage non-auto modes of travel for residents and visitors.	\$264,000
10	Climate Adaptation Planning	Merced County Association of Governments		Merced County Transportation Network Vulnerability Assessment	Merced	Atwater, Dos Palos, Gustine, Livingston, Los Banos, Merced	To help the Merced County region better prepare for impacts of climate change, and to meet new State and Federal requirements, the Merced County Association of Governments will conduct a systemwide Transportation Network Vulnerability Assessment to identify transportation assets that may be vulnerable to impacts of climate change and how to address those risks through resilience strategies that have multiple co-benefits. State and federal funding sources are increasingly requiring that funding applicants evaluate climate risks regarding transportation investments. To improve the competitiveness of projects in the region, the Transportation Network Vulnerability Assessment will also include several cost-benefit analyses for specific projects to quantify expected hazard costs under baseline/no-build and project alternatives throughout the project's lifespan.	\$280,640
10	Strategic Partnerships (FTA 5304)	San Joaquin Council of Governments	City of Stockton	Downtown Stockton Multimodal Transportation Network and Land Use Compatibility Action Plan	San Joaquin	City of Stockton	The San Joaquin Council of Governments, in partnership with Caltrans, the City of Stockton, the San Joaquin Regional Rail Commission, the San Joaquin Joint Powers Authority, and the San Joaquin Regional Transit District, the project will build on the Valley Rail Expansion Program efforts to integrate the future rail network and its operations with the Cabral Station, Downtown Transit Center, and surrounding transportation network and land use within Downtown Stockton. Disadvantaged communities will be directly engaged to identify infrastructure and programmatic recommendations and build cohesion between the future multimodal transportation network and proposed land use, including joint-development and transit-oriented developments, that are adapted for Downtown Stockton. The existing project area lacks cohesion between land use and infrastructure and requires planning and investments that can be prioritized to encourage revitalization, consistent with the implementation of Valley Rail. This process will be guided by the Caltrans Smart Mobility Framework, Complete Streets strategies, Climate Action Plan for Transportation Infrastructure, and other design and policy principles, and will ultimately result in a safe and vibrant community that encourages infill growth, reduces vehicle ownership reliance, and promotes walking and biking between local and regional transit services.	\$450,000
10	Sustainable Communities Competitive	Tuolumne County Transportation Council	City of Sonora	State Route 49/Gold Rush Multi-Use Path Phase 2 Feasibility and Complete Streets Study	Tuolumne	Sonora	The study will develop and analyze alternatives for the 2.1-mile northern segment of the Gold Rush Multi-Use Path and associated complete streets improvements along State Route (SR) 49 extending Phase 1 to Sonora High School and Parrots Ferry Road. This section of SR 49 serves as the gateway to both Sonora and Columbia. The overall Gold Rush Multi-Use Path is a 15-mile phased multi-modal transportation corridor connecting historic communities in Tuolumne County including Columbia, Sonora, Jamestown, and the Chicken Ranch Tribal Lands as well as disadvantaged communities. The Gold Rush Multi-Use Path will serve as the trunk line for non-motorized travel in Tuolumne County, from which sidewalks and bike lanes will branch off.	\$246,100
11	Sustainable Communities Competitive	City of National City		National City Sustainable Mobility Plan	San Diego	City of National City	The plan will identify, coordinate, and prioritize Complete Streets and Active Transportation projects for improving the City's multimodal system through transparent and robust stakeholder engagement with a keen focus on hard-to-reach community members. A new multimodal network will result to directly serve this low-income, underserved community. The plan aims to meet the regional transportation strategies of the San Diego Association of Government's Regional Plan. The City of National City has a strong history of sustainable transportation planning and implementation (e.g., Bicycle Master Plan (2010), General Plan (2011), current General Plan update, SMART Foundation Plan (2014), Downtown Specific Plan (2017), National City Strategic Plan (2019), INTRACONnect Plan (2020), Homefront to Waterfront Plan (2020), 24th Street Transit Oriented Overlay (2021), and Civic Center Drive Protected Bikeway Active Transportation Plan (2022)). The final plan will coordinate all existing plans and projects for implementation, and add new projects identified through analysis and stakeholders.	\$422,918

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11	Sustainable Communities Competitive	City of San Diego		City of San Diego Bicycle Master Plan Update	San Diego	City of San Diego	The Bike Master Plan Update (BMPU) will encompass the City of San Diego and provide a framework to meet the current and expected needs of City's bicycle network and infrastructure. In addition, the plan update will advance the City's Strategic Plan for Mobility and Infrastructure, support implementation of the City's Climate Action Plan (2022) to reduce greenhouse gases and support mode shift, prioritize investments in disadvantaged communities and work to remove the barriers that communities face when bicycling. Expanding the current bike network and increasing the quality of bicycle infrastructure would attract more cyclists and be more appealing for drivers to bike to their destinations.	\$700,000
11	Climate Adaptation Planning	North County Transit District		Resilient NCTD	San Diego	Carlsbad, Del Mar, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, Vista	In response to climate disruptions and regional transit goals, North County Transit District has identified a need to conduct a Climate Vulnerability and Needs Assessment study of its service area and facilities to identify and assess climate change risks and strategies to North County Transit District rail and bus infrastructure, facilities, and surrounding populations, including disadvantaged communities. North County Transit District, together with its jurisdictional partners, community-based organizations, and a consultant team, will evaluate specific climate impacts and identify remedies aimed at improving North County Transit District's resiliency for convenience, access, and reliability of its multimodal transit system. Major deliverables will include a "Resilient NCTD" Climate Vulnerability and Needs Assessment which details the needs assessment, industry best practice strategy evaluation, recommendations plan, capital plan, financial plan, and implementation strategy. To support these deliverables, North County Transit District is proposing a robust public and stakeholder outreach effort to ensure local buy-in on future transportation improvements. NCTD and local jurisdictions will incorporate the final study's recommendations into their respective Capital Improvement Programs.	\$627,000
11	Sustainable Communities Competitive (Technical)	Quechan Indian Tribe of the Fort Yuma Indian Reservation		Electric Vehicle (EV) Electrification Feasibility Study	Imperial	Winterhaven	The project aims to transition the Tribe's fleet to electric vehicles (EVs) to create a more sustainable transportation system and reduce greenhouse gas emissions impact. It will review the Tribe's fleet needs, identify potential funding sources, evaluate the feasibility, and prioritize potential locations for EV charging stations that would serve the Tribe's fleet, employees, residents, and visitors. The plan will also evaluate local utility providers' ability to network EV charging stations, identify costs for utility upgrades, and identify potential locations for non-grid-tied solutions, such as a drop-in charger canopy with integrated solar and battery storage. Lastly, the plan will help identify EV charging firms to respond to an RFP for installing, operating, and maintaining infrastructure for EV chargers.	\$184,275
11	Climate Adaptation Planning	San Diego Association of Governments	San Diego Metropolitan Transit System	Downtown Central Mobility Hub and Connections	San Diego	City of San Diego	The Downtown Central Mobility Hub (DCMH) and Connections project (Project) will advance San Diego Association of Governments and Metropolitan Transit System's efforts to re-imagine specific arterials and highways that connect to the DCMH by integrating climate adaptation strategies typically overlooked or not considered until too late in the transportation infrastructure planning and design process. As these roads and highways change from predominantly auto-centric to be more people-serving, it is crucial to consider and integrate climate adaptation measures as people will be more exposed to climate stressors while experiencing these roads outside of cars. The Project will first identify all applicable climate stressors (e.g., sea level rise, extreme heat, flood, drought) and viable adaptation strategies for six DCMH connecting roads and highways (Corridors). The project will then develop advanced climate adaptation concepts (equivalent to up to 10% design) for up to three of the identified regional Corridors. A strong focus would be on decarbonization tactics in alignment with the state's newly adopted climate scoping plan while also integrating cooling/shade, water retention, biophilia, renewable energy, and other more.	\$3,000,000
11	Strategic Partnerships (FHWA SPR Part I)	San Diego Association of Governments	County of San Diego	San Diego Regional VMT Mitigation Program	San Diego	City of Carlsbad, City of Chula Vista, City of Coronado, City of Del Mar, City of El Cajon, City of Encinitas, City of Escondido, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Oceanside, City of Poway, City of San Diego, City of San Marcos, City of Santee, City of Solana Beach, City of Vista, Unincorporated County of San Diego	The San Diego Association of Governments (SANDAG) and the County of San Diego are partnering to develop a Regional Vehicle Miles Traveled (VMT) Mitigation Program (Program) for the San Diego region. The Program will provide an equitable and feasible path forward for projects to mitigate their VMT related impacts based on regional resources and infrastructure. The Program will do this by contributing to the funding and implementation of multi-modal and other VMT reducing improvements identified in SANDAG's 2021 Regional Plan. The VMT Mitigation Program will help to ensure that VMT reducing infrastructure will be constructed in conjunction with new development, transportation improvements, and other community enhancements consistent with the 2021 Regional Plan's Sustainable Communities Strategies. This Program will assist in the implementation of the programs and projects identified in the 2021 Regional Plan and its SCS by allowing new development, transportation improvements, and other community enhancements to contribute their fair share toward achieving assumed transportation network, greenhouse gas emissions reduction targets, creating connected and complete corridors, while also helping to meet the region's SB 375 targets.	\$480,000
11	Strategic Partnerships (FTA 5304)	San Diego Association of Governments		Downtown La Mesa Trolley Prioritization	San Diego	City of La Mesa	The San Diego Association of Governments (SANDAG), in partnership with the Metropolitan Transit System and the City of La Mesa (City), will identify and assess alternatives to enhance operations of the Orange Line Trolley within downtown La Mesa, including but not limited to the feasibility of grade separation. The 2021 Regional Plan proposes increasing frequency of Orange Line service from 15 minutes to 7.5-minute headways by 2028; however, current street conditions cannot accommodate existing travel demands, which would make increasing headways impossible. On an average weekday, about 2,638 passengers either board or alight at the Spring Street and La Mesa Boulevard Trolley Stations in the study area. This project addresses our region's growing need to have a more balanced, multimodal transportation network as envisioned in SANDAG's 2021 Regional Plan, regional Vision Zero goals and the City's Climate Action Plan. This study will explore transportation improvements to reduce barriers and optimize multi-modal circulation in the project area and achieve climate action goals by reducing or eliminating vehicles idling at existing grade crossings and prioritize reliable travel times for transit users.	\$500,000
11	Sustainable Communities Competitive	San Diego Association of Governments	City of San Diego	Reconnecting Communities Study	San Diego	City of Carlsbad, City of Chula Vista, City of Coronado, City of Del Mar, City of El Cajon, City of Encinitas, City of Escondido, City of Imperial Beach, City of La Mesa, City of Lemon Grove, City of National City, City of Oceanside, City of Poway, City of San Diego, City of San Marcos, City of Santee, City of Solana Beach, City of Vista	This study will leverage an innovative data-driven approach to identify communities in the San Diego region where harmful transportation infrastructure has splintered communities and created barriers to accessing resources and opportunities. In collaboration with Caltrans and the City of San Diego and leveraging SANDAG's partnership with community-based organizations, this study will conduct meaningful public outreach through an iterative process to capture lived experiences, ground-truth data, and collaborate to develop community-led solutions that result in feasible projects that enhance mobility, accessibility, safety, resilience, and economic opportunities. This study aligns with the strategic imperatives and goals of the Caltrans 2020-24 Strategic Plan and State Planning Priorities to improve and expand community partnerships and advance equity and livability in all communities. Ultimately, SANDAG and regional partners will be ready for new state and federal funding opportunities and begin implementing solutions that will benefit communities most harmed by past inequities in transportation infrastructure.	\$700,000

Caltrans District	Grant Category	Primary Applicant Organization Legal Name	Sub-Applicant(s)	Project Title	Project Location County	Project Location City	Project Description	Grant Request
11	Sustainable Communities Competitive	The City of Oceanside		Oceanside Inland Rail Multimodal Path Feasibility Study	San Diego	Oceanside, CA	This feasibility study will be prepared through a high-level technical analysis with a robust community outreach process. The future walking and biking path along the North County Transit District Sprinter rail line will provide direct access to the Pacific Ocean, employment centers, medical and community services, and housing, connecting Oceanside, Vista, San Marcos, and Escondido. The project will study the final 7.4-mile segment of the 21-mile Inland Rail Trail connecting North County to the Pacific Ocean (a regional priority), and augmenting the mobility network for residents of all ages and income levels (California State Plan on Aging, Goal One, strategies B12 and B13). Ultimately, the study help convert vehicle trips to pedestrian and bicycle trips which will create safe, free, low stress access, reduce GHG emissions, and support the California Transportation Plan 2050 goals of safety, climate, equity, accessibility, quality of life and public health, economy, environment, and infrastructure, as well as the goals outlined in the City's General Plan, Safe Routes to School Plan, and the region's North County Regional Corridor Comprehensive Multimodal Corridor Plan.	\$438,471
12	Sustainable Communities Competitive	City of Anaheim		Anaheim Transit Master Plan	Orange	Anaheim	The City of Anaheim will develop the City of Anaheim Transit Master Plan by taking a holistic, citywide approach to keeping Anaheim mobile and ensuring transit is efficient, accessible, and equitable. The project is necessary to address current conditions as Anaheim has grown exponentially in residents, workers, and visitors, and plan for new major transit hubs including the Anaheim Regional Intermodal Transportation Center. The Plan will be facilitated by conducting robust public engagement, including residential neighborhoods (including disadvantaged), small businesses, stakeholders, and tourism giants; all who call Anaheim home will be encouraged to take an active role in developing the final plan. Major public partners include the Southern California Association of Governments, Metrolink, the Orange County Transportation Authority, and other partners such as the Anaheim Transportation Network, Disneyland, Fullerton College, and Chamber of Commerce, to name a few. The final plan will establish the master planning framework for an efficient, accessible, and equitable transit system.	\$400,000
12	Sustainable Communities Competitive	City of Buena Park		Buena Park Safe Routes to School Plan	Orange	Buena Park	The project includes conceptual infrastructure design and programmatic recommendations at 15 schools for safer, more convenient walking and bicycling options for Buena Park's school children, families, and residents. The project is needed due to Buena Park's high traffic volumes and speeds, health inequities, and limited infrastructure for safer, more accessible walking and biking. Activities will include walk audits, pop-up events, and workshops to ensure equitable engagement of stakeholders, including school/district staff, students, parents, crossing guards, public health, community-based organizations, and more. Buena Park's final plan will also build upon recent efforts to improve active transportation including the City's Complete Streets Master Plan, Mobility and Implementation Elements of the General Plan, Orange County Transportation Authority's Safe Routes to School Action Plan, and Southern California Association of Governments' 2020-2045 Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy goals. The final outcome will be healthier, safer, and more vibrant Buena Park for people of all ages and abilities.	\$405,150