

**FY 2020-21 Caltrans Sustainable Transportation Planning Grant Program
Award List**

| District | Application Type | Applicant | Sub-applicant(s) | County | Project Title | Project Description | Project Category | Grant Award | Fund Source* | Disadvantaged Community Benefit |
|----------|----------------------------------|--|---------------------------------|------------|---|--|-----------------------|-------------|--------------|---------------------------------|
| 1 | Sustainable Communities | Cher-Ae Heights Indian Community of the Trinidad Rancheria | N/A | Humboldt | Trinidad Rancheria Sustainable and Comprehensive Long-Range Transportation Plan | In collaboration with Federal, State, Local Agencies, the Sustainable and Comprehensive Long-range Transportation Plan (LRTP) will identify transportation needs of the Trinidad Rancheria and its connections to local communities adjacent to tribally owned lands. The goal of the project is to provide equity for the disadvantaged Tribal community by increasing access to health, employment, and education opportunities. A Sustainable and Comprehensive LRTP with prioritized transportation improvements will provide the foundation for other grants and transportation improvements. The Tribe and local community will be engaged through an advisory committee, survey, and series of four interactive workshops. The project will result in a LRTP for a cohesive, culturally-appropriate and multi-modal transportation system that integrates with the Tribe's Comprehensive Plan and Development Standards and is linked to the Regional Transportation Plan and other local and regional planning efforts. | Multimodal | \$117,418 | SHA | X |
| 1 | Sustainable Communities | County of Humboldt | Redwood Community Action Agency | Humboldt | McKinleyville Multimodal Connections Project | Humboldt County and the Redwood Community Action Agency will collaborate with community members, schools, social service organizations and Caltrans to create a plan and concept designs for safe walking and bicycling connectivity between McKinleyville, the fastest growing community in Humboldt County, and employment, school, and community destinations around Humboldt Bay. Non-motorized facilities are lacking in the project area forcing people either to navigate a complex highway interchange or travel inadequate streets to access the Hammond Trail – 2.5 miles out of direction to Arcata. There have been several non-motorized fatalities including a recent hit and run pedestrian fatality at the south entrance to McKinleyville. This project arose from McKinleyville Municipal Advisory Committee public meetings and has tremendous community support. The project will foster transportation equity for disadvantaged community members, encourage active commuting, and support greenhouse gas reduction goals. | Active Transportation | \$196,700 | SHA | X |
| 2 | Sustainable Communities | City of Mount Shasta | N/A | Siskiyou | Mount Shasta Regional Transformative Transportation Study | The City of Mount Shasta is creating a new way of life that responds and adapts to changes in the environment, builds and sustains the local economy, and supports healthy, equitable lifestyles. The City's General Plan revision process has created a new vision for the future which includes adapting and mitigating climate change, creating an inclusive, walkable community, and providing cutting edge infrastructure while preserving the rich, natural environment region. The Mount Shasta Regional Transformative Transportation Study aims to meet these aspirations by benchmarking vehicle miles traveled and greenhouse gas emissions, assessing transportation infrastructure, policies and individual attitudes toward active transportation, and developing strategies to transform the transportation infrastructure into an inclusive, multi-modal system while meeting state climate and transportation goals. The Study will update the City's Circulation Element, update the Active Transportation Master Plan, and create new Complete Streets standards for public streets, sidewalks, and trails. | Active Transportation | \$297,450 | SHA | X |
| 2 | Sustainable Communities | Paskenta Band of Nomlaki Indians | N/A | Tehama | Paskenta Band of Nomlaki Indians Climate Change Adaptation Plan | The Paskenta Band of Nomlaki Indians (Paskenta) will develop a Climate Change Adaptation Plan (Adaptation Plan) that, when implemented, will create a resilient tribal economy, fortify important infrastructure, and protect human health and safety from extreme events and harmful environmental impacts that may result from climate change impacts. This project builds off a Tribal Climate Vulnerability Assessment being conducted by Paskenta that analyzes climate change impacts that may adversely affect the tribal infrastructure and economy. The Adaptation Plan will use this information to develop strategies that will protect the tribal economy and infrastructure, particularly transportation routes to and from the Tribe's reservation and casino, and ensure the tribal community remains resilient in a changing climate. The most up-to-date scientific information will be used in conjunction with community input to develop and prioritize the strategies. Community values, economic viability, and the protection of cultural and environmental resources and sites will be considered when developing and prioritizing the strategies. | Climate Change | \$132,550 | SHA | X |
| 2 | Sustainable Communities | Shasta Regional Transportation Agency | City of Redding | Shasta | Shasta Trunk Lines: Regional Active Transportation Network for All | This project aims to turn the region's conceptual network of active transportation 'trunk lines' into a pipeline of locally vetted, grant ready projects. Trunk lines, as defined by the GoShasta Regional Active Transportation Plan, are high quality active transportation facilities designed for all ages and abilities. The trunk line network will feature physical separation from motor vehicles, protected intersections, grade separations, and other strategies designed to increase user safety and reduce stress. Trunk lines will serve strategic growth areas (i.e. areas designated in the Sustainable Communities Strategy for improved jobs-housing balance, mixed-use infill and redevelopment, and multimodal infrastructure and services) and connect these areas to other activity centers and major trip origins/destinations. The project is the culmination of years of planning groundwork, partnership building, and alignment of local and regional programs. The project fills the final gap in competing for ATP and other capital grant funding opportunities. | Active Transportation | \$584,545 | SHA | X |
| 2 | Sustainable Communities | Tehama County Transportation Commission | N/A | Tehama | Tehama County Short Range Transit Plan | This project will develop a Tehama County Short Range Transit Plan (SRTP). Tehama County currently does not have an adopted SRTP. The goals of this project are to develop a comprehensive SRTP that will identify the existing and future regional transit needs for Tehama County, guide the Tehama Rural Area eXpress's (TRAX) future growth, develop a set of policies to define TRAX growth objectives, develop performance measures to track the success of the system, and develop an implementation plan that will provide a feasible plan for planning and funding operational and capital needs for TRAX. The final deliverable will be an adopted SRTP. Project partners include the Tehama County Transportation Commission and a consultant which will be selected in the initial stages of plan development. | Transit | \$85,000 | RMRA | X |
| 3 | Strategic Partnerships - Transit | Butte County Association of Governments/Butte Regional Transit | N/A | Butte Yuba | Chico to Sacramento Inter-City Transit Strategic Plan | The Butte County Association of Governments, as the Metropolitan Planning Organization and owner/operator of Butte Regional Transit, will prepare the Chico to Sacramento Inter-City Transit Strategic Plan to identify solutions to provide a regionally significant transit connection from Butte County to Sacramento County. In partnership with Caltrans District 3 and the San Joaquin Joint Powers Authority, the study will analyze routing and timing plans, operating and capital costs, fare structure, park and ride opportunities in disadvantaged communities, number and type of buses required, and develop a marketing plan. Community outreach will target multiple disadvantaged communities. The proposed study is the result of extensive formal planning efforts, including the development of a feasibility study to examine the Chico to Sacramento service based on an economic business market analysis, which documented a favorable response by the public with supportive ridership travel projections. | Transit | \$243,457 | FTA 5304 | X |
| 3 | Sustainable Communities | City of Elk Grove | N/A | Sacramento | Laguna Creek Inter-Regional Trail Master Plan | This grant will fund a corridor specific master plan for the multi-use Laguna Creek Inter-Regional Trail. The City of Elk Grove will be the Lead Agency, with input from the City and County of Sacramento, Sacramento Regional Transit District, Caltrans, and the San Joaquin Joint Powers Authority. The master plan will identify gaps, needed trail improvements, access to existing and future transit, a connection to Sacramento Regional Transit light rail, connections into the City of Sacramento's trail network, and access for disadvantaged communities to create a continuous, equitable, and safe corridor. This trail is currently identified in each of the local agencies' master plans; however, the connection to transit is an additional feature, which will create better connections to local bus stops, with multiple stops within 1/2 mile of the project, and the proposed Altamont Corridor Express and Amtrak stations, with service to San Joaquin County and the Bay Area. | Active Transportation | \$200,000 | SHA | X |
| 3 | Sustainable Communities | City of Sacramento | N/A | Sacramento | Sacramento Commercial Corridor Safety and Mobility Plans | The City of Sacramento with the support of community stakeholders will develop Commercial Corridor Safety and Mobility Plans for two of the City's corridors most in need. Both fall within the City's Vision Zero High Injury Network, the streets where the highest number of people were severely injured or killed. The corridors also have struggling commercial sites and are in need of housing and equitable public investment. The City's Community Development Department has identified these corridors as high priority for land use studies via area plans. Coordinated transportation and land use planning creates more sustainable communities. Pairing increased housing supply to complete streets has the potential to reduce greenhouse emissions and vehicle miles traveled, lower travel times, and save lives. The plans for each commercial corridor will be developed with help from the neighboring residents and business communities, and focus on safety, mobility, and access. | Safety | \$509,048 | RMRA | X |

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| 3 | Sustainable Communities | City of Yuba City | N/A | Sutter | Feasibility Study for Abandoned Railroad Corridor | The City of Yuba City will develop a Feasibility Study for an abandoned Union Pacific Railroad Corridor (UPRR) (2.8 miles long and approximately 80 feet wide) through the City of Yuba City (east to west). Major deliverables include a walking audit, significant community engagement, benefit cost analysis for alternatives, preliminary design plans, and funding recommendations for construction. Parties include the City of Yuba City, UPRR, and residents and businesses, including several disadvantaged communities. The project aligns with the Yuba City Bicycle Master Plan, the region's Sustainable Communities Strategy for 2035, and Regional Pedestrian, Bicycle, and Trails Master Plan. The project is necessary to inform cost-effective, safe, and logical construction methods (e.g. above-grade, below-grade, at-grade designs for nine street crossings), based on input from the City's most disadvantaged and vulnerable residents. Ultimately, the Study will enable the City to move forward with final design, environmental, and implementation of multiple funding mechanisms. | Active Transportation | \$200,000 | SHA | X |
| 3 | Sustainable Communities - Technical | County of Yuba | N/A | Yuba | Updated Traffic Counts and Future Travel Demand Models | Yuba County proposes to conduct traffic (including bicycle/pedestrian) counts on 400 road segments and 57 bridges. Most traffic counts will be in the unincorporated communities of Linda, Olivehurst, Plumas Lake, as well as the Sierra Nevada foothills. Yuba County will also update its traffic forecast models. The County last updated most traffic counts and forecast models in 2008 and last updated its General Plan Update in 2011. The County needs current traffic counts and forecast models to analyze future road, transit, active transportation, bridge safety, public health, and multimodal projects as part of the next General Plan update. Senate Bill 743 (Chapter 386, Statutes of 2013) requires current vehicle miles traveled data for analyzing transportation impacts. The County also needs updated traffic counts and forecast models to evaluate air quality impacts pursuant to Senate Bill 1000 (Chapter 587, Statutes of 2016). The proposed project will help build and maintain a safe, reliable, and multimodal transportation system. | Technical | \$197,500 | RMRA | X |
| 3 | Strategic Partnerships | El Dorado County Transportation Commission | N/A | El Dorado | 50 Corridor System User Analysis, Investment Strategy and Access Control Action Plan | The El Dorado County Transportation Commission, in partnership with local and regional partners and Caltrans District 3, will conduct system user analysis, identify and assess innovative pricing and investment strategies for the U.S. 50 Corridor. The project will also perform data collection and develop traffic management strategies to prepare an access control action plan for pilot project deployment along U.S. 50 within the City of Placerville. System user analysis will include comprehensive circulation and traffic data along U.S. 50 to update and fill existing data gaps. Innovative pricing and investment strategies will include tolling, pricing, and others to advance the efforts of Caltrans' U.S. 50 Managed Lanes Feasibility Study. The access control action plan within the City of Placerville will determine the circulation impacts and procedures for an innovative pilot to close off local access to U.S. 50 at the three signalized intersections during highly congested periods to identify potential lower cost congestion improvements. | Corridor | \$185,040 | FHWA SPR Part I | |
| 3 | Sustainable Communities - Technical | El Dorado County Transportation Commission | N/A | El Dorado | El Dorado County Transit Authority Zero Emission Bus Fleet Conversion Plan | The project will develop a Zero Emission Bus (ZEB) Fleet Conversion Plan for the El Dorado County Transit Authority's (EDT) transit vehicle fleet. Major deliverables include: Review of EDT's fleet replacement schedule for a 100 percent ZEB fleet by 2040; Assessment of existing and planned EDT facilities' capacity to support charging infrastructure and supply identify potential EDT charging locations; Analysis of Pacific Gas and Electric Company's capacity to service EDT charging locations; Planning level cost estimates for necessary utility infrastructure upgrades; Analysis of ZEB range and performance in EDT's service terrain and route structure; Summary of ZEB maintenance requirements, impacts to staff and facilities; Preliminary budgets and plans; and, ZEB Rollout Plan for submittal to the California Air Resources Board (CARB) by July 1, 2023. Parties involved in the project include EDT, El Dorado County (EDC), City of Placerville, SACOG and EDC/TC. Relevant planning documents include EDC Regional Transportation Plan 2020-2040, Sacramento Area Council of Governments' 2020 MTP-SCS, CARB Innovative Clean Transit Program, and EDC Short and Long-Range Transit Plan. | Technical | \$180,000 | RMRA | X |
| 3 | Sustainable Communities | Placer County Community Development Resource Agency, Planning Services Division | N/A | Placer | Placer County Mobility and Infill Acceleration Study | The Placer County Mobility and Infill Acceleration Study includes a study of three high-leverage infill opportunity areas and lays the groundwork for a General Plan policy update. The General Plan Policy Update will focus on the Land Use and Circulation Elements and county-wide infill opportunities that highlight the potential for development along key transportation corridors and nodes. The project is divided into two parts. Part I includes case studies for three infill opportunities in Placer County and identifies ways to reduce barriers to promote shorter and fewer trips through infill development. Part II develops General Plan policy that will support infill development and mobility options throughout the County. Placer County Community Development Resource Agency has partnered with the Department of Public Works to develop this project, which implements local plans and ordinances such as the draft Placer County Sustainability Plan (2020) and Trip Reduction Ordinance. | General Plan | \$365,009 | SHA | X |
| 3 | Strategic Partnerships - Transit | Sacramento Area Council of Governments | N/A | El Dorado Placer Sutter Yolo Yuba | Sacramento Regional Emergency Preparedness Plan | The Sacramento Area Council of Governments will create a Regional Emergency Preparedness Plan for the six-county region to coordinate the various county emergency plans and perform a gap analysis to correct any deficiency in the current system. The plan will also integrate the regions transit operators into the plan to coordinate in the event of a mass evacuation event. The plan will also analyze the regions roadway system for vulnerabilities and draft new policies and procedures for the next generation of zero emission transit vehicles and their use in emergency situations. | Transit | \$265,590 | FTA 5304 | |
| 3 | Sustainable Communities - Technical | Sacramento Area Council of Governments | El Dorado County Transportation Commission; Placer County Transportation Planning Agency | El Dorado Placer | Build Out Inventory Data Collection | This project is a technical data acquisition effort that will provide the technical foundation needed to further the land use and transportation modeling that underpins all of the Sacramento Area Council of Governments' (SACOG) work, including the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) required by Senate Bill 375 (Chapter 728, Statutes of 2008). This project will compile land use and transportation geographic information system data to create an accurate representation of the general plans, specific plans, and capital improvement plans for the six counties, 22 cities, 14 transit operators, Caltrans District 3, and other partners in the Sacramento region. The project will be managed by SACOG staff and will include Placer County Transportation Agency staff, El Dorado County Transportation Commission staff, and a potential consultant team. | Technical | \$200,000 | RMRA | |
| 3 | Sustainable Communities | Sacramento Regional Transit District | WALKSacramento | Sacramento | Sacramento County Bus Corridor Improvements Plan | In September 2019, as part of the Sacramento Regional Transit (SacRT) Forward initiative, SacRT rolled out a newly redesigned bus network that offers seven-day-a-week service, more late night and weekend service, and more frequent service. During that effort, SacRT identified the need to develop a solid, comprehensive plan for addressing bus stop improvements, particularly in the unincorporated areas of Sacramento County that had been underserved prior to the SacRT Forward route changes. SacRT, with the assistance of a consulting team, will address this need and work jointly with WALKSacramento and our partners at Sacramento County to identify and prioritize projects to complement bus service. Specific tasks will include: High-level identification of bus corridors (including community engagement and input); Bus stop survey/inventory in high need corridors; Walk audits of high need corridors; and, List of capital improvements needed in bus corridors, including conceptual design and conceptual costs. | Transit | \$221,325 | FTA 5304 | X |

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| 4 | Sustainable Communities | City of Concord | City of Clayton | Contra Costa | Pine Hollow Road Corridor Complete Streets Feasibility Study | The City of Concord and the City of Clayton will conduct a Complete Streets Feasibility Study along Pine Hollow Road, which is an important connection between schools, parks, residential, and recreation areas within the cities. As a designated city trucking route, the corridor also experiences a high amount of truck traffic. The project will include a detailed transportation analysis and robust public engagement process to develop design alternatives that incorporate Complete Streets elements, bicycle and pedestrian improvements, and improved access to transit. The cities will work with community and active transportation advocacy groups to achieve the project's goals, which include addressing the collision history of the project corridor while reducing vehicle miles traveled and greenhouse gas emissions. The project is recommended in Concord's 2016 Bicycle, Pedestrian, and Safe Routes to Transit Plan, and will help the City achieve its goal to make bicycling, walking, and transit better serve local transportation needs. | Complete Streets | \$190,959 | SHA | |
| 4 | Sustainable Communities | City of Livermore | N/A | Alameda | City of Livermore East Avenue Corridor Study | The East Avenue Corridor Study will develop and prioritize complete street alternatives for the 2.5-mile corridor, building on the City's Active Transportation Plan. East Avenue is a high-priority east-west corridor for the community, links two Priority Development Areas (National Laboratories - east and Downtown Livermore - west), provides a rapid transit line, and serves five public schools, five preschools, a Community Center, four churches, various neighborhoods, 13 apartment complexes, and major employers such as the National Labs. The City will develop alternatives through extensive public engagement with East Avenue stakeholders including the school district, park district, bus service provider, local residents, neighborhood groups, business owners, and faith-based community organizations. The City will refine these alternatives through data analyses and create a Concept Plan that identifies short-term and long-term street improvements that will improve safety and comfort, increase bicycle and pedestrian connectivity, and is ready for implementation grant funding. | Complete Streets | \$301,664 | SHA | |
| 4 | Sustainable Communities | City of Richmond | Local Government Commission; Pogo Park; Rails-to-Trails Conservancy | Contra Costa | Richmond Greenway Gap Closure and Connectivity Study | The City will partner with local community-based organization Pogo Park and the non-profits Local Government Commission and Rails-to-Trails Conservancy to develop a plan for short-term and long term-solutions to connect the east and west spans of the Richmond Greenway which is currently divided by two wide multilane streets and a multitrack railroad corridor in the city's residential core. The City and partners will engage residents and stakeholders in an intensive, multi-faceted series of interactive design workshops, walking and biking assessments and field activities to identify needs, document challenges, and develop community-based solutions. The project fully supports and advances state and regional Sustainable Community Strategy/Regional Transportation Plan goals of reducing vehicle miles traveled and greenhouse gas emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, and protecting the environment and health. | Active Transportation | \$280,208 | SHA | X |
| 4 | Sustainable Communities | City of San Bruno | N/A | San Mateo | San Bruno Safe Route to School Plan | In 2017-2018, there were 20 collisions involving children and teenagers in the City of San Bruno. The City's Safe Routes to School (SRTS) Plan will aim at increasing the number of students who choose active or shared modes of transportation to school by making it safer and more accessible to walk, bicycle and/or take transit. The Plan will be framed on the Six Es of the SRTS program, and will include school specific summaries that describe existing conditions and a list of prioritized projects. The Plan will provide training, resources and customized support to schools, while working together with district and school administration, parents, teachers, and local community based organizations. The overall goal of the Plan is to make San Bruno a healthier, safer, more sustainable and environmentally sound community, with improved air quality and less traffic congestion, by reducing the number of school-related automobile trips. | Safety | \$248,929 | RMRA | X |
| 4 | Sustainable Communities | City of San Leandro, Department of Engineering and Transportation | N/A | Alameda | Crosstown Class IV Corridors | The Crosstown Corridors Study will examine the feasibility of Class IV bikeways and pedestrian improvements on two major roadways in San Leandro. The corridors will provide a north-south bikeway "spine" on Bancroft Avenue and an east-west spine on Williams Street. Both corridors are identified as priority corridors in the city's 2018 Bicycle and Pedestrian Master Plan Update. Six schools directly front these corridors with three more nearby; these improvements would enhance the safety and comfort of students and families walking to/from school. The Crosstown Corridors Study also includes two San Francisco Bay Area Rapid Transit (BART) station access studies around the city's two stations. These studies will identify pedestrian and bicycle improvements that will link the corridors, BART stations, downtown and Bay Fair transit-oriented development area together. This project will also serve disadvantaged communities, specifically, the census tracts around the Williams Street corridor are considered disadvantaged communities by the CalEnviroScreen. | Active Transportation | \$349,248 | SHA | X |
| 4 | Sustainable Communities - Technical | Contra Costa Transportation Authority | N/A | Contra Costa | Development of a Vehicle Miles Traveled Mitigation Program for Contra Costa | The goal of this project is to establish the framework for a Vehicle Miles Traveled (VMT) Mitigation program for Contra Costa County. Implementation of California Senate Bill 743 (Chapter 386, Statutes of 2013) requires lead agencies to analyze development and transportation improvement projects to determine the amount of VMT the project will add or remove from the transportation system, and provide meaningful mitigations when VMT increases are identified. The Contra Costa Transportation Authority intends to develop a program which will, 1) Provide an approach for mitigating VMT increases from land development and transportation improvements in Contra Costa County; 2) Develop a streamlined framework for a VMT Mitigation Program for use by Contra Costa jurisdictions and agencies; and 3) Position Contra Costa County lead agencies to be fully compliant with changes to transportation impacts under Senate Bill 743. | Technical | \$400,000 | RMRA | |
| 4 | Strategic Partnerships - Transit | Metropolitan Transportation Commission | N/A | Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma | Bay Area Regional Rail Partnerships: Project Delivery and Governance | A collection of transformational rail corridor project and planning efforts are underway in the Bay Area and each are led by different agencies. This presents a unique opportunity for the Metropolitan Transportation Commission (MTC) and its rail partners to connect, collaborate, and evaluate how to advance these rail projects to better support these major infrastructure changes, megaproject delivery, and seamless rail service connectivity from a customer-focused and system perspective. Strategic choices related to governance and organizational structure are needed to set the foundation to successfully deliver the next-generation regional rail investments. Building on existing efforts, MTC, in partnership with rail providers in the region, will identify project delivery and governance structures that utilize existing expertise and identify partnerships and structures to build and operate a more seamless and customer focused rail network. | Transit | \$400,000 | FTA 5304 | |
| 4 | Sustainable Communities | Metropolitan Transportation Commission | City of Richmond; City of Vallejo | Contra Costa Solano | Vehicle Miles Traveled-Reduction Planning for Priority Development Areas | The project has two major components to help cities plan the expansion of multimodal transportation options in the region's Priority Development Areas (PDAs), which is one of the Metropolitan Transportation Commission's key Sustainable Communities Strategies to accommodate infill growth while meeting the region's greenhouse gas emission reduction targets. Component I is the development of Vehicle Miles Traveled (VMT)-reduction planning products for two Sub-applicant Cities: Vallejo and Richmond. For the City of Vallejo, the project will produce (1) a Development Parking and Transportation Demand Management Plan: Framework for assessing and planning VMT mitigation strategies for new developments as part of the permitting process; and (2) Impact Fees: Nexus study or other analysis to establish impact fees that would fund multimodal transportation projects for new developments. For the City of Richmond, the project will produce (1) Road Safety Plan: Collision data collection and analysis to prioritize safety investments, particularly for active transportation modes; and (2) Bicycle and Pedestrian Infrastructure Action Plan: Plan focused on prioritizing near-term bicycle/pedestrian infrastructure projects. Component II is the development of resources such as case studies, template documents, and community engagement guidance to help other cities with PDAs replicate these planning products. | Technical | \$539,534 | SHA | X |

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| 4 | Sustainable Communities | San Francisco Bay Area Rapid Transit District | N/A | Alameda Contra Costa | El Cerrito-Berkeley Corridor Access Strategy for Transit Oriented Development | In this project, the San Francisco Bay Area Rapid Transit District (BART) will evaluate the feasibility of innovative strategies to provide station access to customers in Berkeley, El Cerrito, Richmond, Albany and Kensington. To develop BART's surface parking lots with roughly 2,000 homes, with a minimum affordability goal of 35 percent. California Assembly Bill 2923 (Chapter 1000, Statutes of 2018) generated lively community discussion about advancing transit-oriented development in Berkeley and El Cerrito to address the statewide climate and housing crises. While there is community support for development of San Francisco Bay Area Rapid Transit (BART) property, concerns about BART access and parking reduction loom large. Building upon the Fiscal Year 2018-2019 Caltrans grant, which explored alternatives to parking replacement in transit-oriented development at El Cerrito Plaza station, this project would help BART explore larger-scale solutions to this serious concern in partnership with affected stakeholders. By funding this study now, Caltrans will help BART meet its goal to advance mixed-income housing development at El Cerrito Plaza, North Berkeley and Ashby stations by 2024. | Transit | \$704,747 | RMRA | X |
| 4 | Sustainable Communities | San Francisco County Transportation Authority | N/A | San Francisco | San Francisco School Access Plan | The San Francisco County Transportation Authority's School Access Plan will involve close collaboration with the San Francisco Unified School District, parents, and community-based organizations to co-create school transportation solutions designed for medium- to long-distance elementary school trips. Strategies will focus on improving equity for vulnerable students and families, including students with Individualized Education Plans, students experiencing homelessness, foster youth, and low-income youth. The plan will include co-creation sessions and focus groups, resulting in an action plan of transportation recommendations for direct funding, pilot programming, or business plan development. Solving for these school trips will help meet San Francisco's Transit First Policy, Climate Action Strategy, Vision Zero Policy, and Safe Routes to School goals of reducing single family vehicle trips by 37 percent and school-related collisions by 50 percent by 2030. This plan also helps meet regional and state transportation plan goals of reducing greenhouse gas emissions, encouraging sustainable transportation, and promoting equity. | Transit | \$164,500 | SHA | X |
| 4 | Sustainable Communities | San Francisco Municipal Transportation Agency | N/A | San Francisco | Visitacion Valley Community Based Transportation Plan | The San Francisco Municipal Transportation Agency (SFMTA) will engage the Visitacion Valley community in a two-year planning process to prioritize transportation investment. The project's boundaries encompass the Visitacion Valley district, including the Little Hollywood, Sunnydale, and McLaren Park sub-areas. The SFMTA will collaborate closely with the community and community-based organizations, resulting in consensus-based transportation solutions that improve access and connectivity for residents. Visitacion Valley, a Community of Concern, has limited viable transportation alternatives due to underinvestment in the local network; it is critical to address this now, as they will be affected by significant development in the pipeline, which will strain the transportation network if new residents continue to require personal vehicles. The project will identify, design, and prioritize investments that reflect community values in light of the SFMTA Muni Equity Strategy and the City's Vision Zero policy. | Multimodal | \$352,349 | RMRA | X |
| 4 | Sustainable Communities | San Mateo County Transit District | N/A | San Mateo | El Camino Real Congestion Impact Study | The El Camino Real Congestion Impact Study (Study) will provide an analysis of the impact of El Camino Real (ECR) congestion on SamTrans bus speed and reliability. Key deliverables of the Study include: data collection and analysis; findings from on-site and on-board observations; extensive public outreach to riders, residents, and business owners along the corridor; a set of near-term and long-term recommendations for operational and infrastructure improvements; and a final report consolidating findings and recommendations. The project will be informed by a Technical Advisory Group, including staff from cities along ECR, the County Health Department, and Caltrans, as well as a Stakeholder Advisory Group comprised of business and employer representatives, first responders, advocates, community-based organization representatives, and new mobility providers. The Study will also leverage findings and priorities of existing plans and projects including Reimagine SamTrans, the transit signal priority system, the Grand Boulevard Initiative, and local ECR plans. | Transit | \$211,299 | RMRA | X |
| 5 | Sustainable Communities | City of San Bautista | Local Government Commission | San Benito | San Juan Bautista Active Transportation and Community Connectivity Plan | San Juan Bautista, known as the "City of History", is committed to active transportation, but lacks a plan to prioritize projects and guide implementation. In partnership with the nonprofit Local Government Commission, the City will take initial trail, bicycle and pedestrian improvements in the draft Parks Master Plan created by local volunteers, and conduct an intensive participatory planning effort to prepare a community-driven active transportation and connectivity plan that reduces vehicle miles traveled, greenhouse gas emissions, and improves safety for all modes of travel. The plan will connect the City's library, three parks, San Juan Bautista Mission and State Historic Park, De Anza Trail, Fremont Peak State Park, its elementary school and future growth areas. It will be coordinated with planning for State Route 156 following construction of the bypass. This will be the City's first comprehensive effort to advance state and regional Sustainable Communities Strategy/Regional Transportation Plan goals. | Active Transportation | \$188,596 | RMRA | X |
| 5 | Sustainable Communities | Council of San Benito County Governments | San Benito County Local Transportation Authority | San Benito | San Benito County Local Transportation Authority Short Range Transit Plan Update | This project is to develop a Short Range Transit Plan update following active outreach to community stakeholders and comprehensive evaluation of San Benito County Local Transportation Authority's (LTA) public transportation. The plan will include recommendations that are operationally and financially sustainable regarding: program goals and objectives, service enhancements or reductions, capital improvement planning, management structure and partnership opportunities, marketing and related policy issues. The plan will include a short-range 5-year element and a longer 10-year element setting a vision for improved transit services for San Benito County. Feasible and effective public transit projects will be identified to be programmed and implemented with LTA's capital and operational funding sources. This project will build upon planning efforts such as LTA's 2016 Short Range/Long Range Transit Plan and Association of Monterey Bay Area Governments' (AMBAG) Rural Transit Improvement Initiative studying the unique needs of rural transit. The project is consistent with AMBAG' adopted 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy. | Transit | \$100,000 | FTA 5304 | X |
| 5 | Sustainable Communities | County of Santa Barbara, Public Works Department and Planning & Development Department | N/A | Santa Barbara | County of Santa Barbara Active Transportation Plan | The Active Transportation Plan (ATP) will integrate and update existing plans, including the Circulation Element, Bicycle Master Plan, and community plans, to serve as a master plan and policy document to guide the development and maintenance of active transportation infrastructure, including sidewalks, multi-use trails and bikeways, and Safe-Routes-to-School programs for the unincorporated county. The County's Public Works and Planning and Development Departments will oversee the development of the ATP to ensure the plan identifies and prioritizes facilities that will best promote active modes of transportation throughout the unincorporated county, including its disadvantaged and underserved communities, with increased safety for pedestrians and bicyclists, enhanced public health benefits, and reduced impacts on the environment. The ATP will guide the County's efforts to pursue funding opportunities for new or improved facilities. The project deliverables include a robust and engaging public outreach strategy, an existing conditions analysis and user needs assessment, review of cutting-edge big data sources, a prioritized list of projects with cost estimates and implementation strategies, and an innovative plan that can serve as a blueprint for other rural and coastal counties in the State. | Active Transportation | \$474,934 | RMRA | X |
| 5 | Strategic Partnerships - Transit | San Luis Obispo Council of Governments | N/A | San Luis Obispo | Coordinated Human Services Public Transportation Plan Update | The result of this project will be a plan that identifies transportation needs of transportation disadvantaged/dependent individuals in San Luis Obispo County and provides strategies and actions for meeting these needs. It will prioritize services for funding locally, regionally, and statewide (specifically for Caltrans administration of the Federal Transit Administration Section 5310 program in accordance with the 2019 State Management Plan). The creation of this plan will include in-depth public outreach and thus include a detailed analysis of deficiencies and offer solutions recommended and endorsed by both the transportation disadvantaged individuals and the agencies working to fix the deficiencies. The San Luis Obispo Council of Governments will be the lead agency on this project. Other parties involved include: Caltrans District 5 and the Division of Rail and Mass Transportation; local and regional public and private transportation providers; local jurisdictions; organizations that work with seniors, individuals with disabilities, and people with low-incomes; community leaders; and the public. | Transit | \$114,534 | FTA 5304 | X |

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| 5 | Sustainable Communities | Santa Barbara Metropolitan Transit District | N/A | Santa Barbara | Santa Barbara Metropolitan Transit District Short Range Transit Plan | The Santa Barbara Metropolitan Transit District (MTD) will develop a new Short Range Transit Plan (SRTP) to address the transit needs for the Santa Barbara region. Since the last SRTP in 2015, local land use patterns have changed significantly. Future planning forecasts further major changes, and transit is a critical element for sustainability in the face of growth. New technology and strategies in the transit industry—such as MTD's 2030 goal of a fully battery-electric fleet and microtransit—need to be incorporated in forward-looking service planning. The SRTP will assist in the implementation and update of region's Regional Transportation Plan/Sustainable Communities Strategy, which projects increased transit service and ridership. The tangible benefit for our community is a plan developed with robust community input and a fresh perspective that, when coupled the correct funding and implementation, can transform our region's public transportation system. The major deliverables will include an Existing Conditions Report, a Preliminary Draft SRTP, a Draft Final SRTP, and the final adopted SRTP. | Transit | \$100,039 | FTA 5304 | X |
| 5 | Sustainable Communities | Santa Ynez Band of Chumash Mission Indians | N/A | Santa Barbara | Chumash Climate Change Adaptation Plan | The Santa Ynez Chumash Environmental Office (SYCEO) will develop a climate change adaptation plan that creates tribal resilience for the Chumash community. While the Santa Ynez Mission Band of Chumash is the only federally recognized Chumash tribe, there are 13 other Chumash bands across San Luis Obispo, Santa Barbara, Ventura, Los Angeles, and Kern counties. This project will build off a vulnerability assessment performed by SYCEO that identifies potential impacts on Chumash cultural sites and environmental resources, as well as multimodal transportation access to these sites and resources. The adaptation plan will specify and prioritize actionable strategies for mitigating impacts to vulnerabilities using scientific analyses, technical information, and traditional knowledge provided by the greater Chumash community. This project will augment other local and regional planning efforts by filling data gaps with an adaptation plan focused on protecting Chumash cultural sites and resources. | Climate Change | \$204,886 | SHA | X |
| 6 | Sustainable Communities - Technical | City of Clovis | CALSTART | Fresno | City of Clovis Transit Fleet Electrification Feasibility Study | The City of Clovis will prepare a Transit Fleet Electrification Feasibility Study to assess existing electric-vehicle infrastructure plans and suggest improvements necessary to electrify Clovis Transit's Stageline Transit Service buses and Round-Up Transit Service Dial-A-Ride vehicles. The resulting plan will guide Clovis toward implementing a zero-emission public transportation network. Currently, Clovis Transit has 30 buses, 9 vans, and 1 trolley. The City anticipates a new transit fleet of 60 buses, 9 vans, and 1 trolley. Stakeholders will be engaged to provide input regarding priorities of fleet electrification. The Transit Fleet Electrification Feasibility Study will align with the Fresno Council of Governments Regional Transportation Plan/Sustainable Communities Strategy and Regional Long-Range Transit Plan, as well as statewide emissions reduction requirements, including California Air Resources Board Proposed Innovative Clean Transit Regulation, Assembly Bill 32 (Chapter 488, Statutes of 2006), Senate Bill 32 (Chapter 249, Statutes of 2016), and Senate Bill 375 (Chapter 728, Statutes of 2008). | Technical | \$161,500 | RMRA | X |
| 6 | Sustainable Communities | City of Fresno | Fresno County | Fresno | Fancher Creek Trail Plan | The Fancher Creek Trail Plan will evaluate approximately 5.3 miles of Fancher Creek from Jensen Avenue to Temperance Avenue to develop a concept level design for a Class 1 trail facility. The goal is to identify potential funding sources for project implementation and determine the general plan amendments and/or the rezones needed. Public outreach and engagement activities will include pop-up meetings, school surveys and a temporary demonstration/tactical urbanism project. Involved parties will include area residents, disadvantaged communities, the Friends of Fancher Creek members, Council District 5, property owners, developers, City of Fresno, Fresno Irrigation District, County of Fresno, Fresno Metropolitan Flood Control District, City of Fresno's advisory groups such as the Bicycle and Pedestrian Advisory Committee and Disability Advisory Commission, educational institutions and other public and private entities with interests in the area. This plan is consistent with goals of Fresno Council of Governments 2018 Regional Transportation Plan/Sustainable Communities Strategy, Complete Streets, Smart Mobility Framework, California Transportation Plan 2040, California Bike/Pedestrian Plan, and the City and County of Fresno's Active Transportation Plans. | Active Transportation | \$248,313 | RMRA | X |
| 6 | Sustainable Communities | City of Lindsay | Local Government Commission | Tulare | West Hermosa Street Corridor and Neighborhood Enhancement Plan | The City of Lindsay, together with its sub-applicant (Local Government Commission) and other community partners, will develop a Corridor and Neighborhood Enhancement Plan for the 3/4-mile length of West Hermosa Street from the State Route 65 western entrance into town to the downtown area. An intensive community engagement process will be deployed to identify ideas and strategies to transform the corridor into a pedestrian and bicycle-friendly street. The outcome will be a plan with complete streets designs for roadway, sidewalk and intersection changes to support safety, operations, access and mobility for all modes and users of all ages and abilities. The planning effort fully supports State and regional goals of reducing vehicle miles traveled and greenhouse gas emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, and protecting the environment and health. | Complete Streets | \$204,058 | RMRA | X |
| 6 | Sustainable Communities | City of Madera | N/A | Madera | Madera Transit Plan | The goal is to evaluate the City's transit system and devise operational and policy changes to formulate a Madera Transit Plan that will improve the system. Goals include improving connectivity with other modes of transportation and systems to advance multi-modal transportation within the region. The goal is to evaluate the transit routes and service changes that should be implemented or enhanced in order to improve the efficiencies and the connectivity with current and planned transportation systems. The Madera Transit Plan may include redesigning or structuring its 3 fixed routes, updating route schedules, improving headways, reducing miles traveled, increase ridership, and/or devise a new service boundaries. The City will work with the Madera County Transportation Commission, the Madera County Connection and the City's Transit Advisory Board. This plan will incorporate the region's 2014 Regional Transportation Plan/Sustainable Communities Strategy and the 2017 Active Transportation Plan. | Transit | \$100,000 | RMRA | X |
| 6 | Strategic Partnerships | Kern Council of Governments | N/A | Kern | Phase II KARGO Sustainability Study (Kern Area Regional Goods Movement Operations) | The Kern Council of Governments will contract with a consulting firm to work with the City of Shafter, City of Bakersfield, Kern County, Caltrans, railroads, and community stakeholders to evaluate strategies to improve the sustainability of growing regional goods movement activity in Kern County and impacts on the transportation system and surrounding communities including disadvantaged communities. The study will analyze funding mechanisms for the strategies and develop an outreach program to engage and later communicate findings to stakeholders and disadvantaged communities. The study will evaluate mitigation strategies such as a regional logistics mitigation fee program. Part of the evaluation will be completing a nexus study and developing an array of mitigation measures to mitigate impacts on the transportation system and communities. Strategies and mitigation measures evaluated will look at innovative technological improvements to reduce air quality/emissions, while improving freight mobility to preserve the economic vitality of both disadvantaged communities and the region. | Freight | \$256,000 | FHWA SPR Part I | X |
| 6 | Sustainable Communities | Tulare County Association of Governments | City of Farmersville | Tulare | Farmersville Complete Streets and Multimodal Access Study | The Farmersville Complete Streets and Multimodal Access Study will propose comprehensive, citywide strategies to improve circulation and multimodal access throughout this disadvantaged community. Principle objectives and deliverables include a needs assessment via public outreach and evaluation of technical data, development of a list of projects with associated design concepts, and the creation of a plan for funding and implementation. Parties involved will include the Tulare County Association of Governments, City of Farmersville, and consultants. Community input will be collected through an extensive public outreach process. Project deliverables will further goals outlined within Tulare County's 2018 Regional Transportation Plan/Sustainable Communities Strategy, 2016 Regional Active Transportation Plan, and Cross Valley Corridor Plan by helping to deliver a safe, sustainable, and interconnected surface transportation network which encourages increased walking and cycling. | Complete Streets | \$146,074 | RMRA | X |

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| 6 | Sustainable Communities | Tulare County Resource Management Agency | Tulare County Association of Governments | Tulare | Tulare County Rural Complete Streets Plans | This project encompasses seven separate, but similar Complete Streets Plans for four unincorporated and severely disadvantaged communities in the Tulare County Region, including Matheny Tract, West Goshen, Goshen, and East Tulare Villa. Each community's complete streets plan will be built upon extensive public outreach and engagement and include a vision, outcomes, funding opportunities, phasing, proposed facilities, improvements standards and be used for construction plans in the future. The project will focus on one or several, key transportation corridors, connecting housing, health care providers, commercial services, schools and other important land uses in the most efficient and effective way possible using active transportation facilities. These complete streets plans will enable Tulare County to qualify better for funding for implementation through the Active Transportation Program and other sources, and will be used extensively to gather decision makers around their common vision and communicate the story of the desired future. | Complete Streets | \$200,000 | SHA | X |
| 7 | Sustainable Communities | City of Avalon | N/A | Los Angeles | Avalon Mode Shift Feasibility Study | The City of Avalon will complete a city-wide transportation assessment with the goals of reducing greenhouse gas emissions, enhancing mobility options for residents, visitors, and individuals with disability who face mobility challenges, and identifying alternatives for advancing mode shift in current transportation patterns. In particular, the City hopes to identify feasible, low-impact transportation alternatives that do not require large vehicles, given the nature of Catalina Island's challenging topography and small size of roads. These alternatives will address a significant first-last mile challenge in the City's fixed-route public bus service, which is limited in its reach by the island's hilly terrain and small roads. A wide range of local and regional stakeholders will be engaged, including the Catalina Island Company, the Catalina Island Conservancy, the Catalina Island Chamber of Commerce, and the Los Angeles County Sheriff. The resulting feasibility study will allow the City to identify future projects and potential funding sources to advance these goals. The final study will be consistent with State transportation and housing planning efforts and will be consistent with the 2017 Regional Transportation Plan Guidelines and Promoting Sustainable Communities in California. | Multimodal | \$173,519 | RMRA | X |
| 7 | Sustainable Communities | City of Los Angeles Bureau of Street Services (StreetsLA) | N/A | Los Angeles | 2028 Olympic Legacy Street Improvements Plan | The 2028 Olympic Legacy Street Improvements Plan will develop community-driven solutions to improve access and mobility in disadvantaged communities surrounding four of the Olympic Sports Parks. This effort will identify access barriers, thoughtfully engage the community, and prioritize mobility (non-motorized and motorized) and sustainability improvements. The benefits of the improvements will serve as a legacy for the Olympic Games, while providing long term benefits to the surrounding disadvantaged communities. Major activities will include identifying existing conditions, walk audits, community engagement, cost estimates, conceptual plans, and a final report. A wide range of stakeholders will be engaged, such as StreetsLA, Los Angeles Department of Transportation, Los Angeles County Metropolitan Transportation Authority (LA Metro), Caltrans, University of Southern California, LA 2028, Technical Advisory Committee, and Community Advisory Committee. Related local, regional, and State planning efforts include City of Los Angeles' StreetsLA Strategic Plan and Transit-Oriented Development Plans, LA Metro's First/Last Mile Plan, the region's 2016 Regional Transportation Plan/Sustainable Communities Strategy, Caltrans Complete Streets and Smart Mobility Framework, California Transportation Plan 2040, and California Healthy Places Index. | Multimodal | \$497,250 | RMRA | X |
| 7 | Sustainable Communities | City of Oxnard | N/A | Ventura | Oxnard Sustainable Transportation Planning Project | The project will plan for a more sustainable transportation environment, using a holistic framework that strategically integrates complete streets, safe routes to schools, and first/last mile planning in areas prioritized for these critical needs. A robust participatory community engagement process will be employed to ensure several key disadvantaged neighborhoods are represented in planning efforts. The project will involve coordination with future employment and residential land use, and will help the City to create a vision zero transportation environment that caters to all users and which minimizes infrastructure need and ongoing maintenance demand, and will yield a five-year implementation plan. The project will integrate city plans, including the Oxnard High Quality Transit Area Pilot Project Vision Plan (HQTA) produced in collaboration with the Southern California Association of Governments, the 2030 General Plan and Housing Element, the Bicycle and Pedestrian Facility Master Plan, the Downtown Vision Plan, and the Oxnard Green Alleys Plan, to maximize sustainable transportation improvements. The overarching deliverable of the project is planning for complete streets that can be readily implemented and enhanced with high quality transit-oriented development as identified in the HQTA. | Multimodal | \$410,000 | RMRA | X |
| 7 | Sustainable Communities | City of Palmdale | N/A | Los Angeles | Palmdale Sustainable Transportation Plan | The project will, in collaboration with community stakeholders, develop a plan with innovative policies, implementation strategies, and performance metrics to foster sustainable transportation in the City, with an emphasis on protecting the environment and improving transportation safety. Sustainable transportation goals for the City include enhancing active transportation infrastructure, identifying strategies to improve multimodal options, and reducing vehicle miles travelled (VMT). To achieve this, the Plan will develop a comprehensive and contextually practical transportation demand management plan, as well as a new traffic analysis methodology that complies with statewide VMT reduction guidelines. This Plan will also enable the City to develop affordable and dense housing to support regional and State goals while still reducing GHG emissions and VMT. By systematically identifying barriers and safety concerns that currently deter the use of active and multimodal transportation, and by developing a programmatic mitigation toolbox, the project will identify ways to improve active transportation options. The Plan will identify existing transportation infrastructure deficiencies and set policies to guide future local and regional transportation development in a way that is environmentally sustainable. | Multimodal | \$598,057 | FHWA SPR Part I | X |
| 7 | Sustainable Communities | City of South El Monte | N/A | Los Angeles | Rosemead Corridor Enhancement Plan | The Rosemead Boulevard Corridor Enhancement Plan will study and conceptualize the City of South El Monte's Rosemead Boulevard, a major arterial road, as a redesigned multi-modal corridor that engages the surrounding neighborhoods to participate in active modes of transportation. The resulting plan will help the City create a safe multi-modal corridor that will connect residents and businesses throughout the City as well as to the Whittier Narrows Recreation Area that borders the City's southwestern City limits. The project will examine traffic calming strategies, including but not limited to: protected bike lanes, dedicated rapid transit lanes, smart bus stops, and Americans with Disabilities Act of 1990-compliant improvements. These improvements are necessary to increase pedestrian safety, augment the City's existing bicycle network, and help improve public transit quality along Rosemead Boulevard, all of which align with existing State and regional goals of reducing single occupant motor vehicle trips and improving safety for all roadway users. | Corridor | \$301,002 | RMRA | X |
| 7 | Sustainable Communities | County of Ventura Public Works Agency Transportation Department | N/A | Ventura | County of Ventura, Active Transportation Plan | The County of Ventura, Public Works Agency, Transportation Department (PWATD) currently has a Safe Route to School plans for 12 schools and Board of Supervisor approved bike lane prioritization criteria and prioritized lists of bike lane projects, however, they are independent. The Active Transportation Plan (ATP) will finish incomplete plans, create guidelines and standards for Complete Streets, transit stop first/last mile plans, and compile the separate plans and list into one cohesive plan. PWATD will assemble one Technical and at least five Community Advisory Committees, organized with Sheriff, California Highway Patrol, school administrators, students, parents, Health Service Agencies, Bicycle and Running Clubs, Ventura County Transportation Commission, County Agencies and local communities. The ATP will address goals in the California Transportation Plan 2040 and the region's Regional Transportation Plan/Sustainable Communities Strategy to address active transportation, promote healthy activities, and contribute reduction of greenhouse gas emissions. Major deliverables include surveys, illustrations, Go-Human and demonstration events, maps of proposed improvements, collision data, and final reports. | Active Transportation | \$729,550 | RMRA | X |

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| 7 | Sustainable Communities | Foothill Transit | N/A | Los Angeles | Foothill Transit Comprehensive Operational Analysis | Foothill Transit will conduct a Comprehensive Operational Analysis that will analyze the current Foothill Transit service and provide recommendations for improving service. Data will be collected through the use of surveys and performance data from Foothill Transit's current system. Inventory and assessment of the data and the current financial forecast will assist in the future planning of Foothill Transit services. The major target areas include, improving ridership, providing improved mobility and access to transit for disadvantaged communities, and integrating future plans with regional and statewide goals for public transportation. These goals include greenhouse gas emissions reductions, providing transit in High-Quality Transit Areas, integrating with existing modes of transportation, such as the Gold Line, and planning for service integration with future housing and rail development in cities throughout the Foothill Transit service area. | Transit | \$489,106 | RMRA | X |
| 7 | Strategic Partnerships | Southern California Association of Governments | Los Angeles County Public Works; City of Los Angeles CAL State LA | Los Angeles | Interstate-710 North Mobility Hubs Plan | The Southern California Association of Governments (SCAG) proposes the Interstate-710 North Mobility Hubs Plan (Plan) to evaluate accessibility and connectivity of a multi-modal transportation network at the freeway terminus area. There is a critical need for a coordinated multi-modal regional planning approach to improve mobility and alleviate traffic congestion in the area. This Plan supports and integrates multiple agencies planning efforts, including SCAG's Regional Transportation Plan/Sustainable Communities Strategy "High-Quality Transit Areas" plans. SCAG will partner with Los Angeles County Departments; Cities of Alhambra, Los Angeles, and South Pasadena; California State University, Los Angeles; Los Angeles County Metropolitan Transportation Authority; Caltrans, local businesses; and the community. The Plan evaluates different modes of transportation, proposing multi-modal supportive infrastructure, and analyzing non-motorized vehicle strategies. The deliverable will be to recommend and propose an equitable multi-modal network and mobility hubs that maximize connectivity to activity centers, offer different mobility choices, and utilize travel data through a comprehensive, community-oriented, healthy, integrated, and data-driven regional planning approach. | Multimodal | \$400,000 | FHWA SPR Part I | X |
| 7 | Sustainable Communities | Ventura County Transportation Commission | N/A | Ventura | Ventura County Transportation Commission Comprehensive Transportation Plan Update | The Comprehensive Transportation Plan (CTP) is a long-range policy document, built from community-engagement to identify, address, and prioritize local transportation issues. The CTP update will provide a coordinated planning document that incorporates existing land uses, community priorities, and local transportation solutions with a special emphasis on inclusion of disadvantaged and underserved communities. Coordinating transit agencies, city governments, Caltrans, and community partners through the creation of Local Advisory Groups, the Plan will result in a comprehensive document with funding and implementation options that will align with state and regional greenhouse gas and vehicle miles traveled reduction goals, including the 2017 Scoping Plan, California Sustainable Freight Action Plan, and California Transportation Plan 2040. The final Plan will provide a series of community-based transportation priorities with implementable next steps that will provide a framework for the next Regional Transportation Plan and Sustainable Communities Strategy development. | Multimodal | \$398,385 | RMRA | |
| 8 | Sustainable Communities | Cahuilla Band of Indians | N/A | Riverside | Cahuilla Long Range Transportation Plan Update | The Cahuilla Band of Indians Transportation Planning Project will update the Long Range Cahuilla Tribal Transportation Plan. The deliverable will include an updated transportation plan including socioeconomic evaluation, growth and development, Road Inventory Field Data System update, multimodal evaluation, safety evaluation, and development traffic evaluations. The project will include public involvement activities including public meetings, a community survey and workshops regarding specific components of the plan. The project will also include local communities, including Anza, Caltrans and Southern California Association of Governments, and tribal and non-tribal members residing on the Cahuilla Reservation. | Multimodal | \$309,855 | SHA | X |
| 8 | Sustainable Communities | City of Montclair | N/A | San Bernardino | San Antonio Creek Trail Multimodal Connectivity Plan | The San Antonio Creek Trail Multimodal Connectivity Plan will be prepared to determine the feasibility of a multimodal trail along the eastern side of the San Antonio Creek Channel, near the City's western boundary. Using compiled site data and stakeholder/community input, an evaluation of issues affecting the trail, such as commuting and recreational value, design standards, right-of-way needs, safety, environment, access points, maintenance, and funding, will be conducted. The trail location would provide an alternative transportation connection to schools and colleges, parks, transit, shopping, dining, entertainment, housing, and the regional Pacific Electric Trail. Stakeholders include San Bernardino County Transportation Authority, Southern California Association of Governments, Inland Empire Biking Association, Claremont Colleges, Ontario-Montclair School District, Army Corps of Engineers, and Union Pacific Railroad. This planning project aligns with local, State and regional goals to contribute to healthier behaviors, reduce traffic trips, and reduce greenhouse gases and other pollutants. | Active Transportation | \$177,945 | RMRA | X |
| 8 | Sustainable Communities | City of Needles | N/A | San Bernardino | City of Needles General Plan Transportation Element Update | The City of Needles will update the Transportation/Circulation Element of their General Plan to include coordinating land use and transportation planning in an effort to make the community sustainable. As part of the Transportation/Circulation Element, the City's goal is to balance the needs of motorists with those of pedestrians, bicyclists, transit users and persons with limited mobility, utilizing public transit, creating a strategic pavement maintenance plan and a implementing safety measures for cyclists and pedestrians. The City will engage a planning firm through a competitive Request for Qualifications that will also require coordination with the public and with important regional partners such as San Bernardino County, Caltrans District 8, and Amtrak. The resultant Transportation/Circulation Element update will also suggest methods for integrating priority projects and new policies supportive of the plan into local, regional and State planning efforts. | General Plan | \$203,987 | RMRA | X |
| 8 | Sustainable Communities | City of Rancho Cucamonga | N/A | San Bernardino | Healthy Rancho Cucamonga Active Transportation Infrastructure Assessment and Improvement Plan | This project will assess current infrastructure, identify improvements and new infrastructure, and provide a prioritized list of projects to inform future grant applications and capital improvement budget planning. The plan will cover areas within a two mile radius of 23 public elementary schools, 8 public middle schools and 4 public high schools within the Rancho Cucamonga, essentially covering the entire city boundary. This project will be completed by a hired consultant alongside City staff and will involve outreach and coordination with four different school districts. Ultimately, the plan will result in specifically identified project tear sheets to provide more shovel ready projects for future grant opportunities, such as the Active Transportation Program grant, and capital improvement budget planning. This plan aligns with overall local, regional and State planning efforts related to reducing congestion and greenhouse gas emissions by encouraging active modes of transportation. | Active Transportation | \$354,116 | RMRA | X |
| 8 | Sustainable Communities - Technical | San Bernardino County Transportation Authority | N/A | San Bernardino | Comprehensive Pedestrian Sidewalk Connectivity Plan - Phase II | The San Bernardino County Transportation Authority (SBCTA) will conduct Phase II of its Comprehensive Pedestrian Sidewalk Connectivity Plan. In Phase I, SBCTA designed a database program to inventory the presence and condition of sidewalks throughout the County's 25 jurisdictions. During outreach efforts to stakeholders during Phase I, it became apparent more data features were desired than could be accommodated in the initial scope of work. Therefore, SBCTA will conduct a Phase II in order to gather additional desired data features such as: adjacent features, slope/grades, Americans with Disabilities Act of 1990-compliant features, points-of-conflict, and other obstructions, among others. These data will be incorporated into the database developed during Phase I. Phase II builds upon SBCTA's 2015 Non-Motorized Transportation Plan, which outlines an active transportation vision for a rigorously-maintained and interconnected multi-modal transportation system to benefit residents, visitors, and businesses alike. | Technical | \$537,377 | RMRA | X |

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| 9 | Strategic Partnerships - Transit | Mono County Local Transportation Commission | Eastern Sierra Transit Authority | Inyo Mono | Short Range Transit Plan and Coordinated Human Service Plan | This grant will fund both a Short Range Transit Plan (SRTP) and Coordinated Human Services Plan (CHSP) for the Eastern Sierra Transit Authority (ESTA). Both plans are required for federal funding, and have been a valuable resource in guiding ESTA's growth. Developing the plans together will reduce the cost of both. A single consultant will combine surveys, meetings, travel, etc. into one project approach and time-frame. Updated plans will be supportive of Regional Transportation Plan for two counties, establish a five-year strategic plan for ESTA, serve as justification for federal and state funding, and demonstrate ESTA's stewardship of public funds. The SRTP will provide essential information, analysis and recommendations regarding operations, contracts, capital planning, and marketing. The CHSP will ensure that seniors, persons with disabilities, disadvantaged communities, and youth will be included in transit spending. This combined plan project will bring many governments and non-profits together with Caltrans. | Transit | \$113,372 | FTA 5304 | X |
| 9 | Sustainable Communities | Mono County Local Transportation Commission | Local Government Commission | Mono | June Lake Loop Active Transportation Plan | The Mono County Local Transportation Commission will engage residents and businesses in the June Lake area to develop an Active Transportation Plan to improve facilities for pedestrians and bicyclists traveling along State Route 158. Mono County will partner with the nonprofit Local Government Commission to conduct a multi-day participatory planning design charrette to engage community and agency members. The Plan will establish community consensus, identify priority areas for pedestrian/bicycle improvements, recommend specific projects, identify opportunities to connect with regional and local planning projects (e.g. Down Canyon Trail Project), and establish priorities and cost estimates for future implementation projects. Emphasis will be placed on connections to businesses and recreational areas to improve commuting and visitor services, especially for the disadvantaged population. The plan supports State and regional goals of reducing vehicle miles traveled and greenhouse gas emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, and protecting the environment and health. | Active Transportation | \$145,089 | RMRA | X |
| 10 | Sustainable Communities | City of Manteca | Local Government Commission; Catholic Charities Diocese of Stockton | San Joaquin | Downtown Transit Center Connectivity and Enhancement Plan | The City of Manteca will prepare a plan to improve multimodal connections and access to the Manteca Transit Center, located in Downtown Manteca, and transform the surrounding blocks into a transit-oriented, walkable district. The City will partner with local community-based organization Catholic Charities Diocese of Stockton and the non-profit Local Government Commission to conduct an extensive stakeholder and resident engagement process to identify strategies to improve safety and promote active modes of transportation, support first and last mile connections to transit, and promote infill development and revitalization. The project is timely and essential as the City's General Plan Update and planning for an Altamont Commuter Express stop at the Transit Center are underway. Improving transit access and promoting transit-oriented development fully support State and regional goals of reducing vehicle miles traveled and greenhouse gas emissions, increasing mobility and accessibility, preserving and ensuring a sustainable transportation system, and protecting the environment and health. | Multimodal | \$238,966 | RMRA | X |
| 10 | Sustainable Communities | County of Merced | N/A | Merced | Franklin-Beachwood Interconnectivity Plan | The Franklin-Beachwood Interconnectivity Plan will evaluate the existing transportation system and identify multi-modal transportation deficiencies in and around the disadvantaged community of Franklin-Beachwood. The objective of the Plan is to provide feasible solutions that connect residents to amenities within the community and to nearby regional employment and retail hubs - specifically the cities of Atwater and Merced and the Mid-California International Trade District - via multi-modal transportation, with an emphasis on active transportation improvements. The Plan will be prepared by a consultant and managed by the Merced County Planning Division, in consultation with the County Public Works/Public Health Departments, Merced County Association of Governments, the cities of Atwater and Merced, and Caltrans. Input from community organizations and community residents will inform the Plan. The Plan will be prepared concurrently with a Franklin-Beachwood Community Plan Update to be funded by a California Department of Housing and Community Development Senate Bill 2 (Chapter 364, Statutes of 2017) Planning Grant. | Multimodal | \$135,008 | RMRA | X |
| 10 | Sustainable Communities | Mariposa County Local Transportation Commission | Yosemite National Park | Mariposa | Mariposa County Integrated Mobility and Housing Strategy | The Mariposa Integrated Mobility and Housing Strategy will identify a strategy to develop implementable, coordinated workforce housing and mobility projects in Mariposa County. Major deliverables include recommendations for new transit-oriented housing development and enhanced transit services sensitive to our rural context and focused on reducing commuting times, congestion, vehicle miles traveled, and greenhouse gas emissions. The County of Mariposa Local Transportation Commission, in collaboration with Yosemite National Park, is the primary responsible party. Core partners include: Mariposa County Transportation Center Citizens and Housing Programs Advisory Committees, County Departments, Yosemite Area Regional Transportation System, and Caltrans District 10 staff. The project advances planning efforts in the Mariposa County Short Range Transit Plan (2011), Regional Transportation Plan (2019), Transportation Center + Active Transportation Feasibility Study (2019), and Housing Element of the General Plan (2019), various National Park Service transportation and housing plans, and elements of Caltrans State Routes 140, 120 and 49 Route Transportation Concept Plans. | Multimodal | \$239,651 | RMRA | X |
| 10 | Sustainable Communities | Stanislaus Council of Governments | Catholic Charities | Stanislaus | Community Transportation Needs Assessment | In partnership with Catholic Charities, the Stanislaus Council of Governments (StanCOG) will lead a community-driven study supported by robust public engagement that targets the transportation needs of two of Stanislaus County's unincorporated Disadvantaged Communities. Catholic Charities will tailor the outreach effort to the communities' specific demographics and needs. The assessment will include a public survey, charrettes, and community workshops to assess needs and identify strategies that address transportation deficiencies, emphasizing safety and active transportation. This assessment supports StanCOG's Non-Motorized Transportation Plan, StanCOG's Safety and Education Campaign, Caltrans' District 10 Active Transportation Plan, and the Strategic Highway Safety Plan Update. | Multimodal | \$225,519 | RMRA | X |
| 10 | Sustainable Communities | Stanislaus Council of Governments | MOVE Stanislaus | Stanislaus | Public Transit-Human Services Coordination Plan Update | The Stanislaus Council of Governments (StanCOG) will bring together human service organizations and transit agencies to identify mobility needs of seniors, persons with disabilities, persons of low income and veterans, to update the Public Transit Human Services Coordination Plan (Plan). The Plan will provide the StanCOG, transit agencies, and local organizations a common resource to guide service planning as required by the federal Fixing America's Surface Transportation Act. An updated Plan is crucial to maintaining the region's eligibility for Federal Transit Administration Section 5310 funding and effective use of local Measure L transportation funding. StanCOG, MOVE Stanislaus, and the Consultant will gather input from stakeholders and members of the community to capture the region's transportation needs. Major deliverables include an inventory of available resources, identification of service gaps and strategies, a prioritized implementation plan, and the updated Plan. | Transit | \$261,031 | FTA 5304 | X |
| 10 | Sustainable Communities | Tuolumne County Transportation Council | Tuolumne County; City of Sonora | Tuolumne | Evacuation Routes and Communication Strategies for Safer Communities | This project will provide a comprehensive plan for natural disaster response in Tuolumne County. Tuolumne County seeks to pro-actively identify strategies for working through natural disaster evacuation scenarios that will strain State and local roadways and potentially prohibit housing developments from effectively evacuating. This planning process will illuminate existing vulnerable populations and transportation networks, plan for safe evacuations of people and property and most importantly produce a document outlining action items for all involved stakeholders. Partners in the effort will include, but are not limited to: Tuolumne County (County Administrative Officer, Public Works, Sheriff, Public Health, Fire); Forest Service; Tribal Governments (Chicken Ranch/Tuolumne); Caltrans; City of Sonora; and CAL FIRE. Many portions of Tuolumne County and Sonora are considered disadvantaged communities, depending on the metric being used. This project will meet State and federal planning goals, and assist Caltrans in managing State Routes 49, 108, and 120. | Safety | \$225,150 | RMRA | X |

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|----------|-------------------------------------|--------------------------------------|-------------------------------|-----------|---|--|-----------------------|-------------|--------------|---------------------------------|
| 11 | Sustainable Communities | City of Encinitas | N/A | San Diego | MAP Encinitas - Modal Alternatives Project Implementation Plan | This project will result in prioritized projects to implement the Active Transportation Plan (ATP), based on public input, safety, connectivity, and land use demand factors. Deliverables include a public engagement process focused on low income/disadvantaged communities; prioritization ranking based on public input, safety and land uses; 35 concept plans, five concept plans for each of Encinitas' five communities and ten citywide projects; calculation of greenhouse gas and vehicle miles traveled reductions; and strategies to integrate new technologies with rideshare/ bikeshare and autonomous vehicle requirements. City staff and a consultant team will engage the public and local stakeholders (North County Transit District, Caltrans, Circulate SD, Bike Walk Encinitas) throughout the process to weight ranking factors and on approving a prioritization list based on data, logic, knowledgeable opinion and local context. Implementation of the ATP is a component of other larger projects including the Rail Corridor Vision Study and Coastal Mobility Livability Study and the City's Circulation and Housing Elements. | Active Transportation | \$200,000 | RMRA | X |
| 11 | Sustainable Communities | City of La Mesa | N/A | San Diego | La Mesa Boulevard Complete Streets Plan | The project will provide a plan for reconfiguration of La Mesa Boulevard into a multi-modal, transit-friendly corridor. The Plan will reduce the roadway to two lanes, replace traffic signals with roundabouts, add buffered bike lanes, provide landscaped spaces and enhanced transit stops. Implementation of the Plan will reduce speeds, improve walkability, increase transit and bicycle use, and enhance access for all by improved connections to key destinations including the Downtown Village, MacArthur Park, Community Center, Municipal Pool, Adult Enrichment Center, and access to the Trolley Station. The Plan will take advantage of mixed-use overlay zone along the corridor that allows for increased housing density. The San Diego Association of Governments has designated this area as a mixed-use transit corridor, Smart Growth Opportunity Area LM-6. Implementation will assist in meeting the City's Climate Action Plan goals, reducing vehicle miles traveled and increasing active transportation. Involved parties include Metropolitan Transit System, La Mesa Spring-Valley School District, residents, and local businesses. | Corridor | \$240,000 | RMRA | X |
| 11 | Sustainable Communities - Technical | City of San Diego | N/A | San Diego | City of San Diego Mobility Evaluation Tool for Estimating Vehicle Miles Traveled and Travel Demand Management Effectiveness | The City of San Diego Mobility Evaluation Tool will provide valuable information to planning staff, stakeholders, transportation planners/engineers, and the public, through a web-based, locally validated, quick-response planning tool with the following modules (all information provided at the census tract geography): (1) Socioeconomic and demographic data, (2) Resident vehicle miles of travel (VMT) per Capita and employee VMT per Employee, and (3) Location based travel demand management (TDM) effectiveness calculator. The Tool will calculate how TDM and active transportation infrastructure reduces VMT on State and local roadways, a critical component to achieving greenhouse gas reduction goals in the City's Climate Action Plan (2015), the region's 2050 Regional Transportation Plan/Sustainable Communities Strategy (2011), and Statewide greenhouse gas reduction targets. The Tool will streamline the process for implementing housing in locations with access to jobs, services and mobility options, thus integrating land use and transportation planning. | Technical | \$221,325 | RMRA | X |
| 11 | Sustainable Communities | City of Solana Beach | N/A | San Diego | City of Solana Beach Safe Routes to School Master Plan | The City of Solana Beach will develop a citywide Safe Routes to School Master Plan (SRTS Plan) that provides suggested infrastructure and programs for safer, more convenient walking and bicycling options for Solana Beach's school children, their families, and residents; which is needed in light of Solana Beach's high traffic volumes and lack of facilities. The SRTS Plan development will involve robust and dynamic community engagement including walk audits (traditional and via smartphone applications), interactive web-mapping and pilot projects. SRTS stakeholders, including principals, Parent-Teacher Association representatives, crossing guards, parents, community-based organizations and residents, will be interviewed. The SRTS Plan will complement the City's Climate Action Plan and Public Arts Program and reference the San Diego Regional Safe Routes to School Strategic Plan, the City's Comprehensive Active Transportation Strategy, and Solana Beach School District's School Wellness Policy. | Safety | \$165,000 | RMRA | |
| 11 | Strategic Partnerships - Transit | San Diego Association of Governments | North County Transit District | San Diego | BREEZE Bus Speed and Reliability Plan | In response to regional transit goals and declining transit ridership, North County Transit District (NCTD) and the San Diego Association of Governments (SANDAG) has identified a need to improve the speed and reliability of the BREEZE fixed-route bus service along major corridors of its core network. NCTD, together with its eight (8) jurisdictional partners and a consultant team, will evaluate traffic and travel conditions to identify existing needs and develop an infrastructure and technology plan aimed at improving the convenience, access, and reliability of its bus network. This plan will include key deliverables such as a needs assessment, industry best practice strategy evaluation, recommendations plan, capital plan, financial plan, and implementation strategy. To support these deliverables, NCTD 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. | Transit | \$309,650 | FTA 5304 | |
| 11 | Strategic Partnerships - Transit | San Diego Association of Governments | City of Del Mar | San Diego | Coastal Connections: Opportunities to Improve Public Access Along Southern CA Rail Corridor | This study will assess the opportunities and constraints of potential safe and legal pedestrian trail and crossings of the LOSSAN Rail Corridor, the nation's second busiest passenger rail corridor, in the City of Del Mar, California. The project area is characterized by residences and businesses to the east and coastal bluffs and beaches immediately to the west of the tracks. Currently, beach and bluff-goers cross at multiple points along this section, creating unsafe conditions for pedestrians and detrimental impacts to passenger and freight rail services. Transportation safety is a priority for the key stakeholders involved in this study including SANDAG, the City of Del Mar, North County Transit District, and Caltrans as well as a priority in the California Transportation Plan, California State Rail Plan, and San Diego Forward: The Regional Plan. The final report will analyze potential alternatives and identify next steps in terms of implementation of the plan. | Safety | \$240,460 | FTA 5304 | |
| 11 | Strategic Partnerships - Transit | San Diego Association of Governments | N/A | San Diego | San Diego Regional Rail Higher-Speed And Reliability Advanced Planning Study | This study will assess current coastal rail corridor conditions and develop a plan to implement higher speed commuter and intercity passenger rail service, which also benefits freight rail service, along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor in San Diego. The market for rail services is well established in this corridor, which is the nation's second busiest. This study builds upon this success by developing a plan to address both current and future demand by increasing the corridor's competitiveness with driving the busy parallel Interstate-5 corridor while enhancing reliability and safety. The study also will identify potential new markets for the service, including a plan for extending service to the U.S./Mexico International Border and to the Inland Empire/Los Angeles area via the Interstate-15 Corridor. Serving these current and future rail markets is a goal consistent with San Diego Forward: The Regional Plan and the State Rail Plan. | Transit | \$194,770 | FTA 5304 | |
| 11 | Strategic Partnerships - Transit | San Diego Association of Governments | Metropolitan Transit System | San Diego | San Diego State University Mission Valley Transit Mobility Study | This project will develop a transit mobility study to integrate with the proposed San Diego State University (SDSU) Mission Valley Campus development. The project team will evaluate transportation options that decrease congestion and improve travel times to support the region's Sustainable Communities Strategy and California's six key climate change strategy pillars. The SDSU Mission Valley Campus has potential to become a Tier 1 Mobility Hub location that provides high-quality, high-volume transfer services to serve major employment centers throughout the region, and this study will evaluate viable transportation alternatives through a series of short, mid and long-term improvements. Alternatives will consider complete streets and Smart Mobility Framework by evaluating all regional accessibility and community design. The San Diego Association of Governments will collaborate with regional stakeholders and community/business groups to develop alternatives for this corridor, including Metropolitan Transit System and the City of San Diego. Analysis from this study will support a future Corridor System Management Plan for the Interstate-8 Corridor. | Transit | \$499,751 | FTA 5304 | |

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| 11 | Sustainable Communities | San Diego Association of Governments | North County Transit District | San Diego | San Diego Regional Electric Vehicle Charger Management Strategy | The San Diego Association of Governments (SANDAG) and North County Transit District will develop a Regional Electric Vehicle (EV) Charger Management Strategy for use by transportation agencies and local governments to enable greater public access to EV chargers at park-and-ride lots, transit stations, mobility hubs, and other sites; reliable operation/expansion of public chargers; agencies to integrate EV charging solutions into their operations and management practices. This project is necessary because no long-term strategy exists to address how to reliably maintain/expand the network of public chargers; while SANDAG's Regional Transportation Plan/Sustainable Communities Strategy, local Climate Action Plans, and State policies call for significant increases in EV chargers. Caltrans District 11, Metropolitan Transit System, Port of San Diego, San Diego, Chula Vista, and the Air Pollution Control District will participate in the project. Major deliverables include documenting existing public agency practices for EV chargers; conducting outreach to the public and disadvantaged communities; creating the Strategy, and policies to implement it. | Technical | \$309,855 | RMRA | X |
| 11 | Sustainable Communities - Technical | San Diego Association of Governments | City of San Diego | San Diego | Regional Parking Inventory Survey | The objective of this project is to conduct a parking inventory and a parking behavior survey for updating the parking component of the San Diego Association of Governments' Activity Based Model (ABM). The parking model in ABM is a quantitative analysis tool used in evaluating the impact of parking policies on vehicle trips generated, mode share, vehicle miles traveled, and greenhouse gas emissions. An updated parking model with current inventory and behavioral data is crucial as parking management policies are powerful demand management strategies evaluated through the regional planning process. The project will leverage data to assess the land devoted to parking at mobility hubs and analyze whether the current parking supply is out of balance with the actual demand for parking and predicted trends for future travel behavior. The project will identify innovative data collection strategies that allow for the monitoring of parking over time and facilitate more informed regional and local decision making. | Technical | \$282,853 | RMRA | X |
| 12 | Sustainable Communities | City of Anaheim | N/A | Orange | Circulation Element Update and Creation of Environmental Justice Element | The City of Anaheim will update the Circulation Element (CE) and create a new Environmental Justice Element (EJE) for the City's General Plan. Together, the CE and EJE will: 1) address the mobility of people, goods and services, and utilities, 2) result in a circulation system prepared for local and regional growth, 3) identify goals and policies to ensure an efficient transportation system; and 4) provide the City with specific policies and strategies to identify and engage disadvantaged communities. These two elements will help to reduce pollution exposure, improve air quality, and promote access to safe and affordable housing, job centers, food, quality education, and recreation opportunities through accessible, affordable transportation, transit, and active transportation options. The City will partner with the Southern California Association of Governments, Orange County Transportation Authority, and Anaheim Transportation Network to ensure consistency with regional transportation plans, policies, and programs, and will conduct extensive community outreach (especially with disadvantaged communities). | General Plan | \$213,000 | RMRA | X |
| 12 | Sustainable Communities | Orange County Public Works | N/A | Orange | Orange County Public Works Active Transportation Plan | This Active Transportation Plan will serve as the County's master plan and policy document to guide the development of active transportation infrastructure to implement into the County of Orange Capital Improvement Program list. This plan will perform as a feasibility study to improve safety, social equity, healthier communities, connectivity, accessibility and evaluate the deficiencies and opportunities for pedestrian infrastructure, bicyclist infrastructure, and transit accessibility along Orange County (OC) Flood Control Channels and Unincorporated County. The framework of this plan will consist of a policy evaluation, an extensive community outreach process, existing conditions analysis, needs analysis, program recommendations and project recommendations. This will comprise of a comprehensive plan, built upon the completed studies in OC Active, with the goal to connect with Orange County Transportation Authority's (OCTA) recommended regional corridors and networks identified in the four studies. The County will utilize OCTA, Caltrans, OC Healthcare Agency, the Southern California Association of Governments, and other stakeholders for support. | Active Transportation | \$500,000 | RMRA | X |
| 12 | Sustainable Communities | Orange County Transportation Authority | N/A | Orange | Orange County Bike Connectors Gap Closure Feasibility Study | The Orange County Bike Connectors Gap Closure Feasibility Study (Feasibility Study) will conduct a comprehensive assessment to close bikeway gaps for the Central and South Loops as well as the Cross-County Connector bikeway providing a backbone network that links to other regional and local bikeways. The Feasibility Study will develop solutions to close gaps for the newly envisioned Central Loop, South Loop, and the Cross-County Connector as illustrated in the project location map. The Feasibility Study will provide recommendations for the most cost-effective solutions to provide a continuous and high-quality bikeway network. Grant-ready cost estimates will be developed, positioning cities for funding pursuits or utilization of local funds to advance the bikeways. Recommendations will be refined based on feedback from the agency representatives and disadvantaged community stakeholders to establish ownership of solutions. The feasibility study and recommendations will consider existing and potentially new transportation, housing, and land use planning. | Active Transportation | \$160,000 | RMRA | X |

***Fund Sources**
 RMRA - (State) Road Maintenance and Rehabilitation Account
 SHA - State Highway Account
 FHWA SPR Part 1 - Federal Highway Administration, State Planning and Research Part I
 FTA 5304 - Federal Transit Administration, Section 5304