

FY 2022-23 Sustainable Transportation Planning Grant Program
Award List

Dist.	Grant Category	Grantee	Sub-recipient(s)	Project Title	Project Location (City)	Project Location (County)	Project Description	Grant Project Type	Disadvantaged Community Benefit	Award Amount	Fund Source*
1	Sustainable Communities Competitive	City of Eureka	NA	City of Eureka Bike Plan 2022	Eureka	Humboldt	The City of Eureka will develop a citywide bike facilities plan. The goal of the Bike Plan (plan) is to develop a cohesive, defined, and connected multimodal network throughout the City that encourages mode shift, improves safe access to bikeways and walkways, and connects bicyclists to transit services. The plan will include improved connectivity to major destinations such as housing, employment, commerce, recreation and other multimodal and transit hubs. The planning effort will seek to connect major destinations, while considering circulation patterns and barriers to biking, resulting in a plan and map that identifies logical corridors for the installation of high-quality bikeways. The plan will analyze and deliver a range of design alternatives that are focused on improving existing as well as creating new bikeway facilities that will encourage an increase in transportation by bicycle in Eureka. The plan will provide a framework for how bicycles will be safely incorporated into the transportation network, by recommending types of bikeway design alternatives suitable to various contexts and locations in order to maximize safe access and usage.	Active Transportation	X	\$221,325	SHA
1	Sustainable Communities Competitive	City of Lakeport	Local Government Commission	Active Transportation Plan	Lakeport	Lake	The City of Lakeport will organize a highly participatory planning effort to prepare a comprehensive, community-driven Citywide Plan that strengthens connections and improves safety, mobility and access for walking and bicycling. The Plan is necessary since there is not a comprehensive, Citywide Plan for Active Transportation in Lakeport. The Plan will identify priority areas for pedestrian/bicycle improvements, will recommend specific projects, and will establish priorities and cost estimates for future implementation projects. Special emphasis will be placed on walking and bicycling connections to schools and throughout the City, particularly focusing on key north-south and east-west routes and throughout the City where infrastructure is severely degraded or missing.	Active Transportation	X	\$229,415	SHA
1	Sustainable Communities Competitive	Robinson Rancheria	NA	Robinson Rancheria Updated Tribal Long Range Transportation Plan	Nice	Lake	The Robinson Rancheria will prepare an update to the Tribal Long Range Transportation Plan (LRTP). The goal of the LRTP is to identify the transportation needs of the Tribal community and evaluate the accessibility, safety, social equity, and future growth and development of the transportation system within the rancheria and its connections to local communities adjacent to tribal lands. An updated LRTP will address the multimodal transportation needs that will support the Tribe's environmental and socioeconomic objectives and provide the foundation for future grants and transportation improvements on the rancheria. The project will engage the local community through public meetings, surveys, and workshops to ensure public involvement and input into the LRTP. The project will also include coordination with Caltrans, the Bureau of Indian Affairs, and the local county agencies and will align with regional planning efforts.	Multimodal	X	\$129,876	SHA
2	Sustainable Communities Competitive Technical	Lassen County Transportation Commission	NA	Lassen/Plumas Counties Electric Vehicle Electrification Feasibility Study		Lassen Plumas	The plan will outline a path forward to transition public transit fleets and local jurisdiction fleets to Electric Vehicles (EV) to meet state regulations, create a more sustainable transportation system and reduce Greenhouse Gas (GHG) emissions impact. The plan will outline specific EV vehicle needs for each agency along with required charging infrastructure. The plan will also consider potential locations for private vehicle EV charging stations throughout Lassen County. This will have the positive impact of helping the state meet GHG reduction goals, as well as increase tourism locally. The plan will consider options to develop a joint charging facility for transit, federal, state, city and county fleets. The public transit agencies, local jurisdictions and natural resource agencies in both counties will collaborate as part of the planning process, to maximize limited funding and achieve economies of scale. The EV Electrification Feasibility Study will serve as the Zero Emissions Bus Rollout plan as required by the California Air Resources Board Innovative Transit Rule for Lassen Transit Service Agency and Plumas Transit Systems. This plan is a crucial element for rural counties to help the state meet GHG emission goals identified in Assembly Bill 32.	Technical, Zero Emissions	X	\$166,640	SHA

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2	Sustainable Communities Competitive Technical	Redding Area Bus Authority (RABA)	NA	RABA Innovative Clean Transit Project		Shasta	The RABA Innovative Clean Transit Project will guide the transition of the transit agency fleet to zero emission buses (ZEBs), which will reduce both fossil fuel use and greenhouse gas emissions. The project is needed to comply with the California Air Resources Board Innovative Clean Transit Regulation, which, beginning in 2029, requires 100 percent of new purchases by transit agencies to be ZEBs. RABA is a small transit agency with limited staff; as such, commencing the transition to ZEBs immediately is imperative. The major deliverable of this project is the RABA ZEB Rollout Plan. The parties involved in this project include RABA, Redding Electric Utility, the City of Redding, the City of Anderson, the City of Shasta Lake, and Shasta County.	Technical, Transit, Zero Emissions	X	\$243,458	SHA
2	Sustainable Communities Competitive Technical	Tehama County Transportation Commission	NA	Tehama County Climate Adaptation Response Plan		Tehama	The Tehama County Transportation Commission will develop a county-wide Tehama County Climate Adaptation Response Plan (TCCARP). The region currently does not have an adopted climate change resiliency or adaptation plan. The goal of this project is to improve the resiliency of Tehama County communities to natural hazards, such as earthquakes, wildfires, and floods. In recent years, Tehama County and neighboring regions have experienced a number of natural hazards that have greatly impacted their communities. The TCCARP will improve the communities' resiliency to these hazards through a comprehensive transportation network resiliency analysis. The TCCARP will strive to integrate and maintain consistency with prior planning efforts, like the Tehama County Hazard Mitigation Plan and the Cal Fire Tehama East/West Community Wildfire Protection Plan Update.	Technical, Climate Change, Safety	X	\$137,930	SHA
3	Sustainable Communities Competitive	City of Isleton	Local Government Commission	Isleton Main Street Redesign and Revitalization Plan	Isleton	Sacramento	The project will develop a plan for Isleton's Main Street to improve the pedestrian environment, support revitalization, and preserve the rich heritage of this historic community and the Sacramento-San Joaquin Delta. The City, with its sub-applicant (Local Government Commission), will conduct an extensive and highly participatory, multifaceted community engagement process to identify strategies for change. The resulting plan will include short and long-term streetscape and multi-modal safety and access improvements for pedestrians, bicyclists, transit and motorists, steps to spur public and private investment in the downtown, and strategies for maintaining a cohesive, well-connected community. The plan 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, protecting the environment and health, and promoting equitable economic development.	Multimodal	X	\$212,788	RMRA
3	Sustainable Communities Competitive	City of Placerville	Local Government Commission	Cedar Ravine Road Multimodal Study	Placerville	El Dorado	The City of Placerville will partner with the nonprofit Local Government Commission to engage residents, along with staff from a medical center, nursing facilities, an elementary school, churches and nearby retail and professional offices to develop implementation options for accommodating all users, including motorists, transit, pedestrians and cyclists, on Cedar Ravine Road. The study will also analyze and recommend ways to improve access and connectivity in the area. This study will not only to analyze and evaluate the challenges, but also identify strategies and design changes that will improve safety and better accommodate all users on Cedar Ravine Road and in the adjacent area. The study will develop conceptual plans and cost estimates that the City can use to implement improvements in the near future. The plan 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.	Multimodal	X	\$167,634	SHA
3	Sustainable Communities Competitive	City of Roseville	NA	Roseville Transit Comprehensive Operational Analysis	Roseville	Placer	The City of Roseville will prepare a Comprehensive Operational Analysis (COA) of Roseville Transit to improve the services provided and make transit a more viable option for City residents. The COA will analyze the changed travel patterns of City residents and recommend opportunities to redefine or modify the existing local, paratransit, dial-a-ride and commuter services to create a transit agency that serves diverse demands, including the needs of travelers who are unable to or prefer not to drive for most trips. In addition to examining existing transit services, the COA will research the viability of bus service to the Sacramento International Airport, research the use of partnerships with private sector companies, such as transportation network companies, and service models such as microtransit to determine the proper balance of services to best serve the community. The COA will engage project stakeholders such as low income communities, school districts, large employers, Sierra College, senior services, identified stakeholders, transit riders and under-represented groups throughout the planning process.	Transit		\$309,846	SHA

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3	Sustainable Communities Competitive	City of Sacramento	NA	15-Minute Neighborhoods Plan	Sacramento	Sacramento	The City of Sacramento 15-Minute Neighborhoods Plan is a community-driven planning process to create a citywide connected network of traffic calmed local streets that will connect to schools, parks, retail and transit. The Plan will address a community priority to slow drivers to encourage active transportation to local destinations with a 15-minute walk or bike ride, and shift travel to more sustainable modes. Project deliverables will include extensive community engagement and transportation analysis resulting in Plan. The Plan will identify a citywide connected network of streets and specific traffic calming recommendations that will allow the City to seek design and construction funding. This planning process will include community stakeholders, neighbors, local businesses, schools, and other organizations and individuals.	Multimodal	X	\$460,266	SHA
3	Strategic Partnerships (FHWA SPR Part I)	Sacramento Area Council of Governments (SACOG)	NA	Northern CA Megaregion Zero-Emission Vehicles Medium/Heavy Duty Vehicle Blueprint	Various	Alameda Contra Costa El Dorado Marin Napa Placer Sacramento San Francisco San Joaquin San Mateo Santa Clara Solano Sonoma Sutter Yolo Yuba	The Northern CA Megaregion ZEV Medium/Heavy Duty Vehicle Blueprint ("Blueprint") will identify actions and milestones to implement the electric charging and hydrogen refueling infrastructure needed to support the deployment of Medium-Duty/Heavy-Duty (MD/HD) zero-emission vehicles (ZEVs). SACOG will work closely with partners including the San Joaquin Council of Governments, the Metropolitan Transportation Commission, Caltrans districts, and utilities such as Sacramento Municipal Utility District and Pacific Gas and Electric to plan for a minimum of 11 major zero-emission truck charging plazas to support the Northern CA megaregion along Interstate-5, Interstate-80, and State Route 99. SACOG also recommends adding U.S. 50 to the analysis corridors. Key deliverables include: 1) prioritized locations and grid improvements, and 2) structured partnerships and identified lead organizations on ZEV MD/HD area improvements. In addition to charging infrastructure, this could also include multimodal route and access improvements determined through equitable community engagement.	Freight, Zero Emissions		\$500,000	FHWA SPR Part I
3	Strategic Partnerships Transit (FTA 5304)	Sacramento Area Council of Governments	City of Sacramento; Sacramento Regional Transit District	Truxel Bridge Concept and Feasibility Study	Sacramento	Sacramento	The Truxel Bridge Concept and Feasibility Study will build upon the Caltrans funded 2013 American River Crossing Alternatives Study to identify and compare constraints, modeled traffic, hydraulic effects, right-of-way needs, construction methodology, and preliminary cost estimates for multiple alternatives of a new all-modes crossing of the Lower American River connecting Truxel Road to Sequoia Pacific Boulevard allowing for the extension of light rail from the regional job center in Downtown Sacramento to South Natomas and beyond. The Study will also generate a set of 30 percent drawings for the preferred concept alternative. The Study is necessary to define the preferred concept alternative ahead of detailed engineering and environmental analysis and to gather feedback from a diverse array of stakeholders including local residents, commuters, recreational travelers, property and business owners, transportation advocates, and environmental stewards.	Multimodal		\$500,000	FTA 5304
3	Sustainable Communities Competitive	Sacramento County	NA	Re-Imagine North Watt Corridor Plan	Sacramento	Sacramento	The proposed corridor plan will result in the direct engagement of disadvantaged communities and identification of design, operational, and policy strategies that are uniquely adapted for the North Watt context. This process will be guided by the Caltrans Smart Mobility Framework, Complete Streets strategies, Climate Action Plan for Transportation Infrastructure, and other design and policy principles. In collaboration with various organizations, the plan envisions a North Watt Avenue where residents can confidently and conveniently access jobs, retail, schools, open spaces, and dwellings while biking, walking, or riding transit. Students and parents will feel more comfortable getting to school without the use of a motor vehicle, and high-capacity transit connects the corridor with regional transportation and key destinations. These improvements will result in a greater density of businesses, residents, and investments that improve economic opportunities and the local sense of place.	Corridor	X	\$486,913	SHA

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3	Sustainable Communities Competitive	Tahoe Transportation District	NA	Tahoe Transportation District Zero Emission Bus Fleet Conversion Plan	Tahoe Basin	El Dorado Placer	The project will develop a Zero Emission Bus Fleet Conversion Plan for the Tahoe Transportation District's (TTD) transit fleet vehicles and consider gateway community connections and operating partner fleet infrastructure needs as required to be implemented by the California Air Resources Board (CARB). Parties involved in the project include TTD, El Dorado County, Placer County, Washoe County, Douglas County, Carson City, City of South Lake, and Tahoe Regional Planning Agency (TRPA). Relevant planning documents include the TTD's Short Range Transit Plan update, the Corridor Connection Plan, Short and Long-Range Transit Plans, TRPA's 2020 Regional Transportation Plan and Sustainable Communities Strategy, and CARB's Innovative Clean Transit regulation.	Transit, Zero Emissions	X	\$309,500	SHA
3	Sustainable Communities Competitive	Yuba County	NA	Yuba County Bicycle and Pedestrian Mobility Plan	Various	Yuba	The County of Yuba proposes to develop a Bicycle and Pedestrian Mobility Plan (Mobility Plan) that reflects the County's goals, objectives, and policies, along with those of the Sacramento Area Council of Governments. The Mobility Plan will identify an extensive bicycle and pedestrian transportation network in the unincorporated areas of Linda, West Linda, Olivehurst, and Plumas Lake, and provide a long-range guidance document for developing this transportation asset. These small, rural communities, which cumulatively have fewer than 50,000 residents, are under-served communities. The Mobility Plan will develop a prioritized list of projects, conceptual designs, and preliminary cost estimates. Yuba County will develop the Mobility Plan by engaging community members through workshops, walk audits, small table discussions, and other interactive events to identify challenges to walking and bicycling. This Mobility Plan will build upon the County's most recent Bikeway Master Plan Update (2012). The primary deliverable will be a Bicycle and Pedestrian Mobility Plan for Yuba County.	Active Transportation	X	\$205,000	SHA
4	Sustainable Communities Competitive	City of Alameda	City of Oakland - Planning and Building Division; Committee to House the Bay Area; East Oakland Collective	Oakland-Alameda Estuary Adaptation Project		Alameda	The purpose of this project is to develop a concept in coordination with community members, stakeholders and the City Councils of Oakland and Alameda to protect both the downtown Oakland shoreline and the northern shoreline of Alameda's Marina Village area - including the Posey/Webster Tubes, which is Caltrans State Route 260 property, and the San Francisco Bay Trail - from expected sea level rise and to reduce the impacts of flooding. This project will serve as a proof of concept for multi-jurisdictional adaptation planning with community-based organizations for other estuary and San Leandro Bay area locations. The project will ensure long-term use of this multi-modal transportation system including the Caltrans' tubes, State Route 260, the San Francisco Bay Trail and the adjacent areas for these two diverse communities including disadvantaged populations in both west Alameda and Oakland Chinatown/Downtown Oakland.	Climate Change	X	\$425,000	SHA
4	Sustainable Communities Competitive	City of Menlo Park	NA	Comprehensive Shuttle Program Evaluation	Menlo Park	Santa Clara	The aim of the Menlo Park Shuttle Assessment is to determine how the City of Menlo Park's shuttle system can be reconfigured, enhanced, or augmented to better serve the needs of the Belle Haven neighborhood, which is a disadvantaged community, and to serve substantial new growth in the adjacent Bayfront Area residential and employment district. The Project is needed to help us enhance mobility as we are faced with competing demands and limited resources. More shuttle service is also needed to serve the development in the Bayfront Area, which contributes to a healthy regional jobs-housing balance and provides needed affordable housing. With our initial outreach, eleven community organizations will support the Project by hosting in-person sessions, paper and online surveys, and newsletters. Project tasks include travel analysis, efficiency review, service alternatives, development fee assessment, funding and partnerships, and plan development.	Transit	X	\$153,000	SHA

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4	Sustainable Communities Competitive	City of San Jose	NA	North San Jose Multimodal Transportation Improvement Plan	San Jose	Santa Clara	The North San Jose Multimodal Transportation Improvement Plan (NSJ MTIP) will be a community-based plan for quick-build, near and long-term transportation improvements to be implemented in NSJ. This plan will identify a list of transportation programs and policies that promote and incentivize sustainable travel for people who live, work, and enjoy NSJ. The NSJ MTIP will capitalize on the recent retirement of an NSJ area planning document, "The North San Jose Area Development Policy". The former plan's focus on automobile improvements no longer aligns with City, regional, and states transportation goals. Per the Metropolitan Transportation Commission's Plan Bay Area 2050, NSJ is a Priority Development Area supporting the "focused growth" strategy to encourage infill development, job growth, and affordable housing near transit corridors. NSJ is expected to see the largest amount of housing growth in the City with 97,000 new jobs and 32,000 new housing units. The plan will positively impact mode shift and reduce vehicle miles traveled and greenhouse gas emissions.	Multimodal	X	\$409,451	SHA
4	Sustainable Communities Competitive Technical	City of San Jose	NA	San Jose Decision Support System	City of San Jose	Santa Clara	San Jose's Decision Support System (DSS) will provide the City with an integrated set of tools to manage and store projects and data, assess and monitor Key Performance Indicators (KPIs), and visualize the outputs for these KPIs using graphs and mapping. The DSS will enable the City to define, evaluate, and prioritize projects based on the envisaged impact on KPIs. Three main deliverables will be 1) DSS Potential Impact Assessment Model, to assess how potential completion of project(s) might affect relevant KPIs and thus contribute to the identified goal; 2) DSS Effective Impact Assessment Model, to quantify the real impact of projects by comparing the effective KPI changes before and after each project's implementation; and 3) DSS Public Interface, to increase transparency and accountability.	Data, Technical	X	\$265,001	SHA
4	Sustainable Communities Competitive	City of Sunnyvale	NA	Improvements to Bike and Pedestrian Access at Sunnyvale Caltrain Station	Sunnyvale	Santa Clara	The Study will identify bicycle and pedestrian access improvements in the vicinity of the Sunnyvale Caltrain Station. The improvements will include signage, bicycle and pedestrian access paths and curb ramps, and bicycle amenities such as bike lockers. The Study will also identify possible public art displays and green infrastructure opportunities. The improvements will be developed through public outreach input from stakeholders that include underrepresented communities. The City will be consulting a Stakeholder Advisory Committee and Technical Advisory Committee. The City will have ongoing Community and Stakeholder Meetings throughout the project. The key stakeholders for this project will include local agencies and community groups (see Scope of work for a detailed list of agencies, stakeholders and community groups). The final deliverable will be a Final Study that summarizes the recommended improvements and a plan with conceptual improvements, funding and implementation recommendations, and data analysis that was used to develop the final design recommendations.	Active Transportation	X	\$383,423	SHA
4	Sustainable Communities Competitive Technical	City/County Association of Governments of San Mateo County (C/CAG)	NA	Development of Vehicle Miles Traveled/Greenhouse Gas (VMT/GHG) Model Mitigation Program		San Mateo	This project will establish tools for a CEQA compliant VMT/GHG Model Mitigation Program for use by C/CAG for regional transportation projects and, potentially, other countywide VMT/GHG mitigation projects that other lead agencies could invest in. The major deliverables will include: an overview of the statutory and administrative framework for VMT/GHG mitigation programs; a technical analysis of VMT/GHG-reducing projects; a nexus between the costs and the VMT/GHG reduction; equity recommendations to maximize benefit to disadvantaged communities in San Mateo County; and templates that San Mateo County lead agencies will use for the adoption of a VMT/GHG Mitigation Program. The goal is to produce analysis and documents that are defensible, actionable, scalable, and replicable.	SB 743, Technical	X	\$531,180	RMRA

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4	Strategic Partnerships (FHWA SPR Part I)	Metropolitan Transportation Commission (MTC)	NA	Regional Occupancy Verification Technology Implementation Plan		Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma	The project would create an implementation plan as well as planning and evaluation resources to assess and/or deploy passenger occupancy verification technology for state-owned Bay Area tolled bridge High Occupancy Vehicle lanes and Express Lanes. The proposed study would be a partnership between MTC, other Bay Area Express Lane operating agencies and Caltrans. It would assess the occupancy violations problem, available solutions, and constraints. The study would specifically include analysis and guidelines regarding the equity, privacy and effectiveness issues raised by use of new technologies and include outreach to roadway users. The implementation plan would detail next steps for possible technology deployments to verify vehicle's occupancy and enforce toll rules. Occupancy verification deployments are included in Plan Bay Area 2050's implementation recommendations, as supporting future freeway pricing strategies to meet the region's climate and mobility goals.	Corridor, Managed Lanes		\$500,000	FHWA SPR Part I
4	Strategic Partnerships Transit (FTA 5304)	Metropolitan Transportation Commission	City and County of San Francisco; San Francisco Municipal Transportation Agency (SMFTA)	SFMTA Muni Metro Modernization Planning Study	San Francisco	San Francisco	The Muni Metro Modernization Planning Study (Study) will identify infrastructure projects that provide critical capacity and reliability improvements for San Francisco's Muni Metro light-rail network. The outcome of the Study will be a package of projects to pursue that would be competitive for a Federal Transit Administration Core Capacity Grant, which could provide hundreds of millions of dollars to fund construction of identified projects. The Study's focus on improving transit capacity directly supports the California Transportation Plan recommendation to improve transit, rail, and shared mobility options. Study deliverables will include memos addressing: strategy identification and research, strategy capacity evaluation, feasible initial investments by corridor, a funding and implementation strategy, and summary of outreach activities.	Transit		\$500,000	FTA 5304
4	Sustainable Communities Competitive	San Francisco Transportation Authority	NA	Brotherhood Active Transportation and Open Space Plan	San Francisco	San Francisco	This community driven planning process will develop concepts and conceptual designs for active transportation improvements that connect new recreational opportunities and housing near Lake Merced to the City's core active transportation network and nearby regional transit. The study will also engage community stakeholders to consider road realignment options which could create an opportunity for the creative re-use of up to 7 acres of land within an equity priority community with a documented deficiency of neighborhood open space. This study will coordinate and advance recommendations from existing plans including the San Francisco Bicycle Plan, Bay Area Regional Transit Station Access Plans, and the San Francisco Planning Department's Green Connections Network. The study aligns with needs, goals, and community feedback heard through ConnectSF, San Francisco's long range planning process and will help implement San Francisco's Vision Zero road safety policy as well as the adopted regional strategy in Plan Bay Area 2050 to create healthy and safe streets.	Active Transportation	X	\$641,812	RMRA
4	Sustainable Communities Competitive	Santa Clara Valley Transportation Authority (VTA)	NA	Equitable Vehicle Miles Traveled (VMT) Mitigation Program for Santa Clara County		Santa Clara	Community members will help identify a range of potential VMT-reducing measures, determine a framework to enhance equity through the program, and help inform the program structure and administration. The project will include a review of existing best practices to ensure the program is built upon the latest efforts around the State, and an implementation plan to identify key actions, roles, and timing of next steps. VTA will work closely with its 16 local jurisdictions, Community-Based Organizations, State and regional agencies, and other stakeholders throughout and beyond the project duration. The team will conduct extensive engagement including in-person, virtual, and multi-lingual events to receive input from stakeholders and a diverse population, including disadvantaged communities. This project helps implement Senate Bill 743, California Transportation Plan 2050, Plan Bay Area 2050, Valley Transportation Plan 2040, and local goals for housing production, sustainable development, and climate protection.	SB 743, Technical	X	\$562,697	RMRA

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4	Sustainable Communities Competitive	Sonoma County Transportation Authority (SCTA)	NA	Countywide Active Transportation Plan for Sonoma County		Sonoma	The Countywide Plan will guide and prioritize expenditure of an estimated \$3.1M in annual revenues dedicated to bicycle and pedestrian facilities through Go Sonoma Act, plus other sources under the purview of SCTA. This project includes full updates to six jurisdiction-level plans, which will be included under the umbrella of the Countywide Plan and also exist as stand-alone plans. Priorities will be developed through countywide engagement, ensuring inclusion of disadvantaged communities. SCTA will engage all jurisdictions within Sonoma County and other relevant community-based/non-governmental organizations in development of the Plan. The Plan will help advance and be consistent with regional and statewide plans including Sonoma Vision Zero Plan, Sonoma Climate Mobilization Strategy, Shift Sonoma County, Son. Travel Behavior Study, Comprehensive Transportation Plan, the Metropolitan Transportation Commission's Active Transportation Plan, Regional Trail Network, Great Redwood Trail, Caltrans District 4 Bike and Pedestrian plans, Caltrans 2020-2024 Strategic Plan, California Transportation Plan, and Climate Action Plan for Transportation Infrastructure.	Active Transportation	X	\$525,000	RMRA
4	Sustainable Communities Competitive	Western Contra Costa Technical Advisory Committee	Contra Costa County - Conservation and Development Department; City of Richmond - Public Works Department	Richmond Parkway Environmental Justice and Regional Mobility Study	Richmond	Contra Costa	Richmond Parkway is a major arterial linking Interstate-80 and Interstate-580 (Richmond-San Rafael Bridge), a major goods movement (truck and rail) and commuter corridor, a critical segment of the San Francisco Bay Trail and includes the Richmond Parkway Transit Center at its north end. This plan will continue and expand the prior community-focused process to evaluate and make recommendations via a health equity lens for improving bicycle and pedestrian infrastructure, transportation safety, transit access, public health, and air quality. The plan will develop strategies for minimizing negative impacts of speeding, collisions, neighborhood cut-through truck traffic and localized pollution. The plan will include a Parkway Strategies Toolkit, Evaluation Matrix and project list. The projects implemented because of this plan further the goals and priorities of the California Transportation Plan 2050, Caltrans District 4's Pedestrian and Bicycle Plans, and the region's Plan Bay Area 2050.	Multimodal	X	\$562,650	RMRA
5	Strategic Partnerships (FHWA SPR Part I)	Association of Monterey Bay Area Governments	San Luis Obispo Council of Governments; Santa Barbara County Association of Governments	California Central Coast Sustainable Freight Study		Monterey San Benito San Luis Obispo Santa Barbara Santa Cruz	This project will develop the California Central Coast Sustainable Freight Study (Study). The Central Coast's economy is driven by freight-dependent industries, notably agriculture, manufacturing, and food processing. These industries provide 33 percent of regional employment and more than \$13 billion of the \$52 billion annual gross regional product. The Study will establish a framework for maintaining the economic health of freight-dependent industries while also improving livability and the environment. The Study will advance sustainable freight improvements and position projects to be in alignment with state planning priorities. Study elements will include identification of significant freight system trends, needs, and issues, with particular focus on Zero Emissions Vehicle infrastructure needs, sustainable freight strategies, and innovative approaches to freight management and freight technologies.	Freight		\$300,000	FHWA SPR Part I
5	Sustainable Communities Competitive	City of Arroyo Grande	NA	Active Transportation Plan	Arroyo Grande	San Luis Obispo	The City of Arroyo Grande is in need of an inclusive and equitable Active Transportation Plan (ATP) to plan, prioritize, and implement multimodal transportation improvements throughout the City. Many of the disadvantaged communities and residents that don't have access to a vehicle are located in older neighborhoods with a lack of active transportation facilities or facilities built to outdated standards. The ATP will complement the San Luis Obispo Council of Government's Regional Plans, bordering cities' bike/ped plans/projects, and Caltrans District 5 ATP to leverage opportunities and create connections across the communities. The ATP will be a holistic organized plan for pedestrians, bicyclists, and connections to transit, and include Existing Conditions and Needs Assessment, Recommendations, and Implementation Plan, and a robust public engagement/outreach strategy. The ATP will engage stakeholders throughout the development in creating a plan that will improve the health and livability of a community and reduce emissions.	Active Transportation	X	\$221,325	RMRA

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5	Sustainable Communities Competitive	City of Salinas	Ecology Action	City of Salinas Active Transportation Plan: Outreach and Implementation	City of Salinas	Monterey	Salinas has a significant population that is dependent on walking, bicycling and transit for their daily mobility, with over 20 percent of households having access to one or no vehicles. The opportunity to increase active transportation is significant due to the mild climate and flat terrain, yet substantial gaps exist in both the pedestrian and bicycle networks. With separate pedestrian and bicycle plans dating from the early 2000s, Salinas needs an updated, comprehensive vision for a connected, accessible active transportation network. The Needs Assessment phase of the planning has begun, but significant stakeholder outreach is needed to develop an actionable implementation strategy for infrastructure and programs. In collaboration with Ecology Action, the City will engage with community organizations in disadvantaged communities, Caltrans, and local stakeholder groups with roles in implementation will be the focus of this effort to create an Active Transportation Plan for Salinas.	Active Transportation	X	\$394,844	RMRA
5	Sustainable Communities Competitive	County of Monterey	Association of Monterey Bay Area Governments; Local Government Commission	Monterey County Zero Emissions Shared Mobility Study		Monterey	The Monterey County Zero Emissions Shared Mobility Study will evaluate the potential of innovative zero emissions shared mobility solutions to address unmet transportation needs throughout the county and advance clean mobility alternatives to low-occupancy car trips. The proposed solutions will be developed through an extensive outreach and engagement process focused on how to best address identified needs and gaps and could include a variety of shared mobility options, such as zero-emission vehicle carsharing, ridesharing, vanpooling, bike and scooter sharing, and improved access and enhancements to public transit.	Technical, Zero Emissions	X	\$220,082	RMRA
5	Sustainable Communities Competitive Technical	San Luis Obispo Council of Governments (SLOCOG)	San Luis Obispo County Air Pollution	San Luis Obispo County Vehicle Miles Traveled Mitigation Program	San Luis Obispo	San Luis Obispo	The San Luis Obispo County Vehicle Miles Traveled (VMT) Mitigation Program creates a partnership between the eight jurisdictions in the County, the Air Pollution Control District, and SLOCOG to develop a VMT banking or exchange framework. This effort also includes the creation of a Quick Response Tool for developers to estimate project related VMT impacts and a prioritization methodology for VMT mitigation projects. County jurisdictions have to work independently on VMT mitigation which is not possible for most due to staff capacity and limited expertise. The VMT banking or exchange framework will help to alleviate the housing environmental review bottle neck caused by on-site mitigation requirements. The VMT Mitigation Program will not only provide the County with a uniform approach to accomplish state and local climate goals but will also create an avenue to fund VMT reducing projects especially in our regionally defined disadvantaged communities thus enhancing community livability and quality of mobility.	SB 743, Technical	X	\$296,000	FTA 5304
5	Strategic Partnerships Transit (FTA 5304)	Santa Barbara County Association of Governments (SBCAG)	NA	Coordinated Public Transit - Human Services Transportation Plan	Santa Barbara	Santa Barbara	The Coordinated Public Transit Human Services Transportation Plan seeks to improve transportation access to connect citizens with essential services. The plan has not been updated since 2006, and an update is necessary to improve the efficiency of transportation services offered within Santa Barbara County. This effort would bring together public transit agencies and human service transportation providers, such as non-profit organizations. The plan will analyze the transportation service network as a whole, and identify opportunities for improvement. This effort will perform analysis and recommend coordination of the County's local, regional, inter-county, public and private services. A significant aspect of this plan will be public outreach. SBCAG recently updated its latest Regional Transportation Plan/ Sustainable Communities Strategy document. An update to the Coordinated Public Transit Human Services Transportation Plan will directly play into the region's future transportation, housing, and land-use goals by aiming to make the transit system more efficient.	Transit		\$125,000	FTA 5304

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5	Sustainable Communities Competitive	Santa Cruz County Regional Transportation Commission (RTC)	County of Santa Cruz	Santa Cruz County Climate Adaptation-Vulnerability Assessment and Transportation Priorities Report		Santa Cruz	The RTC and the County of Santa Cruz will partner to develop a Climate Adaptation Vulnerability Assessment and Transportation Priorities Report for unincorporated Santa Cruz County maintained roads and the Santa Cruz Branch Rail Line. The hazards brought on by climate change pose a serious threat to the county's transportation infrastructure and thus the safety and quality of life of its residents. Santa Cruz County is already experiencing the impacts of sea level rise, coastal erosion, extreme weather events and flooding, wildfires, and extreme temperatures on the county's transportation infrastructure. The emphasis of the vulnerability assessment will be on identifying transportation infrastructure in the inland areas of the county as less work has been done in these areas and on the associated hazards such as wildfire and associated mud debris flows and extreme weather/flooding.	Climate Change, Safety	X	\$448,800	RMRA
5	Sustainable Communities Competitive	Santa Cruz County Regional Transportation Commission	NA	Santa Cruz County Transportation Equity Action Plan	Countywide: Capitola, Santa Cruz, Scotts Valley, Watsonville	Santa Cruz	In order to address equity and other disparities, this plan will include an equity analysis of the existing transportation network, transportation projects and services, plans, policies, and procedures; a public outreach toolkit to be utilized to proactively engage disadvantaged communities; the establishment of an Equity Workgroup; extensive collaborative stakeholder and public engagement; a data-based update of the regional definition of disadvantaged communities; and the development of equity performance metrics to prioritize transportation investments that will reduce greenhouse gas emissions and improve access, safety, health, mobility, housing and job access, for marginalized, segmented, and otherwise disadvantaged communities in Santa Cruz County.	Multimodal, Equity	X	\$338,000	FTA 5304
6	Sustainable Communities Competitive Technical	City of Corcoran	NA	Electric Vehicle Charging Infrastructure Network Plan	Corcoran	Kings	The City of Corcoran proposes to prepare an Electric Vehicle (EV) Charging Infrastructure Network Plan, which will entail conducting research and gathering data to evaluate the physical/financial feasibility of developing a public charging network system in the City. This plan will help the City meet its targets to convert the public transit bus fleet to electric buses and will help lay the groundwork for residents to transition to electric vehicles. The project deliverables of this planning grant proposal would include a feasibility study consisting of structure/infrastructure site assessment, electric grid assessment, and financial analysis. The feasibility study findings would then be incorporated into an official EV Charging Infrastructure Network Plan that the City of Corcoran would adopt. This planning effort will support the City's, County's, and State's efforts to reduce greenhouse gas emissions and meet their respective reduction goals. The City proposes coordinating the planning process with Caltrans, Kings County Association of Governments, Corcoran Area Transit, and Pacific Gas and Electric; these entities are primary stakeholders with the relevant technical expertise necessary to create an effective planning document.	Technical, Zero Emissions	X	\$320,479	RMRA
6	Sustainable Communities Competitive	City of Firebaugh	Local Government Commission	Community Connectivity and Downtown Revitalization Plan	Firebaugh	Fresno	The City of Firebaugh will organize a highly participatory planning effort to prepare a comprehensive Community Connectivity and Downtown Revitalization Study that strengthens connections and improves safety, mobility and access for all modes of transportation. While the City's population has been steadily increasing in the past two decades, economic activity in its downtown has declined as a result of lack of visibility and poor connections to Highway 33 and within the City. The Plan will identify projects to better connect the downtown to Highway 33 and draw more visitors to the downtown core and to the San Joaquin River. The Plan will identify priority areas for safer travel by walking, bicycling and driving, will recommend specific projects, and will establish priorities and cost estimates for future implementation projects. Special emphasis will be placed on steps that the City can take to revitalize the struggling downtown in order to attract new infill retail, commercial and housing activity that can provide for the needs of residents and reduce longer distance travel to other cities. The study will also look at ways to improve access and safety for children that travel to and from the City's schools.	Multimodal	X	\$236,532	RMRA

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6	Sustainable Communities Competitive	City of Fowler	NA	City of Fowler Bicycle, Pedestrian, and Trails Master Plan	Fowler	Fresno	The project will identify pedestrian and bicycle infrastructure deficiencies and to propose solutions through a city-wide Bicycle, Pedestrian, and Trails Master Plan. The plan will lead to the development of additional bike trails, sidewalk infrastructure, and multipurpose trails, as well as the improvement of pedestrian crossings and existing infrastructure for increased safety and ease of use. Identified improvements will increase connectivity and access throughout the City, increase safety and accessibility for all road users, and provide alternative travel modes with environmental and personal health benefits. While the primary deliverable from the project will be the Master Plan, the data collection, field survey, and policy review will also be helpful documents for the City going forward, as they provide helpful background for all transportation planning efforts. Furthermore, as part of the Master Plan, a work plan, outlining the priority and cost of recommended projects and potential funding sources, will also be a significant tool for the City to facilitate the implementation of the Plan.	Active Transportation	X	\$124,650	RMRA
6	Sustainable Communities Competitive	City of Hanford	NA	City of Hanford 2021 Active Transportation Plan	Hanford	Kings	The City of Hanford will develop an Active Transportation Plan (ATP) that will provide the community with a clear roadmap to guide investments in non-motorized infrastructure, policies, and programs. The Plan will enhance bicyclist and pedestrian safety, facilitate modal shifts out of personal vehicles, and improve the quality of life for Hanford's large disadvantaged community. This Plan will engage the public with a focus on hearing from historically marginalized stakeholders to reflect their needs. The City will invite participation from the Kings County Action Organization, Tachi Yokut Tribe, local businesses and employers, Kings County Association of Governments, and Caltrans District 6. In addition, the Plan will identify first/last mile to transit connections to align with the forthcoming California High-Speed Rail Kings/Tulare Station. The final Plan will include a prioritized list of recommendations, including planning level cost estimates and implementation strategy. In addition, the City will refine the top three priority projects into project concepts, including 15 percent design-level concepts for implementation.	Active Transportation	X	\$224,423	RMRA
6	Sustainable Communities Competitive	City of Parlier	NA	Parlier Active Transportation Study - Tactical Urbanism	Parlier	Fresno	The Parlier Active Transportation Study is comprised of a series of pilot studies within the community of Parlier with the purpose of encouraging more residents to use alternative modes of transportation. The pilot studies will include implementing traffic calming measures, safety improvements, creating temporary environments and adding bicycle lanes. Parlier residents will be invited to participate in the pilot studies and provide their feedback to determine if the improvements were successful. The City will then develop an improvement plan based on the feedback from the community and data collected from the pilot studies. Another part of this project is reviewing the existing requirements and zoning codes for new developments within the community and determining if they can be improved to propel active transportation forward. The community of Parlier is rated among the highest areas in California with cardiovascular disease and pollution burden. The proposed project will encourage more residents to use active modes of transportation including walking, bicycling, skating, scooting, and rolling by creating safe and inviting environments.	Active Transportation	X	\$353,235	RMRA
6	Sustainable Communities Competitive	County of Madera	NA	Madera Station Relocation Transit Area Specific Plan Project	County	Madera	Madera County in partnership with the City of Madera, Madera County Transportation Commission, High Speed Rail Authority, and other stakeholders, will undertake station area planning in the vicinity of a site east of Highway 99 and Avenue 12, about 5 miles southeast of the City of Madera and adjacent to the Madera Campus of the State Center Community College District. This project shall result in the creation of a Transit Area Specific Plan informing the phased implementation effort to relocate the San Joaquin Madera Station and construct the adjacent future High Speed Rail station which will lead to creation of new intermodal transit options and future transit-oriented development along the Avenue 12 corridor in southeastern Madera County. This effort will guide the design and land-use in the vicinity of the station area as well as enable Madera County to promote economic development, encourage station area development and enhance multi-modal access connections between the station, the City of Madera, Madera Community College, and other surrounding communities throughout Madera County and northern Fresno County.	General Plan Related, Multimodal, Transit	X	\$450,000	RMRA

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6	Sustainable Communities Competitive	Fresno County Rural Transit Agency (FCRTA)	NA	Fresno County Transit Feasibility Study	Countywide	Fresno	FCRTA is considering a low- or zero-emissions fixed-route transit service that connects rural Fresno County communities to the City of Fresno. The deliverable would be a Transit Feasibility Study completed by FCRTA, with assistance from a consultant and informed by a community outreach effort, evaluating the physical/financial feasibility of developing a transit service along Golden State Boulevard to connect south Fresno to Calwa, Malaga, Fowler, Selma, and Kingsburg, with extensions to downtown Fresno, Sanger, and Reedley. The study would evaluate light rail, bus rapid transit, and monorail to determine which alternative would best serve the communities. FCRTA will conduct this study in coordination with local planning efforts, including FCRTA's microtransit studies that provides first-mile/last-mile service, FCRTA's microgrid/distributed energy resource study, and the proposed Fresno High Speed Rail station. The transit service would support the Fresno County region and the State in meeting greenhouse gas emission reduction goals as part of its Regional Transportation Plan and Sustainable Communities Strategy.	Transit, Zero Emissions	X	\$238,000	RMRA
6	Strategic Partnerships Transit (FTA 5304)	Kern Council of Governments (COG)	NA	Kern Rural Transit Consolidation Strategy	Countywide	Kern	The purpose of this Strategy is to provide compelling analytical data to convince the remaining rural agencies to join Tehachapi and California City to take over public transit service in their community. Using data from the recently adopted Rural Alternative Transportation Plan, the proposed strategy will determine if any of the seven municipal-operated transit services would be more efficient and cost-effective considering economies of scale if contracted to the County's Regional Transit organization. In addition, the Strategy will add to the regions' Regional Transportation Plan, Statewide Transit, Strategic Plan, and because the service will connect to the existing Amtrak service and the proposed High-Speed Rail service, the Strategy will enhance the California Rail Plan. Kern COG staff will invite staff from Caltrans Districts 6 and 9, from the municipalities and Kern Regional Transit. Kern County social services and disadvantaged community representatives will be invited along with interested members of the public to form a project steering committee.	Transit		\$200,000	FTA 5304
7	Sustainable Communities Competitive	City of Carson	NA	Carson Active Transportation and Connectivity Plan	Carson	Los Angeles	The Carson Active Transportation and Connectivity Plan (CAT-CP) will address connectivity challenges within its disadvantaged community to schools, parks, transit centers and stops, and retail and commercial centers while improving comfort and safety for active transportation users. The CAT-CP establishes priority needs and feasible project options to implement active transportation mode-shift in an otherwise vehicle-dominant community, allowing for the City to implement complete streets first-last mile connections to neighborhoods and housing projects, transit, employment centers, schools, parks, and more. Project partners will provide valuable data and outreach support during project development and implementation, and serve as key community stakeholders. The CAT-CP will focus on priority north, south, east, and west corridors, which will facilitate and improve overall city-wide connectivity while also ensuring regional connectivity beyond the city's boundaries, and provide connection to existing bicycle networks along and beyond the Dominguez Channel.	Active Transportation	X	\$358,000	RMRA
7	Sustainable Communities Competitive	County of Los Angeles	NA	County of Los Angeles Shared and Electric Mobility Project	Los Angeles, Gateway Cities	Los Angeles	The County of Los Angeles Shared and Electric Mobility Project will provide analytical tools and strategies to overcome barriers to shared mobility and electric vehicle adoption. Online and in-person employee and community engagement will identify rideshare and electrification needs, while also testing methods to learn from the community which program benefits and opportunities are most valuable. Rigorous data and geospatial analysis will inform placement of new park and ride lots, shuttle and carpool routes, the transition of fleet gas vehicles to electric, and locations for charging stations that serve fleets, shuttles, employees, and the public. The project will focus on serving employees and residents living and working in disadvantaged communities throughout Los Angeles and the 27 Gateway Cities in southeast Los Angeles County. The final deliverable will be a scalable plan ready for implementation throughout the County that will support several goals in the region's plan, Connect SoCal.	Multimodal, Zero Emissions	X	\$675,000	RMRA

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7	Sustainable Communities Competitive	Orangeline Development Authority	NA	Community Corridor Transportation Platform	Paramount	Los Angeles	The Eco-Rapid Transit corridor is on the precipice of major rail infrastructure investment. The Comprehensive Community Corridor Transportation Platform builds on previous work. We will collaborate with corridor stakeholders to leverage the rail investment to advance equitable, sustainable communities through thoughtful economic development for cities, enhancing safe, convenient multimodal transit networks while building a future ridership. The project will co-create goals and vision with community representatives; develop corridor-wide governance structure in collaboration with local jurisdictions; explore corridor wide funding strategies; design Community Benefits Framework; generate investment strategy for equitable communities; build business support services to help grow locally. The benefits are to create convenient, safe, and affordable transit options, increase transit ridership, build sustainable, equitable communities and secure funding and resources. The process includes collaborate with stakeholders to set priorities, build upon state, regional and local goals, plans and studies, create dynamic working groups throughout the corridor and implement pilot projects.	Transit	X	\$504,000	RMRA
7	Sustainable Communities Competitive Technical	Ventura County Transportation Commission	National Park Service	U.S. 101 Conejo Pass Area Wildlife Tracking Study	Camarillo Thousand Oaks	Ventura	The Ventura County Transportation Commission will study wildlife movement in the Conejo Pass Area. The project is necessary to evaluate current wildlife connectivity and make recommendations for maintaining and improving connectivity throughout this critical region. Deliverables include collection and analysis of wildlife movement and distribution data relative to the freeway and crossing points, resulting in a Final Report on wildlife crossing and connectivity, and recommendations on wildlife crossing improvements in this area, to help facilitate wildlife adaptation to climate change and reduce climate impacts on the surrounding community. Potential improvements include a wildlife overcrossing or undercrossing at a location to be identified based on the results of this project. Parties involved include National Park Service and Caltrans District 7. The proposed project will complement Ventura County's efforts to preserve wildlife connectivity through the Ventura County Habitat Connectivity and Wildlife Corridor Ordinance. It supports objectives of the region's Regional Transportation Plan and Sustainable Communities Strategy, State Planning Priorities, and Climate Adaption Goals by learning and incorporating strategies for climate adaption and resilience in transportation projects.	Technical, Wildlife Connectivity		\$326,890	RMRA
8	Sustainable Communities Competitive	City of Menifee	NA	City of Menifee Complete Streets Plan	Menifee	Riverside	The City of Menifee Complete Streets Plan will help guide the creation of a network of complete streets designed to safely and comfortably accommodate all modes of travel. The Complete Streets Plan is necessary to identify rural and underdeveloped areas throughout the City with existing gaps in access and prioritize them for complete street improvements. The Complete Streets Plan also proposes to expand on the existing Active Transportation Plan (ATP) by incorporating complete street improvements in addition to the identified pedestrian and bicycling improvements in the existing ATP. The Complete Streets Plan will fill the gaps and analyze city-wide multi-modal opportunities and improvements, whereas the existing ATP only addressed pedestrian/bicycling opportunities in selected pockets around the City, such as school zones and areas surrounding local parks.	Complete Streets	X	\$221,325	RMRA
8	Sustainable Communities Competitive Technical	City of Moreno Valley	NA	Moreno Valley Electric Vehicle Charging Infrastructure Master Plan	Moreno Valley	Riverside	The City of Moreno Valley will develop an Electric Vehicle (EV) Charging Infrastructure Master Plan. The Master Plan will provide a comprehensive, systematic approach to building an EV infrastructure network designed to facilitate the movement of electric vehicles within the City and surrounding areas, encourage the growth of electric vehicle ownership, incentivize electrification of public and private sector fleets, and provide affordable access to EV charging stations for all users, including those residing in disadvantaged communities within the City. These initiatives will directly support the State's climate goals to reduce GHG emissions to 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050, as well as assist the City with achieving its energy efficiency and climate adaptation targets.	Technical, Zero Emissions	X	\$250,000	RMRA

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8	Sustainable Communities Competitive	Morongo Band of Mission Indians	NA	Morongo Tribal Climate Change Adaptation Plan	Banning	Riverside	The Morongo Band of Mission Indians (Tribe) will develop a Climate Change Adaptation Plan that will strengthen the resiliency of our Tribal community within the Morongo Indian Reservation. The goal of this project is to develop actionable strategies to fortify transportation and infrastructure, reduce greenhouse gas (GHG) emissions, and protect human health, safety, and cultural resources from climate change. This will be done by evaluating existing conditions on Tribal lands, assessing vulnerabilities to Tribal resources from climate change, and developing adaptation strategies that protect against climate change impacts and reduce GHG emissions on the Reservation. This project will involve collaboration between the Morongo Tribal Government Departments (i.e., Environmental, Water, Cultural, Public Works and Emergency Services departments), the Southern California Association of Governments, Caltrans, and other regional agencies to incorporate existing planning efforts. Traditional Knowledge from the Tribal community will be combined with the best available science to develop a Tribal Adaptation Plan to protect against climate change threats.	Climate Change	X	\$300,000	SHA
8	Sustainable Communities Competitive	San Bernardino County Transportation Authority	NA	San Bernardino County Long Range Multimodal Transportation Plan (LRMTP)		San Bernardino	The San Bernardino County Transportation Authority (SBCTA) is entering a new era of transportation planning. While SBCTA has had a Countywide Transportation Plan with multimodal and sustainability elements since 2015, these elements have not been fully integrated, nor has it kept up with major changes in policy. In particular, it has not been resilient enough to respond to disruptions seen over the last few years: COVID-19 pandemic, climate change, and changes in technology and travel that have ensued. It is now time to build a new foundation that will produce a Long Range Multimodal Transportation Plan (LRMTP) that will adapt and respond to these challenges. The transportation system envisioned in the LRMTP will enable our residents and businesses to thrive, across the diverse spectrum of our 1) population, 2) geography, 3) economic conditions, and 4) the natural and built environments. Through incremental steps and intermediate deliverables, the LRMTP, will be the primary deliverable. It will respond to new policy initiatives from the California Transportation Plan 2050 and the Climate Action Plan for Transportation Infrastructure.	Multimodal	X	\$594,479	RMRA
8	Sustainable Communities Competitive	Town of Apple Valley	NA	Apple Valley State Route 18 Corridor Enhancement Plan Phase II	Apple Valley	San Bernardino	The Apple Valley State Route 18 (SR 18) Corridor Enhancement Plan Phase II will be a comprehensive study of a 3.2-mile corridor on SR 18 that includes medical, residential and commercial sectors. The study will identify necessary multimodal transportation solutions that will provide improved bicycle and pedestrian movement throughout the Corridor. The final Plan will serve as a directive for future development to ensure compliance with the Town's General Plan and Housing Element as well as the overall vision for the Corridor. A qualified planning consultant will lead the process to evaluate current conditions and accident data, engage with stakeholders, and prioritize implementation projects. Ultimately, the Plan will include Complete Streets elements for multimodal transportation options as well as storm water and greening improvements that enhance the Corridor and protect the environment.	Corridor	X	\$295,855	RMRA
10	Sustainable Communities Competitive	City of Newman	Local Government Commission	Newman - T Street Corridor Improvement and Multi-benefit Community Connectivity Plan	Newman	Stanislaus	The City of Newman and the Local Government Commission will conduct an extensive, highly participatory, multifaceted community engagement process to identify strategies to improve safety, mitigate impacts to adjacent property occupants, and promote active modes of transportation. The resulting T Street Corridor Improvement and Multi-benefit Community Connectivity Plan will include conceptual designs and implementation strategies for short-and long-term multimodal improvements for pedestrians, bicyclists, and other active transportation methods, strategies for how neighborhoods can connect to existing and planned multimodal infrastructure, and how multi-benefit green infrastructure components (such as stormwater capture and treatment, urban greening, and shade structures) can help improve community resilience to the impacts of climate change. The plan integrates with the Newman Community Conservation Area Master Plan, will help advance the city's Non-Motorized Transportation Plan, and 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.	Corridor, Safety	X	\$277,539	RMRA

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10	Sustainable Communities Competitive	San Joaquin County	NA	Garden Acres Sustainable Communities Plan	Unincorporated	San Joaquin	The Garden Acres Sustainable Communities Plan (Plan) creates a community vision for multi-modal connectivity improvements within the community of Garden Acres. The Plan will focus on sustainable transportation improvements by centering on existing and future community assets and needs related to accessible health, nutrition, education, human services, housing assistance, and employment opportunities of this Disadvantaged Community. The Plan focuses on facilitating the movement of people and goods between job centers and the community through alternative modes of transportation. The Plan includes extensive outreach, implementation of complete street designs, circulation recommendations, and investment strategies for future project construction.	Multimodal	X	\$369,167	RMRA
10	Sustainable Communities Competitive	San Joaquin County	NA	Kennedy Complete Streets Plan	Unincorporated	San Joaquin	San Joaquin County Department of Public Works (County) will conduct an extensive and highly participatory, multifaceted community engagement process to identify strategies to improve safety and promote active modes of transportation in the Kennedy community near the South Stockton area. The Kennedy Complete Streets Plan (Plan) will analyze the unincorporated San Joaquin County pocket near South Stockton to create complete streets, multi-modal plan of improvements for this established rural-residential and agricultural district. This Plan focuses on sustainable improvements to enhance and promote a healthy community and vibrant economy. The Plan will look at existing and planned facilities within the Stockton City limits to bridge gaps located within the County's jurisdiction. The Plan will be actionable to transform the existing vehicle-centric circulation network to one that is designed for safety and access for all modes, all while practicing environmental stewardship and working to reduce the impacts of climate change.	Complete Streets	X	\$231,945	RMRA
10	Sustainable Communities Competitive	Stanislaus County	Local Government Commission	South 9th Street Corridor Plan		Stanislaus	Stanislaus County, with Local Government Commission and other community partners, will develop a South 9th Street Corridor Plan for the 1 and 1/4-mile length of South 9th Street from the bridge entrance at River Road down to E Hatch Road. An intensive community engagement process will be deployed to identify land use and transportation strategies that will enhance the corridor (visually and economically); improve the interface between the adjoining residential area to the east; and will provide greater connectivity to the north side of the Tuolumne River (into Modesto Downtown and Tuolumne River Regional Park). 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 and improved compatibility between residential and commercial/industrial uses. 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.	Corridor	X	\$223,682	RMRA
10	Sustainable Communities Competitive	Stanislaus Regional Transit Authority	NA	Stanislaus Regional Transit Authority Electrification Plan	Modesto	Stanislaus	Stanislaus Regional Transit Authority (Authority) will develop a plan to electrify its fleet and associated infrastructure to comply with the California Air Resources Board (CARB) Innovative Clean Transit Regulation. The Innovative Clean Transit Regulation was adopted in December 2018 to replace the Fleet Rule for transit agencies. The regulation requires all public transit agencies to gradually transition to a 100-percent zero-emission bus fleet, provide innovative first and last-mile connectivity and improve mobility for transit riders. The Electrification Plan would include evaluating zero-emission buses, charging infrastructures, energy consumptions, facilities usages, operating costs, capital costs, greenhouse gas reductions, disadvantaged communities, energy savings, battery storages, and solar panels. The parties involved would include the Authority, CARB, and the consultant that will be developing the Electrification Plan. The major milestones includes soliciting the proposal for a consultant, awarding a consultant, developing the plan, presenting the plan to the Board of Director, invoicing, and project closeout.	Transit, Zero Emissions		\$212,472	RMRA

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11	Sustainable Communities Competitive	City of El Centro	NA	Imperial Avenue Complete Streets Plan	El Centro	Imperial	The City of El Centro is proposing the Imperial Avenue Complete Streets Plan. Though a thorough existing conditions investigation, extensive public engagement program, and collaboration with local agencies like Imperial Valley Transit and the City of Imperial, the plan will produce a conceptual design plan with context sensitive pedestrian, bicyclists, and transit improvements. In addition, the Complete Streets Plan will build upon local planning efforts. This segment of Imperial Avenue has been identified for improvements such as a multipurpose pathway and protected bicycle lanes in the Mobility Element of the El Centro General Plan that was updated in June 2021. The neighboring city of Imperial is also starting its own planning effort for 3.5 mile segment of the same roadway called State Route 86 Vision Blueprint into a multimodal corridor.	Complete Streets	X	\$300,000	RMRA
11	Sustainable Communities Competitive	City of La Mesa	NA	Spring Street Transit Station Multimodal Access Connections Study	La Mesa	San Diego	The Spring Street Transit Station Multimodal Access Plan would serve as a blueprint to integrate multiple modes of transportation, enhance connections to the transit station and provide safe, convenient access to regional transit services while reducing dependence on the automobile, while reducing greenhouse gas emissions and improving the health of the community at large. This effort would provide holistic solutions, embrace transportation choices and build on previous planning efforts including a Smart Growth housing study at the station under a Caltrans Sustainable Communities grant, as well as provide technical studies and community engagement needed to connect pedestrian and bike facilities (including the La Mesa Rail Trail) being planned under a regional Active Transportation Program grant.	Multimodal, Transit	X	\$176,000	RMRA
11	Sustainable Communities Competitive	City of Lemon Grove	NA	Lemon Grove Sustainable Mobility Plan	Lemon Grove	San Diego	Lemon Grove will build upon the success of Connect Main Street, an active corridor project, by planning for additional public right-of-way improvements to increase access, safety, and connectivity to schools, parks, and other community destinations by developing a Sustainable Mobility Plan (SMP). The SMP will focus on approximately 20 miles of existing roads to provide students, residents, and visitors with safer and more accessible non-motorized transportation options while improving connectivity, creating economic vibrancy, and reducing greenhouse gas emissions. The SMP will include a community outreach plan, "pop-up" events, workshops, and surveys to ensure authentic and equitable engagement of project stakeholders, especially those who will directly benefit from sustainable mobility implemented projects. The SMP will also align with the San Diego Association of Governments 2050 Regional Transportation Plan. The outcome of the SMP will be identified projects that help create a healthier, safer, and better connected Lemon Grove in conjunction with Connect Main Street.	Multimodal	X	\$276,000	RMRA
11	Sustainable Communities Competitive	City of Oceanside	NA	Oceanside Coastal Rail Trail Completion Feasibility Study	Oceanside	San Diego	The City of Oceanside will develop a Coastal Rail Trail Completion Feasibility Study that includes conceptual designs and alignments to complete and enhance the Coastal Rail Trail. The Coastal Rail Trail is a planned continuous multi-modal route that runs approximately 44 miles between Oceanside and downtown San Diego. To date the City has completed 60 percent of the trail. The Feasibility Study is needed to evaluate the southern trail extension and increase the width and capacity of the earlier 2002 built segment. The Feasibility Study will include a Public Outreach and Engagement Plan that outlines events and activities to ensure authentic and equitable engagement of project stakeholders, such as schools, community based organizations, public health, the Healthy Oceanside Coalition, the San Diego Association of Governments (SANDAG), and Caltrans. The Feasibility Study will develop strategies to design, fund, and construct the trail completion. The SANDAG 2050 Regional Transportation Plan identifies the trail as a high priority project to reduce vehicle miles traveled.	Active Transportation		\$300,000	RMRA

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11	Strategic Partnerships (FHWA SPR Part I)	San Diego Association of Governments (SANDAG)	San Diego County Regional Airport Authority	Complete Corridor Air Planning: A Regional Strategy for Advanced Air Mobility Services		San Diego	The National Aeronautics and Space Administration defines Advanced Air Mobility (AAM) as "an air transportation system that moves people and cargo between places." However, to date, a clear and integrated approach to planning for AAM services does not exist. While Caltrans recently adopted the California Aviation System Plan 2020, which acknowledges the potential impact of AAM on the transportation industry, clear policy direction and guidance for local governments on the deployment and integration of these services remains unclear. To better prepare for the increasing use of these new technologies SANDAG is partnering with the San Diego County Regional Airport Authority to develop a regional strategy for AAM Services. Major deliverables for the project include a comprehensive strategy that will identify early opportunities to plan, design, and test AAM services and ultimately prepare the region for widespread deployment that aligns with local, regional, and state policy objectives.	Aeronautics, Freight		\$400,500	FHWA SPR Part I
11	Strategic Partnerships Transit (FTA 5304)	San Diego Association of Governments (SANDAG)	Metropolitan Transit System; City of San Diego	On the Move: Innovative Transit Priority Solutions for Complete Streets	San Diego	San Diego	"On the Move" seeks to accelerate and optimize the implementation of transit priority treatments and first and last mile complete streets improvements in the city of San Diego to improve the safety, accessibility, and efficiency of mobility in our communities. The project will use tactical urbanism – community-led short term, low-cost, and scalable interventions – to provide benefits to people walking, biking, and taking transit particularly in disadvantaged and vulnerable communities. "On the Move" will leverage SANDAG's Working Groups to engage members of underserved communities and those whose mobility needs are frequently overlooked or unsolicited when designing and implementing a transportation network. The project will examine gaps in the transportation network to identify corridors with opportunities to address transit delay and access. Through best practice research and community engagement, the project will develop recommendations for quick build (0-2 years) and near term (2-5 years) improvements within PICs that will enhance the mobility and safety for transit riders and roadway users of all ages and abilities. "On the Move" will develop an implementation plan to pilot tactical urbanism projects (near 30 percent design) that improve transit reliability and access along a PIC, providing the region with a valuable immediately actionable case study.	Transit		\$442,650	FTA 5304
11	Strategic Partnerships Transit (FTA 5304)	San Diego Association of Governments (SANDAG)	San Diego Metropolitan Transit System	Automated Passenger Counting (APC) Performance Monitoring Dashboard		San Diego	SANDAG seeks to modernize how we collect, analyze, and make available transit ridership data through our Automated Passenger Counting (APC) Performance Monitoring process. The region collects ridership data using automated, on-board technology that counts passengers. The project will develop an live online dashboard that automates the collection and analysis of data and displays it in a meaningful way that can be accessed by SANDAG, the regional transit operators, local jurisdictions, and the public. The dashboard will ensure data integrity and transparency and allow the public to actively engage in the planning process. This project will draw on California Integrated Travel Project's experience with passenger counting technologies to design a dashboard that meets the unique data, reporting, and planning needs of the San Diego region and equips our transit operators, elected officials, and community members alike with the knowledge necessary to make informed decisions about their communities.	Data, Transit		\$300,000	FTA 5304
11	Sustainable Communities Competitive Technical	San Diego Association of Governments (SANDAG)	County of San Diego	San Diego Regional Zero-Emission Vehicle Incentives Program		San Diego	SANDAG, in partnership with the County of San Diego, proposes to research, design, and establish a Regional Zero-Emission Vehicle (ZEV) Incentive Program to accelerate adoption of 100,000 battery electric and fuel cell electric vehicles in the region. This program will prioritize social equity by making ZEVs more accessible to low- and moderate-income (LMI) households. Program deliverables include: Existing conditions assessment of vehicle incentive programs and market conditions; Community engagement and social equity plan to increase awareness of ZEV ownership in Disadvantaged Communities, and learn what program elements are needed to enable significant participation by LMI households; Incentive program strategy that explores partnership opportunities with state, utility, air district, and other Metropolitan Planning Organization's programs; Implementation plan to quickly progress from strategy to program launch. Findings from this planning effort will equip the San Diego region with the tools and resources needed to launch an incentive program that prioritizes access for LMI households.	Technical, Zero Emissions	X	\$399,000	FTA 5304

FY 2022-23 Sustainable Transportation Planning Grant Program
Award List

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12	Sustainable Communities Competitive	City of Yorba Linda	NA	Yorba Linda-Placentia Multi-Agency Active Transportation Plan	Placentia Yorba Linda	Orange	The City of Yorba Linda (lead agency), the City of Placentia, and the Placentia-Yorba Linda Unified School District will collaborate to develop a comprehensive Active Transportation Plan (ATP) that incorporates identified bicycle and pedestrian improvements, Safe Routes to School and multi-use trail plans. This planning effort will provide a clear, actionable strategy to promote walking/bicycling as a part of healthy lifestyles, reduce bike/pedestrian-involved collisions, and decrease transportation-related pollution. The ATP Plan will result in recommended infrastructure/non-infrastructure projects/programs that reflect engineering best practices, rigorous data analysis, and extensive stakeholder engagement.	Active Transportation	X	\$359,809	RMRA
12	Sustainable Communities Competitive	Orange County Transportation Authority (OCTA)	NA	Countywide Transportation Demand Management (TDM) Strategic Plan		Orange	This Countywide TDM Strategic Plan (Project) will reduce single-occupancy vehicle usage, vehicle miles traveled, and greenhouse gas emissions and maximize benefits to disadvantaged communities. OCTA will collaborate with stakeholders to develop a vision for an integrated suite of mobility and accessibility services, complementary amenities and programs, and technologies that bridge local and regional needs with capital-, program-, and policy-based solutions. Project will provide a "Toolbox" of TDM strategies to address Orange County's unique transportation needs with strengths, weaknesses, costs, coordination needs, and complementary policies/strategies for varying opportunity corridors, zones, or other means of segmentation. TDM strategies will be recommended that address the challenges in each opportunity area along with Action Plans to advance the recommended strategies. The strategies will be incorporated into OCTA's Long-Range Transportation Plan and the Regional Transportation Plan and Sustainable Communities Strategy as appropriate.	Multimodal, TDM	X	\$150,000	RMRA

*Fund Source

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