

**FY 2018-19 Caltrans Sustainable Transportation Planning Grants
Sustainable Communities
Award List**

<i>District</i>	<i>Applicant</i>	<i>Sub-applicant(s)</i>	<i>County</i>	<i>Project Title</i>	<i>Project Description</i>	<i>Grant Amount</i>	<i>Fund Source</i>
1	Lake Area Planning Council	NA	Lake	Eleventh Street Corridor Multi-modal Engineered Feasibility Study	The proposed study will analyze transportation alternatives along the Eleventh Street corridor within the City of Lakeport. Expanding on a recent City prepared right-of-way evaluation, it will examine costs and options for Complete Street improvements with a focus on expanding multi-modal use and improving safety for non-motorized and transit dependent users of the corridor. Improvements along the subject corridor, which is one of the City's primary east-west arteries to the downtown and lakefront areas, would be consistent with several goals and policies of both the Lake County Regional Transportation Plan and the California Transportation Plan regarding multi-modal facility needs, accessibility and safety.	\$147,664	SHA
1	Lake Area Planning Council	NA	Lake	Highway 20 Northshore Communities Traffic Calming Plan and Engineered Feasibility Study	Along the northern shore of Lake County's Clear Lake, State Route 20 serves a dual role as an interregional thoroughway as well as a "Main Street" through several unincorporated towns, with roadside recreational and commercial uses playing a large role in their day to day activities. The proposed project will analyze current conditions and formulate traffic calming projects including bicycle, pedestrian and transit friendly options intended to improve the attractiveness and overall livability of the area. Input from County, Caltrans and Tribal government representatives, along with a series of community workshops, will be used to develop prioritized lists of improvements.	\$148,199	SHA
2	Lassen County Transportation Commission	NA	Lassen	State Route 36 Complete Street and Safe Mobility Study	The SR 36 Complete Street and Safe Mobility study will analyze multimodal mobility, safety, and revitalize the local economy. The study extends 2.5 miles from Harris Drive to Riverside Drive. The study is designed to re-integrate Main Street back into the community by translating the locally-developed Susanville Main Street Revitalization Plan into a vision that is consistent with Caltrans policies and standards. Context-sensitive enhancements and multimodal options will be evaluated to improve safety and efficiency for a range of users, including pedestrians, bicyclists, and drivers. The result will be a list of priority projects and funding plan for implementation.	\$177,100	RMRA (SB1)
2	Paskenta Tribe of Nomlaki Indians	NA	Tehama	Paskenta Band of Nomlaki Indians Long Range Transportation Plan	Completion of a long range transportation plan for the Tribe while working with Caltrans, City of Corning, Bureau of Indian Affairs, and Tehama County for the surrounding California area. Begin July, 2018 and complete in 24 months. The study will be the foundation of planning as the undeveloped area around the Tribe grows with needs for planning not only for access, but safety, economic, and incorporation of future technological developments in cleaner modes of transportation such as electric vehicles and providing charging for these vehicles. Caltrans' funding and expertise will help with bringing Caltrans and Tribe into a planning partnership to build a more sustainable community.	\$123,520	RMRA (SB1)
3	City of Citrus Heights	San Juan Unified School District	Sacramento	Carriage Drive and Lauppe Lane Safe Schools Corridor Plan	The Carriage Drive & Lauppe Lane Safe Schools Corridor Plan will address challenging school related transportation conditions along a one mile residential collector providing access to three schools and connecting Antelope Road and Auburn Boulevard. The Plan includes evaluation of operational issues and egress/ingress locations within on-site school facilities. The City of Citrus Heights and San Juan Unified School District will collaborate to effectively manage the Plan development which will include robust community engagement to define community based solutions and improve safety for all users. The Plan will begin in October 2018 and be complete by February 2021.	\$196,000	SHA
3	City of Citrus Heights	NA	Sacramento	Citrus Heights Multi-Modal Transportation Safety Program	The Multi-Modal Transportation Safety Program will identify treatments, complaint guidelines and a methodology to evaluate, prioritize and implement countermeasures to address neighborhood safety concerns utilizing a Complete Streets framework. Existing traffic safety data, collision trends, traffic patterns and feedback from a robust community engagement effort will inform the process. A final list of prioritized countermeasures and projects recommended for implementation will be developed. Managed by the City's Transportation Advisory Committee (Engineering, Police, Public Works and Fire), the Program will encompass the entirety of the City. Program development will begin in October 2018 and be complete in February 2021.	\$180,000	RMRA (SB1)
3	City of Sacramento	NA	Sacramento	Stockton Boulevard Complete Streets Plan	The City of Sacramento proposes a multimodal complete streets analysis informed by the voices of an ethnically and socioeconomically diverse community of residents, business and property owners, and other stakeholders for a 4-mile stretch of Stockton Boulevard from Alhambra Boulevard to 47th Avenue. The goal of the plan is to solidify a common vision to transform a high injury corridor characterized by blight that connects some of the most disadvantaged neighborhoods and challenged business districts in the city to the primary employment center in the downtown core into a safe and economically vibrant multimodal option for commuting, commerce, and reinvestment.	\$354,120	RMRA (SB1)
3	City of West Sacramento	NA	Yolo	West Sacramento Mobility Action Plan	The Mobility Action Plan will advance city-wide Smart Mobility education and project implementation by leveraging the state's Smart Mobility Framework and Smart City principals. The Plan will include extensive stakeholder outreach; develop equitable multi-modal "Mobility Hub" locations through conceptual design; prioritize key enabling projects (both near- and long-term) to integrate new mobility and technology (including shared, electric, connected, and autonomous vehicle infrastructure); and position top-ranked projects for funding/implementation. The goal is to jumpstart innovative mobility pilots, partnerships and projects that increase safe active, linked multi-modal trips, directly supporting improved community health outcomes, reduced VMT/GHG, and progress toward regional/State climate goals.	\$248,226	RMRA (SB1)

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3	Placer County Department of Public Works and Facilities	NA	Placer	Placer County Resort Triangle Transportation Plan	Placer County proposes a vision and implementation plan for a cohesive multi-modal transportation system in the Tahoe Resort Triangle of Placer County. A comprehensive Resort Triangle Transportation Plan (RTTP) would integrate multi-modal opportunities along the three main transportation corridors of the Resort Triangle including State Routes, 28, 89 and 267, encompassed within the boundary of Placer County, east of the Sierra Nevada summit. Additional efforts will be made to reach out to partners for development of and collaboration on advanced regional principles to promote a coordinated and advanced path for the future of this area. Placer will closely partner with TRPA, SACOG, the Town of Truckee, private stakeholders, the League to Save Lake Tahoe, local businesses and private land owners; among many others. Major Milestone of the plan include stakeholder engagement and community collaboration, coordination of all existing efforts towards a multi-modal system, development of four key technical studies, and preparation of a concise implementation plan.	\$600,000	RMRA (SB1)
3	Sacramento Area Council of Governments	Local Government Commission; Portland State University	El Dorado Placer Sacramento Sutter Yolo Yuba	Rural Downtown/Main Street Planning in the SACOG Region	This is a collaborative project of SACOG and its rural communities. It will provide a cost-effective, two-year planning assistance program focused on rural town centers. Through a partnership with Portland State University and the Local Government Commission, SACOG will help up to 12 jurisdictions plan for streetscape and active transportation improvements and infill/land uses to bolster the vitality of their rural Main Street, downtown core, or town center. Implementation of the resulting recommendations will benefit residents and businesses, address visitor traffic, support rural infill and economic development, reduce VMT and GHG emissions, and preserve and strengthen our region's unique rural communities.	\$274,939	RMRA (SB1)
3	Sacramento Regional Transit District	NA	Sacramento	High Capacity Bus Corridor Study for the Capital Region	In collaboration with cities and stakeholders throughout its service area, SacRT will conduct a planning study for high capacity bus service to augment existing light rail and local buses; to serve disadvantaged communities; to increase transit ridership across the region; and to reduce car usage and GHG emissions. The objective is to develop concept plans for a starter network of three bus routes, that provide fast, frequent, reliable cross-town service. The routes will be incorporated into SacRT's 5-year Short Range Plan. Note that SACOG's 2016 MTP/SCS included eleven Hi-Bus projects.	\$265,590	FTA 5304
3	Town of Truckee	NA	Nevada	Transit Center Relocation Feasibility Study	The Transit Center Relocation Feasibility Study (Project) will determine a preferred site for relocation of the existing undersized, multi-modal transit center in Truckee. The existing overcapacity center creates safety issues for transit providers and users, traffic congestion and cannot accommodate increased transit services. The Project will commence in October 2018; completion by December 2020. Project partners will include residents, regional employers, social service agencies, commercial transit providers, and regional transit partners (Placer County), disadvantaged and transit-dependent residents. The Project will result in site selection and ultimately construction of a new transit center meeting existing and future multi-modal regional transit needs.	\$88,530	RMRA (SB1)
3	Yolo County Transportation District	NA	Yolo	YCTD Comprehensive Operational Analysis	The YCTD Comprehensive Operational Analysis (COA) is a partnership between YCTD, Caltrans, and YCTD member jurisdictions. Project start: October 2018. Project end: April 2020. Major milestones: project kickoff; completion of data collection; completion of public outreach; completion of YCTD innovative service and fuel impact reports; adoption of final COA. The project service area includes the cities and communities within Yolo County, and cities Vacaville, and Sacramento. The YCTD COA project is necessary to ensure an objective "blueprint" for near-term service recommendations aimed at increasing transit ridership, innovative and effective mobility strategies, and system-wide service modifications/enhancements.	\$132,793	RMRA (SB1)
4	Bay Area Rapid Transit District	TransForm	Alameda Contra Costa	Sustainable Access Strategy for BART's Transit-Oriented Development Program	BART and TransForm will collaborate to create a new strategy for implementing multimodal station access, piloted at BART's transit-oriented development (TOD) projects at Lake Merritt (Oakland) and El Cerrito Plaza stations from 2018 to early 2021. The project will engage the community and identify solutions to parking overflow, station access and gentrification concerns, and share lessons with other agencies. This project will ensure BART uses TOD to move towards sustainable active transportation choices incorporating innovations in mobility to serve BART patrons, disadvantaged communities and new residents/workers. As projected in Plan Bay Area, this will help the region meet housing, transportation and climate goals.	\$500,117	FTA 5304
4	City of Oakland Department of Transportation	NA	Alameda	Grand Avenue Mobility Plan	The Grand Avenue Mobility Plan will identify an implementable project concept that will enhance transit performance and improve pedestrian and bicyclist safety and comfort along Grand Avenue in Oakland. The Plan will be led by the Oakland Department of Transportation in direct partnership with AC Transit. The plan will demonstrate an equity-driven approach to transportation planning and innovative community engagement. The Plan will support city and state goals to increase mobility, decrease automobile dependency, increase transit ridership, improve air quality, reduce collisions, and improve access for vulnerable communities.	\$442,650	RMRA (SB1)
4	City of Richmond	Bike East Bay	Contra Costa	City of Richmond Ferry to Bridge Complete Streets Plan and Project Prioritization	The City of Richmond wishes to retain a qualified consulting firm to prepare a complete streets plan with help of sub-applicant Bike East Bay to provide safe, welcoming and community-supported bicycling and walking connections with the new Richmond-San Francisco Ferry Terminal and Richmond-San Rafael Bridge Bay Trail to open this year. Through interactive outreach to stakeholders, the plan will include closure of critical gaps in the San Francisco Bay Trail and Richmond Greenway and other pathway improvements for linkages with Disadvantaged Communities, schools, employment, recreational and cultural sites. See Attachments 1 & 2 for the project area.	\$276,468	RMRA (SB1)

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4	Contra Costa Transportation Authority	NA	Contra Costa	Accessible Transportation Strategic Plan	The Plan is an assessment of accessible transportation, includes a range of impacted organizations and people, and implements local and regional plans. The Plan is critical because services to the vulnerable target population are rapidly being compromised by rising costs, demographic shifts, and decreasing public health. The Plan includes expansive outreach and has three tasks: 1) Study of existing, individual programs with recommendations. 2) Study of alternative countywide system designs with alternatives presented to: elected officials, staff, passengers, advocates, and the public with a preferred alternative identified. 3) Presentation (for approval) of a phased implementation plan for the consensus design.	\$340,000	SHA
4	County of San Mateo	NA	San Mateo	Unincorporated San Mateo County Bicycle and Pedestrian Master Plan	The Unincorporated San Mateo County Bicycle and Pedestrian Master Plan (BPMP) will be a first for the County, focusing on proactively planning bicycle and pedestrian improvements at a time when collisions are on the rise, similar planning efforts are underway in communities throughout the County, and additional transportation funding may soon be available. The BPMP will be developed through extensive public outreach to determine corridors of countywide significance and the needs of unincorporated communities to find solutions to fill gaps in the transportation network, support facilities, and programs. The project will begin October 2018 and be completed by April 2020.	\$228,820	SHA
4	Metropolitan Transportation Commission	World Institute on Disability	Alameda Contra Costa Marin Napa San Francisco San Mateo Santa Clara Solano Sonoma	Sustainable Communities and Climate Resilience for People with Disabilities	This project will develop new strategies to address the specialized needs of the disability community, which is essential to creating a truly multi-modal transportation system. To achieve this goal, the project will deliver an action plan that includes recommendations for multiple regional plans, funding programs and data collection efforts, including the regional transportation plan, the Lifeline Transportation Plan, and the household travel and transit intercept surveys. The project will also create a resource book for people with disabilities and host regional forums to disseminate information and gather feedback from key stakeholders, policymakers and planners at transit and emergency preparedness agencies.	\$406,000	FY 17-18 RMRA (SB 1) Project Savings
4	Napa Valley Transportation Authority	NA	Napa	Imola Avenue Complete Streets Corridor Improvement Plan	The Imola Avenue Complete Streets Corridor Improvement Plan will provide the framework and recommendations for the transformation of a crucial east/west transportation corridor from a vehicle-centric arterial to a Complete Streets Multimodal corridor which serves low-income AB 1550 communities, multiple schools, employment centers and retail. The project area is located at the entrance to the City of Napa Priority Development Area (PDA). The three project segments, east, central and west include the County of Napa, the City of Napa and Caltrans as stakeholders. SR 121 on the central segment connects SR 221 to SR 29.	\$250,000	SHA
4	San Francisco Municipal Transportation Agency	San Francisco County Transportation Authority	San Francisco	San Francisco Transit Corridors Study	The San Francisco Transit Corridors Study (TCS) will identify and prioritize the next generation of transit investments along key corridors in San Francisco. This plan will evaluate current and future land uses and operating environments for each corridor, identify priority projects, and develop an implementation strategy that especially supports sustainable mobility for disadvantaged communities. The project's recommendations will be evaluated in the Countywide Transportation Plan and regional Sustainable Communities Strategy. This grant is necessary to move forward the transformative projects needed to achieve our Transportation Vision and regional and statewide goals related to equity, mobility, and sustainability.	\$438,200	FTA 5304
4	Sonoma County Human Services Department, Area Agency on Aging	NA	Sonoma	Connected Communities Transportation Study	The Area Agency on Aging (AAA) will conduct a comprehensive planning initiative, the Connected Communities Transportation (CCT) Study, to identify strategies for public and private transportation service delivery that serves older adults and individuals with disabilities, prioritizing low income and geographically isolated individuals. The research, community engagement, and inclusive planning process will support the development of this initiative. Transit providers in Sonoma County report increases in para-transit demand, while services remain ill-equipped to support this growth. By identifying comprehensive solutions that increase efficiency among transportation providers, we will support independence and quality of life for our most vulnerable populations.	\$192,200	RMRA (SB1)
4	Town of Colma	NA	San Mateo	El Camino Real Bicycle and Pedestrian Improvement Plan	The Study will evaluate existing conditions along the El Camino Real from Daly City to South San Francisco, address bicycle and pedestrian infrastructure and connectivity deficiencies, and develop a Plan for improvements along ECR. This Plan will improve transit connectivity, increase bicycling and walking, reduce GHG and VMT. The Plan will include Vision Zero strategies with an emphasis on increasing safe, healthy, equitable mobility for all ages, abilities and incomes. It will engage local community, disadvantaged communities, neighboring cities and Caltrans in decision making process. The final Plan will include an implementation strategy, design concept, funding sources, partnerships and programs.	\$199,192	RMRA (SB1)
4	Tri-Valley San Joaquin Valley Regional Rail Authority	NA	Alameda San Joaquin	Altamont Rail Connection Feasibility Study	The TVSJVRRA will conduct a study to comply with the AB 758 mandated Feasibility Report. The Project will develop the basis for investments necessary to establish rail connectivity between BART and ACE, providing direct service connections, and serving mega-regional and State goals for inter-connectivity. The Feasibility Report includes several components: Project Definition; Project Feasibility; Project Phasing; Project Delivery; Funding/Financial Plan; Identification of Entities to Deliver, Operate Service; Proposed Schedule. The Feasibility Report will present results and conclusions supporting the recommended locally preferred service (LPS) selected by the TVSJVRRA, stakeholders, local decision makers, and public for delivery by July 2019.	\$750,000	SHA

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5	City of Hollister	NA	San Benito	Complete Streets Plans to Remove Safety and Cultural Barriers for Transitioning Neighborhoods	The City of Hollister proposes to retain a consultant to prepare complete street plans on four interconnected roads - Buena Vista Road, Santa Ana Road, Meridian Street and Memorial Drive, to address structural challenges to mobility with the road network and to reframe emerging challenges from equity and displacement issues associated with infill residential growth in a rural-agricultural based economy dwarfed by a neighboring first-world economy. Emerging issues to be examined in the plan include 1) connection of Buena Vista and Santa Ana Roads from infill housing; 2) gap closure on Memorial Drive from a pending annexation; 3) pedestrian gap closure at the Meridian- Fourth railroad crossing; 4) agricultural commodity movement ; 5) context sensitive design of Class II bike lanes on all corridors based adopted RTP; 6) shade for climate resiliency; 7) future transit connections; 8) improved pedestrian mobility; 9) social equity.	\$259,768	RMRA (SB1)
5	City of Paso Robles	Local Government Commission	San Luis Obispo	Niblick Road Complete and Sustainable Streets Corridor Plan	The Niblick Road Complete and Sustainable Streets Plan will identify strategies to transform this auto-dominated arterial into a high quality multi-modal corridor. An extensive and inclusive public engagement charrette will be deployed to assess the needs of community members of all ages, ability and income, and develop community-driven solutions to improve safety and mobility for all travel modes. The outcome will include short and long-term designs for roadway, sidewalk, bicycle and transit connectivity and access, which will help reduce vehicle trips and GHGs. It will also include opportunities for innovative greening strategies to reduce storm water and heat island impacts.	\$212,472	RMRA (SB1)
5	City of Santa Maria	NA	Santa Barbara	Santa Maria Active Transportation Plan	The project will develop a comprehensive plan that facilitates the design and implementation of a bicycle and pedestrian network that will provide safe, affordable, and accessible transportation alternatives to the community. The project will analyze current conditions, seek input from the public and stakeholders to fully understand existing and future active transportation needs, and recommend projects strategic to creating a healthier and more vibrant Santa Maria. The resulting plan will be crafted to enable swift implementation of pedestrian and bicycle facilities including safer routes to schools to increase walking and bicycling and align with RTP/SCS and CTP 2040 goals.	\$296,700	RMRA (SB1)
5	City of Scotts Valley	Ecology Action	Santa Cruz	Scotts Valley's Get Everyone Moving Plan	With large developments and growth on the horizon, the City of Scotts Valley wants to grow safe active transportation opportunities for its residents and visitors. The Scotts Valley Get Everyone Moving Plan will identify current barriers to safe biking and walking while guiding future development. Community involvement is central to the plan's development and implementation. The plan will describe mode splits, identify hazards and recommend a list of prioritized infrastructure and non-infrastructure interventions to grow active transportation thereby supporting state and local goals of reducing greenhouse gas emissions while fostering livable communities, healthy transportation, and public involvement in transportation planning.	\$175,000	RMRA (SB1)
5	Santa Barbara County Association of Governments	Santa Ynez Band of Chumash Indians	Santa Barbara	Santa Ynez Valley Traffic Circulation and Safety Study	This study will comprehensively assess and identify improvements for the multi-modal transportation needs of the Santa Ynez Valley which is primarily served by state highways SR 154, SR 246, and US 101. These highways handle increasing demand from regional, tourist, and local trips, while simultaneously serving as "Main Street" for the cities and communities in the Santa Ynez Valley. As such, there are competing demands on the highway network from passenger vehicles, transit, trucks, cyclists, and pedestrians. The circulation and safety study will identify existing system inefficiencies and solutions to accommodate the changing demographics and diverse needs into the future.	\$300,000	RMRA (SB1)
6	City of Chowchilla	NA	Madera	Chowchilla Multimodal Transportation Implementation Plan (MMTIP)	The citywide MMTIP will combine five transportation planning studies and extensive community outreach to create a prioritized list of transportation improvement projects necessary to increase accessibility to destinations in the city and to transit, and to reduce VMT. The plan will address active modes of transportation, motor vehicles, coordinate with trains and public transit -- even access to the municipal airport. With two state highways (99 and 233), the Union Pacific Railroad main line, HSR, and the airport involved, there are many connections to regional and state transportation planning efforts.	\$150,000	RMRA (SB1)
6	City of Parlier	NA	Fresno	Parlier Traffic and Safety Enhancement Plan with Land Use Update	The City of Parlier seeks to develop a Traffic Calming Safety Enhancement Plan with Land Use Updates to address challenging transportation conditions, such as excessive speed, irregular intersections, and accident prone areas. Manning Ave runs directly through the city with traffic at high speeds. Since 2005, there have been 11 fatalities; 3 were pedestrian accidents with one being a child as he walked to school. The plan will evaluate existing conditions, identify accident "hot spots" and study specific areas of concern, mainly Manning Ave and school routes. The plan will also update the land use on Manning Ave, so the city can grow in a sustainable manner. The plan will include community and key stakeholder input.	\$221,326	RMRA (SB1)
6	Fresno Council of Governments	Fresno County Rural Transit Agency	Fresno	Fresno County Regional Electric Vehicle Charging Infrastructure Network Plan	Fresno COG and Fresno County Rural Transit Agency will conduct an assessment of the region's public and transit electric vehicle charging infrastructure. The Regional Electric Vehicle Charging Infrastructure Network Plan requires robust public engagement to develop a coordinated plan connecting the region to the statewide network, map current and planned chargers, provide prioritized site locations and identify funding for future deployment of chargers in Fresno County. Strategic regional planning will help to avoid conflicts with a duplicate or lack of charging sites and ensure that disadvantaged communities receive an equitable benefit in accessing charging infrastructure.	\$159,291	RMRA (SB1)

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6	Kern Council of Governments	California Bicycle Coalition Education Fund	Fresno Kern Kings Madera Merced	Active Transportation Connectivity Planning and Bike Sharing for Disadvantaged Communities	Kern Council of Governments will partner with the California Bicycle Coalition, Caltrans, the High Speed Rail Authority, the City of Bakersfield, and other cities and COGs in the San Joaquin Valley initial construction segment corridor to ensure excellent active transportation station access, relying on these strategies: 1) planning a connected, low-stress bicycle network within 3 miles by bike; 2) conduct station access walking inventory in Bakersfield; 3) recommending bike parking improvements in and near stations; 4) evaluate bike share opportunities for the City of Bakersfield and make recommendations; 5) evaluate inter-city bicycling connections along the corridor.	\$405,933	RMRA (SB1)
7	Antelope Valley Transit Authority	NA	Los Angeles	Strategic Plan for Integrated Transportation in the Antelope Valley	AVTA, with Cities of Lancaster and Palmdale and County of Los Angeles, will develop a Strategic Plan for Integrated Transportation in the Antelope Valley to advance strategies and identify action steps that: Improve health indicators by partnering with healthcare providers to integrate non-emergency medical transportation into regional healthcare planning and AVTA services. Improve the communities' overall sustainability by identifying best practices and developing an implementation plan for Palmdale and Lancaster to integrate transportation into all aspects of jurisdictional planning and evaluation of proposed development projects. Improve access to multi-modal transportation services especially in disadvantaged areas, while reducing green-house gases.	\$239,961	RMRA (SB1)
7	City of Glendale Community Development Department	NA	Los Angeles	West Glendale Sustainable Transportation and Land Use Study	This project will prepare complete streets and land use studies within SCAG HQTQ designated areas in the West Glendale Community Plan area and will help guide policy change and infrastructure upgrades aimed at improving multi-modal safety, increasing equity of access to the area's significant destinations, and encouraging land uses that support reducing vehicle miles traveled and greenhouse gas emissions. The community-driven Study will build off a robust outreach program empowering community members, stakeholders, and relevant agencies. Key components of the Study will include a protected bike lane feasibility study on Glenoaks Boulevard, land use concepts, and implementation measures.	\$300,000	SHA
7	City of Longbeach Development Services, Planning Bureau	NA	Los Angeles	Uptown Long Beach Neighborhood Mobility Enhancement Plan	The Uptown Long Beach Neighborhood Mobility Enhancement Plan will capitalize on progress made during the City's Land Use Element update, to make Uptown more livable, resilient, healthy, and connected. The planning process will build community capacity to identify and develop solutions in a sustainable manner via a neighborhood empowerment framework that addresses safety and eliminates barriers to active transportation. It will be informed by youth, community input, demonstration projects and technical reports related to housing, infrastructure, and access/connectivity. The project will generate a prioritized list of infrastructure projects and programs, conceptual designs, and financing strategies for the City to complete.	\$733,610	RMRA (SB1)
7	City of Rancho Palos Verdes	NA	Los Angeles	Peninsula-Wide Safe Routes to School Plan	The City of Rancho Palos Verdes, with the support of our neighboring cities and school districts, will develop a Peninsula-Wide Safe Routes to School Plan to benefit 18 schools serving the Palos Verdes Peninsula (enrolling close to 14,000 students). The City will hire an experienced consultant to develop the SRTS Plan framed on the six Es of safe routes to school programs (evaluation, engineering, education, encouragement, enforcement and equity). The content will be based on input from Parent Teacher Associations, open community meetings, on-line surveys, analysis of collision data, and comprehensive walking audits at each school. Countermeasures will be recommended for each school.	\$221,325	RMRA (SB1)
7	City of Rosemead	NA	Los Angeles	Rosemead Citywide Complete Streets Plan	To promote a complete transportation network that is functional, safe, and sustainable for all users, the City of Rosemead will create a citywide Complete Streets Plan. The project will conduct an evaluation of existing pedestrian/bicycle conditions and transit services; identify and analyze deficiencies; work with community to support more non-motorized travel options; and close gaps in the transportation network. The project will develop a list of projects, policies, and strategies to ensure future development provides transportation alternatives to residents; increases active modes of transportation and transit ridership; reduces GHG emissions; increases safety; reduces vehicle trips; and creates a connected Rosemead.	\$159,950	SHA
7	County of Los Angeles	NA	Los Angeles	Los Angeles County Transit-Oriented District Design Guidelines	The Los Angeles County Department of Public Works (DPW) will develop Transit-Oriented District (TOD) Design Guidelines (Guidelines) to shape and influence the development around future rail sites through a comprehensive, community-oriented, and data-driven integrated regional planning approach. These Guidelines will be developed with community input and market and economic feasibility analysis. Public Works will work closely with other County Departments, County CEO, Caltrans, and TOD communities to develop the parameters around these future sites in unincorporated County areas, most of which are in heavily disadvantaged communities.	\$325,000	SHA
7	Los Angeles Department of Transportation	Los Angeles Department of City Planning	Los Angeles	Collaborating with Communities to Build Better Bicycle Connections	Los Angeles neighborhoods connected by streets designed to move cars are stressful for people who bicycle, walk, or take transit. Children, aging adults, people with limited mobility and inexperienced bicyclists are discouraged by high vehicle speeds, lack of comfortable crossings, and other barriers to bicycling. This project will partner with community-based organizations (CBO) to identify key barriers to bicycling and walking for disadvantaged communities. Thoughtful neighborhood engagement will compliment a Level of Traffic Stress analysis to establish a needs-based project pipeline to increase safety, accessibility, and healthy outcomes. The Project methodology will support statewide VMT benefit and travel behavior research.	\$704,000	SHA

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8	City of Hesperia	NA	San Bernardino	City of Hesperia Corridor Enhancement Study	The I Avenue Corridor Enhancement Study will provide the City of Hesperia the significant opportunity to create a community vision that prioritizes safety improvements for all road users by conducting a comprehensive analysis of safety concerns, travel patterns, and infrastructure. The City has long supported the concept of complete streets, but lacks a clear analysis of the existing conditions and how to leverage improvements to impact the largest number of residents. The findings and recommendations from the Study will provide a strong foundation for actions and improvements the City of Hesperia can undertake to accomplish its goals.	\$238,146	RMRA (SB1)
8	City of Menifee, Department of Public Works	Local Government Commission; Riverside University Health System	Riverside	City of Menifee Active Transportation Plan	The City of Menifee will engage residents through multiple activities, events and platforms to prepare an Active Transportation Plan that focuses on providing key linkages between destinations in a rapidly growing and developing City. The Plan will identify priority areas for pedestrian and bicycle improvements, will recommend specific projects, and will establish priorities and cost estimates for future implementation projects. The City has expressed its full commitment to active transportation in the past, but its efforts have been hampered by the lack of a comprehensive plan to guide design and implementation of facilities for walking and bicycling.	\$258,075	RMRA (SB1)
8	City of Moreno Valley	NA	Riverside	Dracaea Avenue Neighborhood Greenway Corridor Study	This project will study and conceptualize Dracaea Avenue as a Neighborhood Greenway Corridor. Dracaea Avenue is a residential collector roadway approximately five miles in length, and provides direct connection to thirteen schools, multi-use trails, four parks, multiple quality bus stops, and two major shopping centers. The corridor study is intended to provide traffic calming strategies to enhance our safe routes to school program as well as augment the City's bicycle network, all of which will further our goals of reducing single occupant motor vehicle trips and improving safety for all roadway users.	\$154,927	RMRA (SB1)
8	City of Ontario	NA	San Bernardino	City of Ontario Active Transportation Master Plan	An Active Transportation Master Plan will set a framework for how to enhance the pedestrian and bicycle network and improve access to transit and schools for residents, employees and visitors in Ontario. It will include where facility improvements are needed, the cost and priority of these improvements, create guidelines for how and where to provide facility enhancements (e.g. pedestrian activated beacons, dual ramps at intersections, enhanced crosswalk striping, wayfinding signage, bike parking, etc.) and recommend methods and programs to increase walking and biking. The plan will layout the steps needed to achieve a mobility system that serves all users in a safe and efficient manner.	\$400,000	SHA
8	County of Riverside	NA	Riverside	Riverside County Highway 74 Multi-Modal Transit Plan	Develop a Multi-Modal Transit Plan for the Highway 74 unincorporated corridor from Lake Elsinore to Perris. Low-income communities along this route face significant barriers to mobility including limited transportation infrastructure, lack of pedestrian and bicycle access to transit and community resources, and limited transit. Through robust community engagement and a participatory design process, the County will develop a plan that meets the needs of the community, is technically feasible, and meets regional goals in the RTP/SCS, including reducing VMT. Partners: Caltrans, Metrolink, RCTC, RTA, Riverside Public Health, the Good Hope/Meadowbrook MAC, and Highway 74 and Mead Valley Planning Area communities.	\$133,000	RMRA (SB1)
8	Western Riverside Council of Governments	NA	Riverside	CAPtivate 2.0: Western Riverside Council of Governments Subregional Climate Action Plan Update	Update the Western Riverside County (1.8 million population) Subregional Climate Action Plan, which has baseline data and goals dating back to 2010. Caltrans funding will update the transportation and land use elements. Partners include all 19 WRCOG member jurisdictions, including Riverside County, as well as Clean Cities Coalition, Riverside County Public Health, Inland Empire Biking Alliance, and SCAG. Project is necessary to ensure the subregion meets GHG reduction goals for the next 10 years. Major milestones: comprehensive community engagement, updating and/or creating new GHG inventories, establishing new GHG reduction measures, and Plan adoption.	\$344,900	RMRA (SB1)
9	Town of Mammoth Lakes	NA	Mono	Mobility Hub Study and Program	The Mobility Hub Study and Program plans for mobility hubs in the North Village, Main Street (SR 203), and Old Mammoth Road commercial corridors. The project will evaluate existing conditions, estimate demand, plan for district parking with coordinated transit stops and facilities for bicyclists and pedestrians, and produce policies for implementation. Applying principles from complete streets and the Smart Mobility Framework, the long-term objective is increased multimodal transportation use, reduced greenhouse gas emissions, and intensification of residential and commercial uses in commercial zones. The project will integrate with the Regional Transportation Plan, the Housing Element Update, and Adaptation Planning Grant.	\$176,086	RMRA (SB1)
10	City of Los Banos	NA	Merced	State Route 152 Specific Plan	The City proposes to procure a qualified planning consultant to assist with the development of a specific plan for the SR-152 transportation corridor within the City Limits. The plan's emphasis will be the development of a balanced corridor while addressing the congested downtown area and identified corridor deficiencies. The final planning document will provide the City and Caltrans with publicly vetted corridor improvements that address the Disadvantaged Community's non-motorized, transit, and motorized transportation needs within the corridor. The document will also outline potential State and Federal funding sources (ATP, CMAQ, STBG, CDBG, etc.) that can be used for project implementation.	\$221,325	RMRA (SB1)

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10	Mariposa County Local Transportation Commission	NA	Mariposa	Mariposa Creek Parkway Master Plan	The Mariposa Creek Parkway Master Plan will plan a 4-mile, linear, off-street multi-use active transportation facility, fully integrated with: 1) existing and planned Parkway segments I-III located within the Town of Mariposa and local and regional recreation trails; and 2) planned Transportation Center (FY2017-18) facilities. The project, envisioned by the Mariposa Town Plan, parallels the Mariposa Creek from the Fairgrounds on Hwy 49S to the CDF facility on Hwy 49N. The Master Plan will establish how the Parkway will promote economic development, reduce vehicle miles traveled, reduce GHGs, improve accessibility, public health, natural and historical resource conservation, and safety and security.	\$230,091	RMRA (SB1)
10	San Joaquin County Department of Public Works	NA	San Joaquin	San Joaquin County Bicycle Master Plan Update	Update the County's Bicycle Master Plan which was last updated in 2010. The update will better identify current bicycling needs in unincorporated San Joaquin County and help prioritize future project implementation. Certain major bicycle grants require the local agency to have a current (less than five years old) master plan to qualify for funding. The updated Master Plan will also assist the County in future identification of potential Complete Streets implementation opportunities. The Plan Update process will evaluate over 1,600 miles of roadway in the unincorporated County.	\$240,000	RMRA (SB1)
10	San Joaquin Regional Transit District	NA	San Joaquin	Solar Energy System Roadmap	RTD proposes to create a roadmap and detailed plan to implement a solar energy system. RTD has secured construction funding through the Congestion Mitigation and Air Quality (CMAQ) program and has pending applications submitted for other funding programs. These funds will be used most efficiently by following a detailed implementation plan that will help RTD maximize the output and cost savings of the solar energy system. This roadmap will include a project phasing plan, identification of locations for charging stations, battery storage capacity and capabilities, and analysis of energy generation/storage needed to support a growing zero-emission bus fleet.	\$177,060	RMRA (SB1)
10	San Joaquin Regional Transit District	NA	San Joaquin	San Joaquin County Transit Consolidation Study	San Joaquin Regional Transit District (RTD) is proposing to conduct a transit consolidation study to analyze implications for RTD extending its regional role to operate local services within each San Joaquin city that provides transit service. The project will assess the viability and benefits of transit consolidation. The justification to support such a change would need to be based upon service quality improvements, cost savings, the sustainability of regional transit for the public benefit.	\$132,795	SHA
10	Tuolumne County Transportation Council	NA	Tuolumne	Tuolumne Active Transportation Plan	The Tuolumne Active Transportation Plan will focus on a sustainable strategic vision to increase pedestrian and bicycling trips in the region. The Plan will identify short and long term pedestrian and bicycle projects in order to improve connectivity, improve access, and prioritize funding which will require collaboration between stakeholders to ensure implementation. The Plan will evaluate safe routes to schools, close pedestrian and bicycle gaps, expand regional trails, and provide safe crossings throughout the region. This Plan will help promote economic tourism to the region and provide opportunities for residents and tourists to actively pursue a healthy lifestyle.	\$143,974	RMRA (SB1)
10	Tuolumne County Transportation Council	California Bicycle Coalition Education Fund; Alpine County Local Transportation Commission; Calaveras Council of Governments; San Joaquin Council of Governments; Stanislaus Council of Governments	Alpine Calaveras San Joaquin Stanislaus Tuolumne	Promoting Safe Bicycle Travel Opportunities for Bicycle Tourism and Economic Development	The TCTC will lead the CBC, CalaCOG, SJCOG, StanCOG and Alpine LTC in a planning effort to improve bicycle safety, enhance the region for bicycle tourism, and enhance multi-modal travel. We will examine existing bicycle corridors, identifying priority routes for improved bicycle travel, analyzing existing conditions, identifying key improvements, and identifying region-specific strategies for enhancing and promoting bicycle tourism. A robust outreach strategy will ensure that the project meets the needs of local stakeholders. A final report will detail priority projects, conceptual designs, and cost estimates, as well as next steps and funding strategies.	\$318,503	RMRA (SB1)
11	City of Calipatria	NA	Imperial	Railroad Corridor Multi-Use Bikeway Master Plan	The Calipatria Railroad Corridor Multi-Use Bikeway Plan is a refinement of the City's Bicycle Plan focusing on reducing hazards associated with the Union-Pacific Railroad. The Plan and Design Concept will enhance connectivity between the disadvantaged neighborhoods along both sides of the corridor and improve safe accessibility to the town core. The bikeway will include xeriscaping and drought tolerant tree canopy to provide shade and an inviting route to go to and from schools and parks. A sound wall will be incorporated to reduce the impact of noise on the residents next to the tracks, improving the quality of life.	\$75,250	RMRA (SB1)
11	City of El Centro	NA	Imperial	City of El Centro Land Use, Mobility and Environmental Justice Elements	The City of El Centro, with assistance from Imperial County Public Health Department, El Centro Unified School District, Imperial County Transportation Commission, and SCAG, will prepare a community-driven update to the City's Mobility, Land Use, and Environmental Justice Elements between October 2018 and April 2021. While the City embraces sustainability and GHG reductions, the current Land Use and Circulation goals and objectives unintentionally encourage suburban sprawl, promote vehicle dependency and deter multimodal activity. The City of El Centro is a disadvantaged community that would benefit significantly from expanded mobility, but is reliant on grant funding to undertake these efforts.	\$310,000	SHA
11	City of Encinitas	NA	San Diego	Rail Corridor "Cross Connect" Implementation Plan	Cross Connect will elevate the recently completed Rail Corridor Vision Study into an active implementation plan that will lead to safer connectivity throughout the rail corridor. A prioritization process for project selection will be shared with a PDT. Staff and at public workshops. This effort will look at a list of possible "Crossings" for the rail and Highway 101 corridor. It will also review an even longer list of possible "Connections" that can serve to lead walkers and cyclists to these crossing points. Ten "Crossing" and Ten "Connection" projects will be refined. All will include cost estimates and fact sheets.	\$210,000	SHA

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11	City of Oceanside	NA	San Diego	Oceanside Safe Routes to School Plan	The City of Oceanside will develop a citywide Safe Routes to School Plan (SRTS Plan) that provides a comprehensive framework for safer, more convenient walking and bicycling options for Oceanside school children, their families, and the residents around the 23 schools in the Oceanside Unified School District. The SRTS Plan development, completed from October 2018 to February 2021, will involve robust community engagement including walk audits, pilot projects, and stakeholder meetings. The SRTS Plan will analyze current conditions, seek public input, and recommend projects and programs tailored for each school aimed at creating a healthier, safer, and more vibrant Oceanside.	\$500,195	RMRA (SB1)
11	City of Santee	NA	San Diego	City of Santee Comprehensive Active Transportation Strategy	To improve safety, connectivity, and economic vibrancy, while reducing GHG, the City of Santee needs an active transportation system that parallels regional and state planning efforts. The City is currently without a pedestrian master plan and the Bicycle Master Plan needs to be updated. The active transportation plan, to be developed from October 2018 through April 2021, will assist in implementing the City's Mobility Element by determining: existing conditions, goals and objectives, priority projects, and implementation plan. When coupled with the city-wide Safe Routes to School Plan, all active transportation needs in the City will be addressed.	\$240,802	RMRA (SB1)
11	County of San Diego	NA	San Diego	Valley Center Road Village Corridor Concept Plan	The Project seeks to formalize a corridor access management strategy for Valley Center Road from Woods Valley Road to Cole Grade Road. This area encompasses two planned "village" developments projected by the County General Plan and Valley Center Community Plan. The villages will feature new residential and commercial development along Valley Center Road in a town center manner. The access management strategy will focus on intersection control, safe ingress and egress from minor streets, and evaluate transportation operations from a safety perspective of all road users, including people walking, biking, on horseback, and driving.	\$284,000	RMRA (SB1)
11	San Diego Association of Governments	Southern California Association of Governments; Metropolitan Transportation Commission	Alameda Contra Costa Imperial Los Angeles Marin Napa Orange Riverside San Bernardino San Diego San Francisco San Mateo Santa Clara Solano Sonoma Ventura	The Future of Mobility: Analyzing the Impact of Ride-hailing on California Communities	In 2016, California's four largest MPOs established a Future Mobility Research Program (FMRP) to collaboratively study impacts of emerging transportation technologies. The proposed project will build on the FMRP by studying transportation and social equity impacts of ride-hailing services, such as Lyft and Uber. The project will run July 2018 - December 2020 and will conduct a survey of ride-hailing activity in the San Diego, Los Angeles, and San Francisco Bay Area regions. This comprehensive outreach effort will enable MPOs to develop policies that guide these services in support of goals established for our Regional Transportation Plans and Sustainable Communities Strategies.	\$913,000	RMRA (SB1)
11	San Diego Association of Governments	City of Encinitas	San Diego	Planning for Future Coastal Rail Trail Segments in an Integrated Transportation Network	The City of Encinitas, North County Transit District, California Coastal Commission, and other project partners, will collaborate to develop a feasibility and implementation plan for the Coastal Rail Trail (CRT) segments in the City of Encinitas. This project provides conceptual alignments for safe and attractive bikeway and pedestrian facilities for all abilities, which will make biking and walking a viable mode of travel. It is a regional goal to complete these segments in the near-term phase of a larger multi-modal program of highway, rail and active transportation improvements for the North Coast Corridor.	\$265,085	RMRA (SB1)
12	City of Anaheim	NA	Orange	The Anaheim Resort Area Mobility Plan	Anaheim will use grant funding to develop The Anaheim Resort Area Mobility Plan to identify circulation and safety improvements for pedestrians, bicyclists, motorists, and transit users throughout the 1,078-acre, heavily traveled project area. Our collaborative strategy will engage employees, residents, active transportation advocacy groups, neighboring jurisdictions, transit agencies (including OCTA), Caltrans, and visitors. It will culminate in an action plan for addressing traffic patterns and increases in residents/employees/visitors, with the goal of increasing opportunities for active transportation, improving access to transit, and reducing traffic congestion, in order to reduce GHG emissions and mitigate the negative effects of climate change.	\$287,000	RMRA (SB1)
12	City of Buena Park	NA	Orange	Brea Creek Trail Gap Closure Feasibility Study	Buena Park's Brea Creek Trail Gap Closure Feasibility Study is about more than cross-town connectivity. It is about closing a major regional gap between the future OC Loop Trail along Coyote Creek and the Brea Creek Corridor Trail in Fullerton. The eastern segment of the trail will utilize the Brea Creek Flood Control right-of-way, and along the western segment of the trail various alignment options will be considered to assess whether the trail should continue along the Brea Creek Flood Control right of way, or transition to an on-street facility to connect to Coyote Creek. This study's impact will be felt by users throughout Orange County as it will improve both local and regional safety and mobility, reinforce connections to transit, reduce GHG emissions, and promote healthy living.	\$255,000	RMRA (SB1)
12	Orange County Transportation Authority	Orange County Health Care Agency	Orange	Safe Routes to School Action Plan	The Orange County Transportation Authority (OCTA) is committed to the goal of creating a countywide Safe Routes to School (SRTS) Action Plan (Plan) benefiting every school district in Orange County with SRTS improvements and activities. The SRTS Action Plan is a joint effort with the Orange County Health Care Agency (OCHCA) and will include a partnership between cities, school districts, and local community organizations to support and encourage families to safely walk, bike, and roll to school. The SRTS Action Plan will improve safety by prioritizing infrastructure improvements, transportation safety education, enforcement partnerships, and encouragement programs that will benefit families throughout the County.	\$264,000	RMRA (SB1)