

Fiscal Year 2015-2016 Caltrans Sustainable Transportation Planning Grant Awards
Pending State Budget Authority

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District	Grant Type	Grantee Sub-recipient	County	Project Title	Project Description
1	Sustainable Communities	City of Fortuna	Humboldt	Highway 101, Downtown, and Riverwalk Area Complete Streets and Connectivity Planning Study	This study will focus on the 12th Street and Kenmar crossings of Highway 101, and will include an evaluation of the existing conditions, identify design deficiencies, and will include the development of conceptual alternatives to provide multi-modal mobility and accessibility for all users with the goal of improving safety and ensuring the continued commercial viability of the Riverwalk Area. The identification of a recommended alternative from the planning study will allow the City to complete a future initial engineering study and project study report that will result in the implementation of improvement projects at both interchanges.
1	Sustainable Communities	City of Willits Local Government Commission City of Willits Local Government Commission City of Willits Local Government Commission City of Willits Local Government Commission	Mendocino	Willits Main Street Corridor Enhancement Project	The City of Willits, with the Local Government Commission and other community partners, will develop a Corridor Enhancement Plan for the three-mile length of Main Street from the southern to the northern city limits in preparation for the impending Caltrans relinquishment of the northerly segment and the conversion of the southerly portion to Highway 20. An extensive community engagement process will be deployed to generate ideas for immediate and future projects following the opening of the Highway 101 bypass. Consultants will translate community input into design concepts, assess their feasibility, and prepare a prioritized plan with cost estimates.
1	Sustainable Communities	Karuk Tribe Local Government Commission Karuk Tribe Local Government Commission Karuk Tribe Local Government Commission Karuk Tribe Local Government Commission	Humboldt	Panamnik: Orleans Town Center and Cultural Connectivity Plan Panamnik: Orleans Town Center and Cultural Connectivity Plan Panamnik: Orleans Town Center and Cultural Connectivity Plan Panamnik: Orleans Town Center and Cultural Connectivity Plan	The Karuk Tribe and Local Government Commission will use a community-driven process, including a multi-day design charrette, to develop a plan for a cohesive, active and walkable town core for Orleans residents and visitors. The plan will connect community assets through multi-modal transportation improvements, site concepts for new development, and enhancements to existing community spaces. Located on the Klamath River, at the ancient "Panamnik" Karuk village site, this remote community is economically disadvantaged; it suffers from outdated infrastructure, limited services, and high unemployment. The plan will enhance local resilience, community safety, self-reliance, ecotourism opportunities, and awareness of Karuk Tribal heritage.
1	Sustainable Communities	Lake County/City Area Planning Council Lake Transit Authority Lake County/City Area Planning Council Lake Transit Authority Lake County/City Area Planning Council Lake Transit Authority Lake County/City Area Planning Council Lake Transit Authority	Lake	Transit Hub Location Plan	This project will develop the Transit Hub Location Plan for the Lake Transit Authority. The project will involve extensive, interactive community engagement with a broad range of stakeholders to identify locations and options for a new transit hub in the City of Clearlake. A consultant team selected through a competitive process will translate community input into design concepts, assess their feasibility, and prepare a final prioritized plan and cost estimates. The new transit hub will improve inter-regional connectivity, mobility, access and safety as well as help reduce greenhouse gases.
2	Sustainable Communities	Plumas County Transportation Commission	Plumas	Plumas County Non-Motorized Transportation Plan Plumas County Non-Motorized Transportation Plan Plumas County Non-Motorized Transportation Plan Plumas County Non-Motorized Transportation Plan	The purpose of this plan is to: conduct public outreach and coordinate with partner agencies (i.e. U.S. Forest Service, tribal governments, City of Portola, Caltrans and Plumas County Health Department); provide a framework for the coordinated development of non-motorized transportation infrastructure that provides multi-modal access to the workplace, schools, health services, major activity centers, recreation facilities and public transportation; provide guidance on ways to improve and expand upon existing bicycle and pedestrian facilities while preserving and maintaining the functionality of the existing transportation network; provide guidance on the development of programs that educate and encourage residents to walk and bike safely to various destinations; provide guidance on prioritizing and funding of identified non-motorized transportation infrastructure facilities.

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2	Strategic Partnerships	Shasta Regional Transportation Agency	Del Norte Humboldt Lassen Modoc Shasta Siskiyou Tehama Trinity	Far Northern California Consolidated Goods and Freight Hub Study Northern California Consolidated Goods and Freight Hub Study Northern California Consolidated Goods and Freight Hub Study Northern California Consolidated Goods and Freight Hub Study	Public, private, non-profit, and educational stakeholders will identify and analyze barriers and opportunities to the aggregation and distribution of agriculture products in an eight-county area. The objective is to reduce 'food miles traveled' and greenhouse gas emissions generated by more than \$1 billion in annual agricultural transactions within the region. In light of funding shortfalls for capacity increasing projects and system maintenance, this project seeks to optimize throughput on existing transportation facilities and leverage private sector investment. Data collection and travel demand modeling will quantify the impact of a regional hub on transportation system performance. Results will feed business models and investment strategies.
2	Sustainable Communities	Susanville Indian Rancheria	Lassen	Susanville Indian Rancheria Long Range Transportation Plan Susanville Indian Rancheria Long Range Transportation Plan Susanville Indian Rancheria Long Range Transportation Plan Susanville Indian Rancheria Long Range Transportation Plan	The Susanville Indian Rancheria (SIR) Long Range Transportation Plan (LRTP) will clearly demonstrate the tribe's transportation needs and fulfill tribal goals by developing strategies to meet these needs. These strategies will address future land use, economic development, traffic demand, public safety, and health and social needs. Some of these needs include a road inventory, pedestrian safety, alternative transportation methods, and road maintenance. It is the SIR's intent that, once completed, the LRTP will lead to implementation and development.
3	Sustainable Communities	Butte County Association of Governments	Butte	"B There" - Butte Regional Transit Application Development and Web Update "B There" - Butte Regional Transit Application Development and Web Update "B There" - Butte Regional Transit Application Development and Web Update "B There" - Butte Regional Transit Application Development and Web Update	The project is to develop the "B There" Butte Regional Transit (B-Line) Mobile Application and update the Butte Regional Transit website in a combined effort to improve information for the public with real time traveler data. The mobile application will provide real time transit route information including location, preferred route to get to transit route and other transit related details in order to make an informed transit riding decision. The project will also update the B-Line website to ensure consistency between the mobile apps and the B Line website and to ensure they are user friendly. Comprehensive public participation will be conducted as the mobile apps and web site are developed. Increased customer satisfaction, safety, accurate real time data and increased ridership are the goals of this project in an effort to enhance the transit riding experiences.
3	Sustainable Communities	City of Orland	Glenn	Walker Street Streetscapes Plan	This project will provide the design and approval of Phase 1 improvements along Walker Street. It will include planning for selected improvements in curbs, gutters, sidewalks, Americans with Disabilities Act-compliant facilities, bike lanes, crosswalks, and landscape improvements along Walker Street between Second and Sixth Streets. A schedule needs to be created to determine and prioritize what needs to be repaired, upgraded or replaced. The plan will target higher priority uses and identify funding sources for implementation of the plan.

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3	Sustainable Communities	El Dorado County Transportation Commission	El Dorado	El Dorado County Active Transportation Connections Study El Dorado County Active Transportation Connections Study El Dorado County Active Transportation Connections Study El Dorado County Active Transportation Connections Study	The El Dorado County Active Transportation Connections Study will conduct a detailed analysis of active transportation corridors in each of the supervisorial districts of the western slope of El Dorado County to inform investments in project development, maintenance, wayfinding, safety, and innovative active transportation programs and projects. The study will utilize public outreach, performance measures, origin and destination studies, trip counters, land use, socio-economic, and greenhouse gas emission reduction information to identify projects and corridors that have community support, contribute to the sustainability of the region, are appropriate for rural community character, and are the best use of limited funding.
3	Strategic Partnerships	Sacramento Area Council of Governments City of Elk Grove Sacramento Area Council of Governments City of Elk Grove Sacramento Area Council of Governments City of Elk Grove Sacramento Area Council of Governments City of Elk Grove	Sacramento	Elk Grove Multimodal Station Feasibility Study Elk Grove Multimodal Station Feasibility Study Elk Grove Multimodal Station Feasibility Study Elk Grove Multimodal Station Feasibility Study	The project will consist of a feasibility study that will consider the location of and impacts from a multimodal station in the City of Elk Grove. Specifically, this study will help to quantify potential reductions to commuter automobile traffic traveling in and out of the Sacramento region via the State Route 99 freeway corridor. Also, this study will help to identify how a multimodal station will capitalize on existing transit opportunities, via Amtrak San Joaquin, etrans, and Sacramento Regional Transit, and enhance transit modal choices for the City's residents and commuters traveling to employment and economic centers throughout the region.

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		Riverside		
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3	Strategic Partnerships	YubaAlameda	Interagency Household Travel Survey Program	The Interagency Household Travel Survey Program is a project of the Sacramento Area Council of Governments, Metropolitan Transportation Commission, Southern California Association of Governments, and San Diego Association of Governments to develop collaboratively a household travel survey instrument and implementation program. The goal is long-standing cooperation to develop and maintain consistency of household travel surveys across regions, take advantage of economies of scale for design, testing, surveying and maintenance costs, assess promising new technologies for surveying, and capitalize on the expertise of the four Metropolitan Planning Organizations and Caltrans toward furthering surveying practice in the state.
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		Ventura		
		Yolo		
		YubaAlameda		
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3	Sustainable Communities	WALK District Sacramento	Sacramento	Sacramento Gateway Transit Center Project. Master Plan for the Watt and Interstate 80 Transit Center	The Watt/I-80 Transit Center is a multi-modal/multi-story hub and gateway along the northeast Interstate 80 corridor of Sacramento County with plans of eventual service expansion. The project will develop improvements to the pedestrian environment on Watt Avenue and accessing the station, re-think how the multi-modal transit center can be optimized, and evaluate overall bike/pedestrian connectivity. The goal will be to enhance passenger safety, comfort, convenience, health and mobility in order to increase transit ridership. Sacramento Regional Transit will take a context-sensitive approach to create a sustainable vision for this public realm, identify innovative solutions and develop an implementation strategy.
		WALK Sacramento Regional Transit District		Master Plan for the Watt and Interstate 80 Transit Center	
		WALK Sacramento Regional Transit District		Master Plan for the Watt and Interstate 80 Transit Center	
		WALK Sacramento Regional Transit District		Master Plan for the Watt and Interstate 80 Transit Center	
3	Sustainable Communities	Yolo County Transportation District	Yolo	Yolo County Transportation District Transportation Planning Internship Program	This project allows university students to gain important transportation planning experience and knowledge. The experience allows the interns to bridge the gap between classroom theory and real world problem resolution. The program is designed to give students the opportunity to work in a pre-professional position while still actively pursuing their academic goals. The internship program also allows the agency to increase both the quality and depth of the planning and implementation of transportation projects. Interns, with guidance, complete important research and analysis which betters the Sacramento region's transportation system.
		Yolo County Transportation District	Yolo	Yolo County Transportation District Transportation Planning Internship Program	
		Yolo County Transportation District	Yolo	Yolo County Transportation District Transportation Planning Internship Program	
		Yolo County Transportation District	Yolo	Yolo County Transportation District Transportation Planning Internship Program	
4	Strategic Partnerships	Metropolitan Transportation Commission	Alameda	Improving Goods Movement and Industrial Lands Access and Efficiency in Northern California	The Northern California megaregion is a highly dynamic region comprised of the economically and geographically linked regions of the Bay Area, Sacramento, and Northern San Joaquin Valley. The megaregion is linked to global, national, and local markets economically through commercial and consumer activity, and physically through transportation infrastructure. This study will build off of multiple corridor studies that have been conducted in the megaregion and drill down to identify specific high priority infrastructure needs and operational policies to improve key system bottlenecks and improve the efficiency of first and last mile access to major goods movement facilities and activity centers.
		San Joaquin Council of Governments;	Contra Costa		
		Sacramento Area Council of Governments	Marin		
		Metropolitan Transportation Commission	Napa		
		San Joaquin Council of Governments;	Sacramento		
		Sacramento Area Council of Governments	San Francisco		
		Metropolitan Transportation Commission	Santa Clara		
		San Joaquin Council of Governments;	San Joaquin		
		Sacramento Area Council of Governments	San Mateo		
		Metropolitan Transportation Commission	Sonoma		
		San Joaquin Council of Governments;	Alameda		
		Sacramento Area Council of Governments	Contra Costa		
		Metropolitan Transportation Commission	Marin		
		San Joaquin Council of Governments;	Napa		
Sacramento Area Council of Governments	Sacramento				
Metropolitan Transportation Commission	San Francisco				
San Joaquin Council of Governments;	Santa Clara				
Sacramento Area Council of Governments	San Joaquin				
Metropolitan Transportation Commission	San Mateo				
San Joaquin Council of Governments;	Sonoma				
Sacramento Area Council of Governments	Alameda				
Metropolitan Transportation Commission	Contra Costa				
San Joaquin Council of Governments;	Marin				
Sacramento Area Council of Governments	Napa				
Metropolitan Transportation Commission	Sacramento				
San Joaquin Council of Governments;	San Francisco				
Sacramento Area Council of Governments	Santa Clara				
Metropolitan Transportation Commission	San Joaquin				
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Sacramento Area Council of Governments	Sonoma				

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4	Sustainable Communities	Peninsula Corridor Joint Powers Board	San Francisco San Mateo Santa Clara San Francisco San Mateo Santa Clara San Francisco San Mateo Santa Clara	Caltrain Bicycle Parking Management Plan	<p>system. Specifically, the project will:</p> <p>identify needs of bicyclists using the Caltrain system and understand the factors that influence them to take their bikes on board the train rather than park at a station; define clear customer service and financial performance measures, goals and targets for Caltrain's bike parking system; analyze the customer service performance, operating and maintenance expense of current, planned and contemplated bicycle parking facilities; identify management strategies and administrative options to improve the performance of Caltrain's bike parking system; recommend an approach to optimize the performance of Caltrain's bike parking system and develop a clear implementation strategy and time line. The study will develop a management plan for Caltrain's current and future bicycle parking system.</p> <p>Specifically, the project will:</p> <p>identify needs of bicyclists using the Caltrain system and understand the factors that influence them to take their bikes on board the train rather than park at a station; define clear customer service and financial performance measures, goals and targets for Caltrain's bike parking system; analyze the customer service performance, operating and maintenance expense of current, planned and contemplated bicycle parking facilities; identify management strategies and administrative options to improve the performance of Caltrain's bike parking system; recommend an approach to optimize the performance of Caltrain's bike parking system and develop a clear implementation strategy and time line. The study will develop a management plan for Caltrain's current and future bicycle parking system.</p> <p>Specifically, the project will:</p> <p>identify needs of bicyclists using the Caltrain system and understand the factors that influence them to take their bikes on board the train rather than park at a station; define clear customer service and financial performance measures, goals and targets for Caltrain's bike parking system; analyze the customer service performance, operating and maintenance expense of current, planned and contemplated bicycle parking facilities; identify management strategies and administrative options to improve the performance of Caltrain's bike parking system; recommend an approach to optimize the performance of Caltrain's bike parking system and develop a clear implementation strategy and time line. The study will develop a management plan for Caltrain's current and future bicycle parking system.</p> <p>Specifically, the project will:</p> <p>identify needs of bicyclists using the Caltrain system and understand the factors that influence them to take their bikes on board the train rather than park at a station; define clear customer service and financial performance measures, goals and targets for Caltrain's bike parking system; analyze the customer service performance, operating and maintenance expense of current, planned and contemplated bicycle parking facilities; identify management strategies and administrative options to improve the performance of Caltrain's bike parking system; recommend an approach to optimize the performance of Caltrain's bike parking system and develop a clear implementation strategy and time line. The study will develop a management plan for Caltrain's current and future bicycle parking system.</p>
4	Sustainable Communities	Sonoma County Regional Parks	Sonoma	Petaluma-Sebastopol Trail Feasibility Study	<p>The Petaluma-Sebastopol Trail concept emerged from community interest in safe inter-city trail connections. Our study will engage the broader community in planning a walking and cycling route connecting these cities. The 13-mile trail study area, along Highway 116, west of 101, and including an abandoned railway, connects to the heavily-used Joe Rodota Trail. This is the remaining link in Sonoma County's inter-city trail network.</p>
4	Sustainable Communities	San Francisco Municipal Transportation Agency	San Francisco	Community Engagement for an Equitable Muni	<p>This project involves extensive community engagement that employs nontraditional outreach strategies. Engagement methodologies would be identified in collaboration with community-based organizations and would consider the communication challenges of minority and low-income neighborhoods. This engagement process would enrich the analysis of neighborhood transit performance, pinpoint service issues that affect specific communities, and reveal how transit improvements affect the experiences of individuals of need. This neighborhood-based project represents a unique and ground-breaking effort that would be one-of-a-kind in California, as it embraces customized utilization of nontraditional engagement techniques. Ultimately, this project aims to enhance mobility and accessibility in target communities while serving to preserve multimodal transportation.</p>
4	Sustainable Communities	Santa Clara Valley Transportation Authority	Santa Clara	Keyes-Story Complete Street Corridor Study	<p>This project is a comprehensive, community-driven complete street study for the Keyes-Story corridor. Keyes-Story Road is an important commercial and transportation corridor connecting multiple low-income and minority neighborhoods in Central San Jose. The goal is to transform Keyes-Story into a high-quality, multi-modal corridor that provides safe accommodation for bicyclists, pedestrians, and transit riders while still serving motorists. Through a highly participatory planning process, the study will examine existing conditions, identify multi-modal priorities for bicycle, pedestrian and transit riders, analyze conceptual design alternatives, and provide recommendations for funding and capital project implementation. The resulting study will help identify complete street priorities for the corridor leading to the funding and implementation of these projects in the future.</p>

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5	Sustainable Communities	City of Arroyo Grande	San Luis Obispo	Halcyon Road Complete Streets Plan	This project will produce a "Complete Streets Blueprint" for the Halcyon Road corridor that lies within the City of Arroyo Grande and the County of San Luis Obispo. Halcyon Road connects U.S. Route 101 and State Route 1, and serves as a City major arterial and a significant County arterial connecting the City of Arroyo Grande and the unincorporated Nipomo Mesa area. Halcyon Road is used by local, regional and interregional travelers. The project will develop a plan to improve safety, mobility and accessibility for all users. The project will include an aggressive public outreach component to actively engage stakeholders in identifying and prioritizing both the deficiencies and needed improvements. The Goleta Ramp Metering Study would study the potential effectiveness of metering
5	Sustainable Communities	Santa Barbara County Association of Governments	Santa Barbara	Goleta Ramp Metering Study	freeway access along U.S. 101 through the City of Goleta and unincorporated Eastern Goleta Valley to address current peak period operational issues and projected future traffic demand. Ramp metering along this corridor will be necessary to address unreliable travel times, increasing peak period congestion and queuing, and to encourage increased transit usage. A comprehensive study would ensure that ramp metering is undertaken systematically, has local agency buy-in and public support, and is done strategically to maximize reduction of congestion and travel times on U.S. 101, while avoiding impacts to local streets and roads.
5	Strategic Partnerships	Santa Barbara County Association of Governments	San Luis Obispo Santa Barbara San Luis Obispo Santa Barbara San Luis Obispo Santa Barbara	Santa Maria - San Luis Obispo Transportation Connectivity Plan Santa Maria - San Luis Obispo Transportation Connectivity Plan Santa Maria - San Luis Obispo Transportation Connectivity Plan	The Santa Maria-San Luis Obispo Transportation Connectivity Plan will evaluate the demand for transit service, carpooling, and vanpooling in the transportation corridor between the cities of south San Luis Obispo County and the Santa Maria/Orcutt area in north Santa Barbara County. The corridor is currently served by transit, but census data shows bi-directional commuting growing significantly over the last decade. The study will determine demand for express transit service, carpooling, and vanpooling, and develop a 10-year implementation plan to protect local and state investments in the recent Santa Maria River Bridge widening and create a shared regional vision for providing transportation services in the corridor.
5	Sustainable Communities	Santa Cruz County Regional Transportation Commission	Santa Cruz	Sustainable Transportation Prioritization Plan for Santa Cruz County	This planning project for Santa Cruz County uses innovative and effective community engagement techniques to help define the benefits of a sustainable transportation system, transportation funding needs, and short/long range priorities. The regional agency will utilize cutting edge outreach techniques -- including focus groups, infographics, citizen ambassadors, and visualization tools -- to involve, collaborate and engage with a broad cross section of community members to develop a multimodal transportation investment prioritization plan that addresses sustainability, preservation, mobility, and safety in Santa Cruz County. This project includes development of a public engagement toolkit that can be used by Caltrans and other communities.
5	Sustainable Communities	Transportation Agency for Monterey County	Monterey	State Route 68 Corridor Plan	The State Route (SR) 68 corridor is a key travel route between Salinas and the Monterey Peninsula and is subject to periods of heavy congestion. SR 68 is designated a scenic highway and is bordered by significant wildlife habitat including the 14,650 acre Fort Ord National Monument and rural low density development in the Sierra de Salinas mountain range connecting to the Ventana Wilderness of the Los Padres National Forest. The SR 68 Corridor Plan will evaluate current and future travel patterns between Salinas and the Monterey Peninsula, the feasibility of SR 68 improvements, and the potential for wildlife connectivity enhancements. The Transportation Agency will actively engage the public in the plan with a program of public meetings and online outreach efforts. The transportation Agency for Monterey County will use the plan to determine operational and capacity improvements affordable over the next five to twenty years that contribute to the long-range sustainability of SR 68.
6	Sustainable Communities	City of Coalinga	Fresno	Coalinga Citywide Vehicular Traffic Calming and Safety Enhancement Plan	This planning project is to develop a Citywide Vehicular Traffic Calming and Safety Enhancement Plan. The plan will address challenging conditions such as: excessive speeds due to the presence of two state highways that bisect the city; irregular intersections; and, accident prone areas. The proposed plan will include data collection and analysis, identification of the most cost effective countermeasures, community input, and development of a prioritized implementation plan. The plan will be a critical first step in helping Coalinga prepare for projected growth and creating a safer, multi-modal, transportation system.

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6	Sustainable Communities	Kings County	Kings	Smart Growth State Route 41 Corridor Improvement Plan	The planning project will study alternatives for improving traffic flow, safety, capacity, and multi-modal travel. State Route (SR) 41, at the Interstate 5 interchange, is an important logistics hub and truck transfer station because of its location halfway between Los Angeles and San Francisco. At the project area, the SR 41 corridor bisects Kettleman City, a small, severely disadvantaged unincorporated community. The current infrastructure is inadequate for existing truck transfer activity, tourist travel to the Central Coast, and future growth. Community input will be key to the planning process.
6	Sustainable Communities	Tulare County Association of Governments	Tulare	Bike and Stride Outreach Program	The Bike and Stride program aims to evaluate, coordinate, and enhance our existing bike and pedestrian outreach efforts to groups that are not normally associated with our current outreach. This program will continue to enhance the success of our existing outreach in the county with our local partners, public, and transit providers. This program would better serve our residents, ensuring that future transportation investments would better reflect the needs of the county.
6	Sustainable Communities	Tule River Tribe	Tulare	A Comprehensive Master Plan for Tule River Native Community	The Tribe will further its long range commitment to land stewardship and community development by creating a vision and implementation plan to allow for long-term natural resource management, economic development, and sustainable growth, while maintaining its role as the Native American cultural leader for tribes throughout the Central San Joaquin Valley. The Tribe, in collaboration with a selected community planning consultant, will prepare a sustainable transportation plan and a GIS mapping system for the entire study area. This first ever plan will look to support the historical and cultural assets while setting the stage for population and employment growth well into the future. The master plan will include an assessment of existing roadways, safety elements and alternative access roads.
7	Sustainable Communities	City of Compton California Center for Public Health Advocacy	Los Angeles	Safe Routes to School Plan	This planning project will develop a comprehensive Safe Routes to School Plan with the goal of providing a safe built environment and increasing the number of children that walk and ride their bicycle to school. The City in partnership with the California Center for Public Health Advocacy will work with the school district, individual schools and parents to identify barriers to walking and bicycling and will prepare a plan with detailed recommendations and supportive policies for physical changes to streets, sidewalks and intersections that will support safe and active transportation to all the schools within the City.
7	Sustainable Communities	City of San Fernando California Center for Public Health Advocacy	Los Angeles	Safe Routes to School Plan	This planning project will produce an adopted and community supported "Safe Routes to School Plan" for the entire City of San Fernando. The project includes studies of safety hazards and concerns faced by school-age children going to and from school. Extensive outreach will involve meetings and sessions with school officials, parents, community committees, and city staffs. The goal will be to encourage more schools and families to send kids to school by walking or bicycling through their neighborhood schools. The final Plan will list and describe measures, routes, and call for physical improvements to be implemented in the near-term.
7	Sustainable Communities	Long Beach Transit	Los Angeles	Long Beach Transit Comprehensive Operational Analysis Project	This in-depth comprehensive operational analysis of the transit system will identify Long Beach Transit's strengths and weaknesses as well as potential opportunities to improve bus service efficiency and increase ridership in order to create a better transit network. The transit agency intends to use this analysis in developing a future transit plan for an enhanced, well-performing transit system capable of responding to the demands of a continuously growing region.
7	Sustainable Communities	Southern California Association of Governments Los Angeles County Bicycle Coalition; TRUST South LA California Association of Governments Los Angeles County Bicycle Coalition; TRUST South LA	Los Angeles	Active Streets Los Angeles - Pedestrian and Bicycle-friendly Streets for South Los Angeles	Active Streets Los Angeles (LA) is a comprehensive, community-based outreach process that empowers residents to create safe walking and bicycling routes to parks, schools and local businesses along their neighborhood streets. The sub-recipients, in partnership with the LA County Department of Transportation, will utilize the proven Active Streets LA process to solicit community input and develop concept plans for bicycle and pedestrian safety improvements consistent with the City's 2010 Bicycle Plan and draft Mobility Plan 2035's neighborhood network. The result will be a technically feasible and thoroughly vetted network of proposed safety improvements throughout targeted neighborhoods in South LA.

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7	Sustainable Communities	Southern California Association of Governments <i>Bike San Gabriel Valley</i> Southern California Association of Governments <i>Bike San Gabriel Valley</i>	Los Angeles	San Gabriel Valley Active Transportation Data Planning Project San Gabriel Valley Active Transportation Data Planning Project	This planning project will address a major gap in the realm of active transportation planning in the San Gabriel Valley, the lack of localized bicycle and pedestrian planning data to inform effective project development, design and construction. The project will utilize manual bicycle and pedestrian counts, resident surveys, community street audits (walking and biking), and bicycle parking audits to gather data for streets with planned/proposed bike infrastructure and/or recently installed infrastructure (e.g., Rosemead Boulevard cycletrack, City of Temple City), needed to facilitate and measure the efficacy of future active transit investments.
7	Sustainable Communities	Southern California Association of Governments <i>City of Vernon</i> Southern California Association of Governments <i>City of Vernon</i>	Los Angeles	Los Angeles River Bikeway Feasibility Study Los Angeles River Bikeway Feasibility Study	This is a feasibility study to evaluate a wide range of alternatives, challenges, and presents recommendations for installing a regionally connected bikeway within the City's portion of the Los Angeles River. Overcoming physical obstacles along the River has prevented installing a bikeway in the past, but recent advocacy efforts have made this plan a top priority for the region. The study will assess current conditions, conduct engineering analyses, and present the best supported options for extending the bikeway with input from inter-governmental agencies and outreach to non-profits and communities around the River.
7	Sustainable Communities	Southern California Association of Governments <i>City of San Marino</i> Southern California Association of Governments <i>City of San Marino</i>	Los Angeles	Huntington Drive Safe Streets Corridor Improvement Plan Huntington Drive Safe Streets Corridor Improvement Plan	This planning project will seek solutions for safe travels of all transportation modes along the Huntington Drive corridor. On an average day, more than 38,000 vehicles travel along this corridor between Los Angeles and the San Gabriel Valley. With more than nine schools and a public library located along this corridor, this convergence of school children and auto commuting makes Huntington Drive for a dangerous corridor. The Huntington Drive Safe Streets Corridor Improvement Plan will: provide policies to increase safety and efficiencies along the corridor and provide policies protecting school-aged children and business patrons along the corridor.
8	Sustainable Communities	City of Fontana	San Bernardino	City of Fontana - Active Transportation Plan	This Active Transportation Plan (ATP) will provide a clear and comprehensive framework for new and safer connectivity of non-motorized transportation options throughout the City. The ATP Plan will identify recommended improvements to existing bicycle and pedestrian pathways; propose new bikeways, pedestrian walkways, and Safe Routes to School networks to close existing gaps; and, establish on-going maintenance programs for these non-motorized pathways. The ATP Plan will become an important component of the City's planning portfolio and it will be compliant with the Complete Streets Act, Assembly Bill 1358. <u>Public participation will be integral.</u>
8	Sustainable Communities	Southern California Association of Governments <i>San Bernardino Associated Governments</i> Southern California Association of Governments <i>San Bernardino Associated Governments</i>	San Bernardino	Customer-based Ridesharing and Transit Interconnectivity Study Customer-based Ridesharing and Transit Interconnectivity Study	The purpose of this planning study is to more fully coordinate customer outreach efforts and identify system enhancements that can make transit, ridesharing, and active transportation more convenient and competitive modes of transportation. The study is a customer-focused, multi-modal effort to see San Bernardino County's mobility components as a more integrated, interconnected system and to improve the information disseminated about the system. The study will include an analysis of options for improved fare media compatibility across modes. Lessons learned from this approach will be useful to other counties <u>statewide and will be documented accordingly.</u>
8	Sustainable Communities	Town of Apple Valley	San Bernardino	Apple Valley Safe Routes to Schools Master Plan Apple Valley Safe Routes to Schools Master Plan	This planning project will result in a prioritized Master Plan for improving the highest risk school routes, enabling more students to walk or ride a bike to school. Most streets in Apple Valley, including school routes, do not have sidewalks. The planning process will include: comprehensive evaluation of conditions ten kindergarten through eight grade schools, risk analyses, community workshops, and developing a Safe Routes to Schools Coalition. A qualified planning consultant will oversee the planning process in which the Town and School District will achieve a united vision for addressing the most serious risks and <u>opportunities for improving school routes.</u>
9	Sustainable Communities	Inyo County <i>City of Bishop</i> Inyo County <i>City of Bishop</i>	Inyo	North Sierra Highway Sustainable Corridor Plan North Sierra Highway Sustainable Corridor Plan	The City of Bishop and Inyo County will develop a Sustainable Corridor Plan for North Sierra Highway to better integrate multi-modal transportation, effectuate the streetscape utilizing community-developed design themes, and improve air quality and safety. The Corridor is developed with a mix of commercial, industrial, and residential uses, and provides an excellent opportunity to energize local transit, walking, and bicycle use for more safe and efficient transportation in the region. The Plan will be developed through extensive public outreach and stakeholder engagement, and will support broader planning in the area, <u>including on the Bishop Paiute Reservation and the Tri-County Fairgrounds.</u>

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Grant Type	Grantee Sub-recipient	County	Project Title	Project Description
Sustainable Communities	Calaveras Council of Governments City of Angels Camp Calaveras Council of Governments City of Angels Camp	Calaveras	Angels Camp Main Street Plan Angels Camp Main Street Plan	The plan will address a lack of integrated non-motorized transportation facilities, limited parking, disconnected community design along the city's State Route 49 "Main Street," and the need to integrate multiple plans and efforts into a cohesive approach to achieving economic vitality and livability. The Main Street Plan will provide the tools, designs and strategies necessary to facilitate physical and policy changes to enhance multi-modal mobility, accessibility and connectivity along the entire SR 49 Main Street for visitors and residents; improve bicycle and pedestrian safety and security; and enhance community identity and quality of life integrating the region's environmental, recreational, rural, scenic, cultural and historical assets. A strong emphasis will be placed on safety, comfort, and convenience for non-motorized modes of transportation and local transit.
Strategic Partnerships	Calaveras Council of Governments Calaveras County Council of Governments Calaveras County	Calaveras	State Route 49 Commercial Gateway Corridor Study State Route 49 Commercial Gateway Corridor Study	Calaveras County and Calaveras Council of Governments will partner with Caltrans and the community of San Andreas to provide a Gateway Corridor Study for the Commercial and Industrial Corridor of State Route (SR) 49. The Study will identify the transportation improvements including local road networks and multi-modal transportation alternatives necessary to accommodate the planned land uses while protecting and advancing the function, design, and economic vitality of the SR 49 corridor. Through a coordinated planning process, the Study will collectively plot future transportation strategies to improve corridor safety, access, aesthetics, and mobility.
Sustainable Communities	City of Oakdale Local Government Commission City of Oakdale Local Government Commission	Stanislaus	City of Oakdale Accessibility Master Plan City of Oakdale Accessibility Master Plan	This plan will enable the City to address deficiencies in the pedestrian infrastructure by: developing a comprehensive list of obstacles and problems through a City-wide assessment; identifying and prioritizing solutions through extensive interaction with the public, including youth, elderly and the disabled; estimating costs and identifying funding sources to defray those costs; and committing to an action plan to implement solutions. The City will contract a transportation planning firm with expertise in this field to develop the plan and will partner with the nonprofit Local Government Commission which will lead efforts to engage community stakeholders.
Sustainable Communities	Merced County Association of Governments	Merced	Short Range Transit Plan Update for Merced County-wide Transit Short Range Transit Plan Update for Merced County-wide Transit	This plan will objectively and comprehensively evaluate Merced County's "The Bus" system's performance, identify and quantify transit demand, and identify strategies for enhancing community mobility. It will be a comprehensive operational analysis and update to the existing plan which has been almost completely implemented. It will provide policy and financial direction to guide future transit planning, service operation, capital investment, and policy decisions. The plan will provide the Transit Joint Powers Authority and "The Bus" the tools to improve and increase mobility and accessibility of public transportation for transit riders, guidance to continue to preserve and improve the existing systems efficiency (management, finances, and operations), models to continue to improve upon the San Joaquin Valley's air quality, and finally, tools to enhance the integration of other modes of transportation throughout the region. Future policy decisions, operational practices and overall system efficiency will be derived from the Short Range Transit Plan.
Sustainable Communities	Merced County Association of Governments University of California, Davis: Institute of Transportation Studies Merced County Association of Governments University of California, Davis: Institute of Transportation Studies	Fresno Kern Kings Madera Merced San Joaquin Stanislaus Tulare Fresno Kern Kings Madera Merced San Joaquin Stanislaus Tulare	Sustainable Communities Strategy Implementation Alternatives for Meeting Transit Needs in the Rural San Joaquin Valley	The eight-county San Joaquin Valley is a vast geographic area with over four million residents, many of whom live in rural and "fringe" areas. Traditional rural transit options represent an economically unsustainable system and many critical transportation needs of our low-income residents are foregone including health care visits, and access to educational and employment opportunities. The San Joaquin Valley Metropolitan Planning Organizations and the University of California, Davis, Institute of Transportation Studies are partnering to develop a framework for a pilot program utilizing shared access services (car, bike, ridesharing) and other alternatives for meeting transit needs in the less urban areas of the San Joaquin Valley.

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10	Strategic Partnerships	Stanislaus Council of Governments Stanislaus County Stanislaus Council of Governments Stanislaus County	Stanislaus	Crows Landing Corridor Multimodal Visioning Plan Crows Landing Corridor Multimodal Visioning Plan	This planning project will create a community vision for inter-jurisdictional, multimodal connectivity improvements along the Crows Landing Road corridor, from Interstate 5 to State Route 99. The final plan will create a vision for sustainable transportation improvements by encouraging economic development, attracting jobs to the Crows Landing Logistics Center, improving regional jobs-to-housing balance, reducing vehicle miles traveled, and reducing chronic unemployment in southwestern Stanislaus County. The plan will focus on facilitating movement of goods and people between job centers and surrounding communities. The project includes extensive outreach, streetscape designs, circulation recommendations, and investment strategies for future project construction.
11	Sustainable Communities	City of Calexico	San Diego	Calexico Bicycle Master Plan Update	The City will update the existing 2003 Calexico Bicycle Master Plan. Calexico Bicycle Master Plan update is a guide that is essential to successfully continue the objective of providing a sustainable, safe, affordable, innovative, healthy, and accessible and viable mode of transport. The update will address existing and future demands of an alternative mode of transportation for all ages, enhance bicycle safety, connect to multi-modal transportation networks, and assist the City in meeting bike related funding requirements when pursuing state and federal grants.
11	Sustainable Communities	City of Encinitas	San Diego	Encinitas Rail Corridor Vision Plan Encinitas Rail Corridor Vision Plan	The LOSSAN Rail Corridor creates a physical barrier for varied modes of transportation within the City of Encinitas. Existing crossings favor motorized transport; there is a need to address mobility deficiencies, limited accessibility, and safety concerns for multi-modal travel. The Encinitas Rail Corridor Vision Plan will comprehensively assess existing projects; introduce solutions that balance community values with transport safety; conceptualize strategies to expand modal choices and connectivity; and, promote active, innovative public engagement. The resulting plan will be a catalyst to implementing infrastructure that increases accessibility, mobility, safety and economic vitality within this active corridor.
11	Strategic Partnerships	San Diego Association of Governments	San Diego	Statewide Best Practices and Modeling Tool Development for Social Equity Analysis	Regional planning agencies currently use varied approaches when conducting a social equity analysis of regional plans such as Regional Transportation Plans and the Sustainable Communities Strategies required by Senate Bill 375. There is not a widely accepted tool used by regional and local agencies to model the burdens and benefits of regional plans and the projects they encompass to consistently evaluate environmental justice outcomes expected to result from a plan or project. This project calls for identification of best practices being used by regional agencies to analyze proposed plans and covered projects and development of a social equity modeling tool for statewide use.
11	Strategic Partnerships	San Diego Association of Governments Southern California Tribal Chairmen's Association	San Diego	Intraregional Tribal Transportation Strategy	The 2050 Regional Transportation Plan/Sustainable Communities Strategy focuses transportation investments in the most urbanized areas, where the majority of the region's residents live and work. At the same time, the system must also support the needs of federally recognized tribal nations located in the sparsely populated rural areas of the region. Using its 'Borders' framework, the San Diego Association of Governments, in partnership with the Southern California Tribal Chairmen's Association, and other agencies that influence tribal transportation will work together to develop an Intraregional Tribal Transportation Strategy that identifies the key multimodal projects that will improve tribal mobility.
11	Sustainable Communities	San Diego Association of Governments	San Diego	Flexible Transportation Services for Seniors	The Flexible Transportation Services for Seniors project will evaluate options for improving social service transportation for seniors by providing same-day or more immediate transportation. The project will determine the mobility needs for San Diego County seniors, particularly in regards to flexibility in scheduling and availability of immediate services within desired service locations. Through collaboration with both seniors and social services transportation providers, the project will explore elements of transportation business models, such as technology usage and scheduling/dispatching procedures that improve the flexibility of transportation options. Innovations employed by transportation network companies will provide a framework in exploring flexible transportation options.

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12	Sustainable Communities	City of Fullerton	Orange	Fullerton 2015 Priority Bike Connection Plan	This planning project is the development of the Fullerton 2015 Priority Bike Connection Plan to address challenging bicycle and pedestrian gaps at two priority locations in the City: Malvern Avenue / Brea Creek from North Basque Avenue to the City limit entering Buena Park; and, SR-57 Freeway pedestrian and bicycle crossing between Yorba Linda Boulevard and Nutwood Avenue. The City will hire a consultant to guide the Scope of Work with community and multi-agency involvement.

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