



## Board Report

File #: 2021-0471, File Type: Resolution

Agenda Number: 12.

### PLANNING AND PROGRAMMING COMMITTEE JULY 14, 2021

**SUBJECT: VMT MITIGATION PROGRAM GRANT AWARD RESOLUTION**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. AUTHORIZING the Chief Executive Officer (CEO) or her designee to execute Resolution in Attachment A and all Grant Agreements and any amendments thereto to claim funds awarded through the Fiscal Year (FY) 2021-22 California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant Program; and
- B. PROGRAMMING \$90,692 in Proposition C (25%) Highway funds to meet the Sustainable Transportation Planning Grant Program local match requirements.

#### **ISSUE**

In February 2021, Metro staff applied to the Fiscal Year (FY) 2021-22 Caltrans Sustainable Transportation Planning Grant, Sustainable Communities Competitive (Technical) category for the development of a Vehicle Miles Traveled (VMT) Mitigation Program. Metro was notified in June 2021 of a conditional award of grant funds totaling \$700,000, the maximum under the Sustainable Communities Competitive Program. In order to satisfy the conditions of the grant award, a Restricted Grant Agreement must be executed with Caltrans by July 31, 2021 which must include an adopted Board resolution. Failure to satisfy these conditions will result in the forfeiture of grant funds. Therefore, staff is seeking Board approval of the resolution contained in Attachment A.

#### **BACKGROUND**

The Caltrans Sustainable Transportation Planning Grant Program is a competitive, statewide, call-for-applications program created to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The grant funding is intended to support and implement Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively. Eligible planning projects must have a transportation nexus, are expected to directly benefit the multi-modal transportation system, and will improve public

health, equity, environmental justice, the environment, and provide other important community benefits.

This FY 2021-22 round, the Sustainable Transportation Planning Grant Program included two categories:

- **Sustainable Communities Grants** to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.
- **Strategic Partnerships Grants** to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.

Caltrans announced the release of the FY 2021-22 Sustainable Transportation Planning Grant Program Application Guide/call-for-applications in December 2020 with an application deadline of February 2021. Awards were announced in June 2021 and included in Attachment B. A statewide total of 169 grant applications were received with requests totaling approximately \$55 million for Sustainable Communities Competitive and Strategic Partnerships Grants. Of these applications, 59 were selected for grant awards, totaling approximately \$21.5 million. Metro was awarded the full grant funding amount requested (\$700,000) for the Metro VMT Mitigation Program.

## **DISCUSSION**

### Purpose

Using financial assistance provided by the Caltrans Sustainable Communities Grant Program, Metro's VMT Mitigation Program will develop a framework to mitigate VMT impacts resulting from highway projects on the State Highway System (SHS) in Los Angeles County, in compliance with Caltrans' California Environmental Quality Act (CEQA) transportation impact metric determination. Metro's VMT Mitigation Program would allow Metro to support the region's Senate Bill (SB) 32 and SB 375 goals by reducing the impacts of VMT and correlated GHG emissions, while simultaneously providing greater mobility options for the County's residents.

SB 743 represents a significant transformation in CEQA review of transportation projects, including those on the SHS. Consistent with SB 743, Caltrans has chosen to adopt VMT as the CEQA transportation metric for projects on the SHS, complimenting and bolstering state goals of reducing GHG emissions. In support of this change, Caltrans has released extensive guidance on the preferred approach for analyzing VMT attributable to proposed projects, including induced travel, and guidance in making CEQA significance determinations for transportation impacts on the SHS.

### Need

The framework for assessing anticipated long term mitigation and monitoring strategies for VMT are not yet established. As a regional transportation agency engaged in funding, planning, designing, and constructing highway improvement projects in collaboration with Caltrans and local agencies, Metro is well situated to study, develop recommendations, and deploy and expand its existing programs as

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VMT mitigation strategies for Metro VMT-inducing projects on the SHS. Additionally, Metro is positioned to partner with other municipal agencies to support and continue their ongoing VMT mitigation efforts. Metro will ensure that VMT-inducing projects on the SHS align with State policy, local transportation plans, and GHG reduction strategies, with the ultimate objective of establishing a framework for defensible, CEQA-based environmental review and mitigation.

### Approach

Using the Caltrans Sustainable Communities Grant Program funding, Metro, along with a comprehensive list of regional and statewide stakeholders, will analyze and demonstrate the validity of various VMT quantification tools and mitigation options, including expanding its Transportation Demand Management (TDM) program. The effectiveness of VMT mitigation tied to site-specific, on- or off-system SHS projects would also be evaluated, including incorporation of Complete Streets elements, improving routes connecting to public transportation, Park & Ride lots, implementation of Intelligent Transportation Systems (ITS) elements to smooth traffic flow and increase system efficiency, modifying roadways to allow more efficient bus operation, including bus lanes and signal priority/preemption where necessary, and coordinating improvements on the SHS with arterial roadways.

Metro would also evaluate, expand, and/or contribute to ongoing Countywide or Statewide programmatic VMT mitigation efforts. Metro would explore implementing a VMT credit or banking and exchange system, operated by Metro and supported by its municipal agencies/partners. Under a banking system, Metro and other Countywide partners could purchase mitigation credits to reduce project-specific VMT impacts. The revenues from the credit purchases could be utilized by the bank to facilitate the development of VMT-reducing land use and transportation projects, investing in infrastructure improvements such as pedestrian facilities, or aid in the development of regional transportation options, such as light rail, prioritizing investments in historically disadvantaged communities, leveraging Metro's Equity Platform-identified Equity Focused Communities (EFCs). An exchange system might be similarly structured: in exchange for implementing a project that induces VMT, Metro could invest in a project identified by a local or regional transportation partner that reduces VMT.

### Outcomes

The development of a VMT Mitigation Program would allow Metro to continue to fund and deliver important, voter-mandated highway improvement projects, while simultaneously delivering significant strategic investments to further the goals identified in Metro's Vision 2028 Strategic Plan, Long Range Transportation Plan (LRTP), Goods Movement Strategic Plan, Complete Streets Policy, and its ordinances and expenditure plans. The VMT Mitigation Program would also further California's Transportation Plan 2040, Interregional Transportation Strategic Plan, and Freight Mobility Plan, supporting a vibrant economy, goods movement efficiency, and enhanced mobility for people and goods, positioning Metro for future State grant funding. These projects will simultaneously result in investments in ongoing VMT reducing projects, including Complete Streets projects as well as new or improved transit lines, reducing VMT in areas with higher-than-average existing VMT, and supporting communities that are already in lower-than-average VMT areas, with disadvantaged and EFCs receiving a greater proportion of total investments.

## **DETERMINATION OF SAFETY IMPACT**

The proposed actions have no adverse impact on the safety of Metro's patrons or employees.

### **FINANCIAL IMPACT**

Adoption of the resolution and authorization of the CEO to execute the required documents to claim Caltrans Sustainable Transportation Planning Grant Program funds would positively impact the agency's budget by making \$700,000 available to Metro.

Funding for the project will be grant matched with \$90,692 in Prop C (25%) Highway funds for a total project budget of \$790,692. For FY22, planned expenditures of \$200,000 has been budgeted under Highway Planning Project 405522, Highway Program Cost Center 4720, Professional Services Account 50316.

#### **Impact to Budget**

Claiming Caltrans Sustainable Transportation Planning Grant Program funds will have a positive impact on the FY22 budget, as these funds are scheduled to be disbursed to Metro for use in FY22, 23, and 24.

The source of funds for this project is Prop C (25%) Highway Funds and Caltrans Sustainable Transportation Planning Grant Program funds. These funds are not eligible for Bus and Rail operations or Capital expenditures.

### **EQUITY PLATFORM**

Metro's VMT Mitigation Program will develop a suite of VMT mitigation measures for Los Angeles County as a whole, focused on their effectiveness and reasonableness. The VMT Mitigation Program will utilize the Metro Equity Tool to help evaluate the potential benefits of these VMT mitigation measures and resulting investments to disadvantaged communities and EFCs by developing a series of criteria for evaluating, validating, and prioritizing potential VMT mitigation options. The Equity Tool will also evaluate if these criteria will ensure an equitable approach by ensuring that disadvantaged communities and EFCs receive their fair share of benefits and are protected from a disproportionate amount of impacts. This approach will guide the policy-related aspects of the VMT Mitigation Program, including prioritization of mitigation based on disadvantaged communities and/or EFC-based needs, with the viability of these priorities specifically analyzed and quantified.

This effort will be steered by Metro's 2020 LRTP which has committed proportionally greater benefits, measured in emissions/VMT reduction, ensuring that transportation investments provide benefits that serve disadvantaged communities and EFCs, consistent with Assembly Bill (AB) 1550. The LRTP has identified preliminary investment priorities for disadvantaged communities and EFCs, which will then be analyzed for VMT mitigation potential and prioritized in whichever investments are pursued. Since the Program would cover all of the County, VMT mitigation investments would be focused consistent with these LRTP priorities. Within disadvantaged communities and EFCs, staff will work with local stakeholders to ensure an inclusive and accessible engagement process. Having a VMT mitigation framework in place will facilitate informed discussions, at the site-specific level and at the broader programmatic level.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The VMT Mitigation Program outcomes will support implementation of the following Strategic Plan Goals:

### *1. Provide high-quality mobility options that enable people to spend less time traveling*

The VMT Mitigation Program would allow Metro to continue to fund important, voter-mandated highway improvement projects, delivering significant investments to further the goals identified in Metro's Vision 2028 Strategic Plan, LRTP, and Goods Movement Strategic Plan, supporting a vibrant economy, goods movement efficiency, and enhanced mobility for people and goods. These projects will simultaneously result in investments in ongoing VMT and GHG reducing projects, including active transportation and safety-focused projects, consistent with Metro's Complete Streets policy.

### *Goal 3: Enhance communities and lives through mobility and access to opportunity.*

The VMT Mitigation Program would result in the development of a mitigation strategy that could be implemented programmatically, not tied to project-specific geographical areas, which would permit Metro and its partner agencies to flexibly align mitigation with housing, transportation needs, and congruent land use types. Metro is well positioned to integrate VMT mitigation with housing, land use, and transportation because of Metro's transit and active transportation expansion efforts, the agency's Transit-Oriented Communities Implementation Plan, and the Transit Oriented-Development on Metro-owned properties that develop sites that improve access to transit and other transportation alternatives.

### *4. Transform LA County through regional collaboration and national leadership.*

The VMT Mitigation Program ad-hoc policy working group, which will rely on critical regional collaboration, will be formed to guide the process throughout its development and implementation. This ad-hoc policy working group will aim to include Metro Highways, Environmental Sustainability, Planning, Congestion Reduction, and Equity & Race staff, Caltrans Headquarters and District 7 staff, including Sustainability, Environmental, and Corridor Management, Southern California Association of Governments (SCAG), Los Angeles Department of Transportation (LADOT), California Air Resources Board (CARB), and South Coast Air Quality Management District (SCAQMD) staff, among others. The strategies resulting from the VMT Mitigation Program will expand the knowledge base overall and set the stage for Metro and its public agency partners to provide further innovation in the field.

## **ALTERNATIVES CONSIDERED**

The Board may choose not to approve the resolution in Attachment A. Staff does not recommend this alternative because it would risk loss of Metro's FY 2021-22 Sustainable Transportation Planning Grant Program fund award amount of \$700,000.

## **NEXT STEPS**

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Following Board approval of the resolution, Metro staff will coordinate with the Caltrans District Grant Manager to meet the conditions of grant acceptance and execute a Restricted Grant Agreement and any amendments thereto. Following receipt of a fully executed contract and a formal Notice to Proceed from Caltrans, Metro staff will begin work on the VMT Mitigation Program.

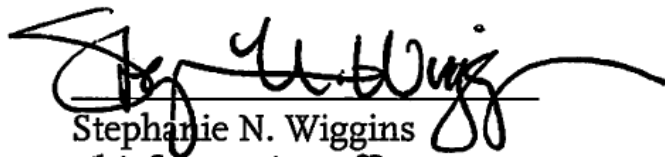
**ATTACHMENTS**

Attachment A - Resolution to Execute Caltrans Sustainable Transportation Planning Grant Program Agreements and Amendments

Attachment B - Grant Award List

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Stephanie N. Wiggins  
Chief Executive Officer

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
BOARD RESOLUTION AUTHORIZING THE CHIEF EXECUTIVE OFFICER TO EXECUTE  
AGREEMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE  
METRO VEHICLE MILES TRAVELED (VMT) MITIGATION PROGRAM**

**WHEREAS**, the Sustainable Transportation Planning Grant Program was created by the California Department of Transportation (Caltrans) to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability; and

**WHEREAS**, Metro is eligible to receive Federal and/or State funding through the Sustainable Transportation Planning Grant Program; and

**WHEREAS**, Metro was awarded a \$700,000 Sustainable Transportation Planning Grant in Fiscal Year (FY) 2021-2022 from Caltrans for the Metro Vehicle Miles Traveled (VMT) Mitigation Program; and

**WHEREAS**, a Restricted Grant Agreement is needed to be executed with Caltrans before such funds can be claimed through the Sustainable Transportation Planning Grant Program; and

**WHEREAS**, Metro wishes to delegate authorization to execute this agreement and any amendments thereto necessary to claim funds awarded through the FY 2021-22 Sustainable Transportation Planning Grant Program to the Chief Executive Officer or her designee.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that:

1. The Chief Executive Officer (CEO) or her designee is authorized to execute all Restricted Grant Agreements and any amendments thereto with Caltrans.

**CERTIFICATION**

The undersigned, duly qualified and serving as Board Clerk of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held July 22, 2021.

COLLETTE LANGSTON  
Metro Board Clerk

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DATED:

FY 2021-22 Sustainable Transportation Planning Grant Program  
Award List

Dist.	Grant Category	Grantee	Sub-recipient(s)	Project Title	Project Location (City)	Project Location (County)	Project Description	Project Type	Disadvantaged Community Benefit	Award Amount	Fund Source*
1	Sustainable Communities Competitive	County of Humboldt Department of Public Works	Redwood Community Action Agency	Humboldt Bay Trail Planning Study: Eureka to College of the Redwoods	Greater Eureka Area	Humboldt	The project will develop a plan to increase mobility options between the communities south of Eureka and reduce the potential for conflicts between bicyclists, pedestrians, and vehicles within the Highway 101 corridor between Eureka and College of the Redwoods. The project will plan an approximately three-mile southerly extension of the Humboldt Bay Trail combined with complete streets improvements on existing roads to connect affordable housing, micro-mobility options, disadvantaged communities, schools, and recreation areas. Recent legislation mandating conversion of the out-of-service railroad corridor to a trail will enable a cost-effective design for a Class I bike path (multi-use trail) within the study area. The project will leverage partnerships with public agencies, PG&E, College of the Redwoods, community residents, local school districts, and other stakeholders to improve safety, mobility, and transportation equity for residents and students and advance state priorities for the California Coastal Trail and Great Redwood Trail.	Active Transportation	X	\$285,000	RMRA
1	Sustainable Communities Competitive	Lake County/City Area Planning Council	NA	Lake County Transit Development Plan Update	Countywide	Lake	The project involves an update to the County's 2015 Transit Development Plan (TDP) for use by Lake Transit Authority (LTA) and other local service providers. First adopted in 2008, the TDP has helped guide the development of transit services providing improved mobility for area residents and visitors. The region's large populations of aging, disabled and economically disadvantaged residents relative to other regions of the State emphasizes the importance of the TDP, and past LTA audits have recommended frequent updates to address the most current ridership needs in a timely manner. Such needs include those for less traditional options that provide flexibility and/or on-demand services, particularly for transit dependent users unable to access existing LTA facilities due to physical or scheduling related barriers. A new update will include an examination of feasible alternatives. Keeping the TDP current will also further transit planning goals of the Lake RTP and the California CTP.	Transit	X	\$103,580	FTA 5304
1	Sustainable Communities Competitive	Mendocino Council of Governments	NA	Feasibility Study - Mobility Solutions for Rural Communities of Inland Mendocino County	Countywide	Mendocino	This study will research mobility solutions/transit alternatives existent in the marketplace that have been implemented in similar locations, for applicability in our region. The study will look at developing innovative solutions (including pilot projects) to meet mobility needs of these remote communities. Various public engagement tools will be utilized for community outreach. Communities to be studied are Covelo, Laytonville, Brooktrails, Hopland, and Potter Valley. Major deliverables include community engagement, recommendations, and final report. Parties involved include MCOG, Mendocino Transit Authority, consultant, Caltrans, and community members. Connections to regional plans include the Regional Transportation Plan and Coordinated Public Transit Human Services Transportation Plan.	Transit	X	\$177,060	SHA



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1	Sustainable Communities Competitive	Tolowa Dee-ni' Nation	NA	Tolowa Dee-ni' Nation Connected Communities Plan	Countywide	Del Norte	The Federally recognized Tribe of the Tolowa Dee-ni' Nation will develop a Connected Communities Plan (CCP) for the United States (US) 101 corridor through coastal Smith River in northern Del Norte County. The Connected Communities Plan will provide a vision for a balanced, accessible multi-modal transportation network through the heart of the Tolowa Dee-ni' Nation. This project is intended to develop a multi-use separated path paralleling US 101 to connect active transportation users to various Tribal destinations. Safety measures including traffic calming and street lighting will be incorporated. Community members will have various opportunities to be involved in the project to ensure that the proposed improvements reflect their highest priorities. The study will include advanced conceptual designs that will allow the Tribe to seek funding to bring the proposed improvements to fruition, as well as an educational campaign aimed to shed light on the benefits of walking and biking.	Active Transportation	X	\$130,405	SHA
2	Sustainable Communities Competitive	City of Dunsmuir	Local Government Commission	Dunsmuir Active Transportation Plan	Dunsmuir	Siskiyou	The City will conduct an intensive participatory planning effort to prepare a community-driven active transportation plan that will guide expansion of facilities for walking, bicycling, and local transit in the next decades. The Plan will evaluate the key issues in order to develop a prioritized list of projects, a toolbox of solutions and conceptual designs/preliminary cost estimates for pedestrian, bicycle, and transit improvements. The project will invite various stakeholders to participate in a formal advisory group throughout the development of the Plan document. The Plan will be developed through a charrette process that will engage community members through workshops, walk audits, small table discussions, and other interactive events to identify challenges to walking and bicycling. The Plan will build on the Siskiyou County Local Transportation Commission 2016 Regional Transportation Plan (RTP) and state goals by reducing vehicle miles traveled and GHG emissions and improving safety for all modes of travel.	Active Transportation	X	\$171,953	SHA

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2	Sustainable Communities Competitive	City of Tehama	NA	City of Tehama Community Transportation Plan	City of Tehama	Tehama	The City of Tehama will prepare a citywide Community Transportation Plan. The Plan will provide a framework for a balanced multimodal transportation network addressing Tehama's transportation challenges and ultimately improving connections between where people live, work, and play. The overall goal of the Plan will be to improve circulation in the City with an emphasis on the safety and convenience of potential bicyclists and pedestrians in the City of Tehama and will provide vital connections for Tehama residents to access daily destinations they need and want to travel to. The Plan has the potential to improve opportunities to walk, bike, and take public transportation in Tehama and improve social well-being and the physical health of community members. Previous planning efforts that have identified the need for bicycle and pedestrian facilities and connections in the City of Tehama are the Tehama Regional Transportation Plan (2018) and the Tehama Active Transportation Plan (2018).	Multimodal	X	\$88,087	SHA
2	Sustainable Communities Competitive	Pit River Tribe	NA	Pit River Tribe Long Range Transportation Plan Update		Lassen Modoc Shasta Siskiyou	The Pit River Tribe will prepare an update to the Tribal Long Range Transportation Plan (LRTP). The goal of the LRTP is to identify the needs of the Tribal community and evaluate the accessibility, safety, social equity, and future growth and development of the transportation system within the community. An updated LRTP will address the multimodal transportation needs that will support the Tribe's environmental and socioeconomic objectives and establish a continuous planning process. The project will engage the local community through public meetings, surveys, and workshops to ensure public involvement and input into the LRTP. The project will also include coordination with the Caltrans, the Bureau of Indian Affairs (BIA), and local county agencies and will align with regional planning efforts.	Multimodal	X	\$129,327	SHA

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2	Sustainable Communities Competitive	Plumas County Transportation Commission (PCTC)	Lake Almanor Area Chamber of Commerce; Almanor Recreation and Park District	State Route 36 Chester Complete Streets and Context Sensitive Streetscape Plan	Chester	Plumas	The PCTC, in partnership with local recreation and utility Districts, and the Chamber of Commerce, will develop a Complete Streets (CS) and Context Sensitive Streetscape (CSS) Plan for the 2-mile length of State Route 36/Main Street corridor, in time for implementation with 2024's Chester CAPM project. An extensive community engagement process will identify design strategies to transform Main Street into a pedestrian/ bicycle-friendly corridor. Deliverables include a CS/CSS plan for roadway, bikeway, sidewalk, and intersection modifications to support safety, operations, access and mobility for all modes and users of all ages and abilities. The planning effort fully supports State and regional goals of reducing vehicle miles traveled and greenhouse gas emissions, maximizing mobility and accessibility, enhancing economic vitality, while preserving a sustainable regional transportation system, and protecting community health and the environment. The plan will integrate the locally developed 2009 Chester Main Street Design Plan with recommendations from the County's 2018 ATP.	Complete Streets	X	\$526,000	RMRA
2	Strategic Partnerships Transit	Shasta Regional Transportation Agency	NA	North State Intercity Bus to Rail Plan	Redding	Shasta	The North State Intercity Bus to Rail Plan will develop the next generation of intercity travel options between Redding, the second-largest city in the 16 counties of Rural Northern California, and the major urban centers of Greater Sacramento and the Bay Area. While the new Salmon Runner bus service will address the immediate need for Interstate-5 intercity passenger transportation, the 2018 California State Rail Plan calls for additional long-term goals of providing integrated express bus service every two hours from Sacramento to Redding and studying daytime passenger rail. This project will take the next step to develop that vision by evaluating enhanced bus connections to nearby rail hubs as well as future direct passenger rail service. The study will include an assessment of rail infrastructure and possible expansions. Finally, the project will incorporate a road map for establishing a new governance structure to plan and operate improved intercity transportation service.	Transit		\$291,819	FTA 5304

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2	Strategic Partnerships	Shasta Regional Transportation Agency (SRTA)	NA	State Route 273 Northern Section Multimodal Corridor Plan	Redding	Shasta	In close collaboration with the city of Redding, Caltrans District 2, and Redding Rancheria, SRTA will develop the State Route (SR) 273 Northern Section Multimodal Corridor Plan (SR 273 NSMC Plan). The effort will take a fresh look at one of the region's most complex, challenging, and significant corridors to prepare a plan that will result in the following key deliverables: A prioritized list of a projects that address safety, accessibility, connectivity, mobility, and freight related needs; Fewer transportation-related obstacles to economic development and increased opportunities for future public-private partnerships to address these obstacles; Active community engagement with disadvantaged census tracts resulting in a prioritized list of policies, programs, and projects that would most effectively address community-identified needs and inequities; An opportunity to incorporate findings from the Resilient Shasta Extreme Climate Event Mobility and Adaption Plan currently underway.	Corridor		\$500,000	FHWA SPR Part I
3	Strategic Partnerships Transit	Butte County Association of Governments (BCAG)	NA	North Valley Passenger Rail Strategic Plan	Sacramento Marysville Oroville Chico	Butte Sacramento Sutter Yuba	BCAG, in partnership with Caltrans, San Joaquin Regional Rail Commission (SJRRC), San Joaquin Joint Powers Authority (SJJA), and Union Pacific Railroad (UP), will prepare the North Valley Passenger Rail Strategic Plan to extend "Valley Rail" passenger rail service northward from Natomas to Butte County. The plan will examine both UP lines extending through the Cities of Oroville and Chico, resulting in deliverables that include rail model output data from UP, schedule and preferred station locations, operating and capital improvement costs, fare structure/pricing plan, ridership/revenue forecasts, and financing plan.	Transit		\$500,000	FTA 5304
3	Sustainable Communities Competitive	City of Colfax	Local Government Commission	Downtown Connectivity and Main Street Improvement Plan	Colfax	Placer	The City, with its sub-applicant (Local Government Commission), will conduct an extensive and highly participatory, multifaceted community engagement process to identify strategies to improve safety and promote active modes of transportation. The resulting Downtown Connectivity and Main Street Improvement Plan will include short-and long-term multimodal improvements for pedestrians, bicyclists and access to transit, revitalization strategies for incremental investments and infill within the downtown core, and strategies for how neighborhoods can connect with the downtown and maintain a compact community form. The plan fully supports state and regional SCS/RTP goals of reducing vehicle miles traveled and GHG emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, and protecting the environment and health.	Multimodal	X	\$211,030	SHA

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3	Sustainable Communities Competitive	City of Rancho Cordova	NA	Citywide Roundabout Feasibility Study and Implementation Plan	Rancho Cordova	Sacramento	This project evaluates the feasibility of implementing roundabouts in disadvantaged/legacy communities and in areas where new development is proposed. The study will create a 'Roundabout Priority Implementation Plan' that works for our community and integrates with the City's Complete Street Plans. This study will also create 'Roundabout Evaluation Guidelines' so that unanticipated future roundabout locations can be quickly evaluated. The study will also consider replacing existing signal-controlled intersections to better align with long term SACOG Regional MTP/SCS 2020 goals.	Multimodal, Safety	X	\$154,928	RMRA
3	Sustainable Communities Competitive	City of West Sacramento	NA	West Sacramento Equitable Sidewalks Program: Putting Pedestrians First	West Sacramento	Yolo	The City seeks to create an inventory of existing sidewalk assets. This data collection, analysis and policy development is critical to establishing an equitable Sidewalk Program. The project proposes to complete the following: citywide sidewalk inventory & assessment, define individual projects, develop/apply project prioritization framework, complete 30% Design/conceptual drawings for top ranking projects, and sidewalk implementation/investment strategy.	Active Transportation	X	\$258,419	RMRA
3	Sustainable Communities Competitive	City of Woodland	NA	Active Transportation Plan	Woodland	Yolo	The Woodland Active Transportation Plan will serve as the master plan to guide the development of active transportation infrastructure for implementation coordinated with city priority projects. Woodland will work with the school district, Yolobus, local businesses, and the Woodland Bike Campaign to develop policy direction and design guidance for identifying and prioritizing active modes needs. Major project deliverables include a Citywide Level of Traffic Stress Analysis, a community equity map, a phasing plan and the final implementation plan.	Active Transportation	X	\$161,125	SHA
3	Sustainable Communities Competitive	El Dorado County Transportation Commission (EDCTC)	NA	EDCTC - Greater Placerville Wildfire Evacuation, Community Safety, and Resiliency Plan	Placerville	El Dorado	To address the impacts of climate change, the project will develop a wildfire evacuation plan for the Greater Placerville area in El Dorado County. The project will produce an Existing Conditions Report to characterize wildfire risk in the project area, including detailing the existing vulnerabilities in the transportation, communication, and water networks. The final plan will identify the infrastructure improvements needed to effect timely evacuation and make infrastructure networks more resilient and provide redundancy to avoid catastrophic failure. Parties involved include the public and local, state, and federal agencies responsible to respond to a wildfire and evacuation. Relevant planning efforts include: El Dorado County RTP 2040; Sacramento Region Transportation Climate Adaptation Plan; Resource Conservation District Fire Adapted 50 Plan.	Climate Change, Safety	X	\$250,000	SHA

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3	Strategic Partnerships	Sacramento Area Council of Governments (SACOG)	Southern California Association of Governments (SCAG); San Diego Association of Governments (SANDAG)	Leveraging Road Pricing and Shared Use Mobility Incentives to Achieve Policy Goals	Multiple	Multiple	SACOG, SCAG, and SANDAG, in partnership with Caltrans, seek to develop a common research design framework for pilot projects to test the effects of integrating mobility payment systems (e.g. congestion and corridor fees) with demand management approaches (e.g. incentives for not driving alone) to achieve policy outcomes: advancing equity in underserved communities; reducing vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions; managing roadway congestion; and providing sustainable revenues from fees for system maintenance and operation. This project seeks to design pilot testing that would put MPOs in a position to implement valuable policy-driven facility pricing systems and incentives that magnify desirable environmental and equity outcomes supporting EO-19-19 and the Caltrans Equity Statement while minimizing negative impacts, especially on underserved communities.	Multimodal, Road Pricing	X	\$500,000	FHWA SPR Part I
3	Sustainable Communities Competitive	Yuba Sutter Transit Authority	NA	Comprehensive Operational Analysis	Multiple	Sutter Yuba	Yuba-Sutter Transit will prepare a Comprehensive Operational Analysis (COA) to improve the services provided and make transit a more viable option for Yuba and Sutter County residents. The COA will provide the needed guidance to study alternative service models, reallocate resources, and better integrate with other regional services to better meet the mobility needs of the region especially for low-income and disadvantaged communities. Additionally, the COA's recommendations will provide the tools to enhance the efficiency, convenience and quality of the local and regional transit service while reducing greenhouse gas emissions. The analysis will include coordination with other state and regional planning efforts including the California Statewide Transit Strategic Plan, California Integrated Travel Project, the Sacramento Region Blueprint, and 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy.	Transit	X	\$199,192	SHA
4	Sustainable Communities Competitive	City of Oakland Department of Transportation	NA	Chinatown Complete Streets Project	City of Oakland	Alameda	Chinatown is a bustling neighborhood that is a centerpiece of Oakland's cultural identity. The Plan will work with the community to identify a set of key corridors, conduct outreach to reach consensus on multimodal upgrades to those streets, and complete the conceptual designs necessary to advance capital projects. This plan will engage local non-profits, residents, and businesses in Chinatown to craft a set of approved projects that meet the State's GHG reduction goals, are coordinated with planned development and regional projects, and reflect community priorities.	Complete Streets	X	\$500,000	RMRA

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4	Sustainable Communities Competitive	City of San Jose	California Walks	Walk Safe San Jose	City of San Jose	Santa Clara	Walk Safe San José focuses on the four council districts with a combined resident population just under 400,000 (as of the 2010 census) identified in the City's 2020 Vision Zero Action Plan with the most traffic fatalities and severe traffic injuries. Within this inner core of neighborhoods around downtown, the City proposes to work with a consultant on eight focus areas where bike and pedestrian injury data demonstrate that people walking and biking demand. Existing street design does not support safe pedestrian access; arterials are fast and wide, and fully signalized crosswalks are spaced far apart. This plan would address pedestrian safety deficiencies in San José's highest need areas.	Multimodal, Safety	X	\$398,400	SHA
4	Sustainable Communities Competitive	City of San Jose	NA	King Road Complete Streets Plan	City of San Jose	Santa Clara	The King Road Complete Street Project aims to make King Road, one of San Jose's highest bus ridership corridors, a safer and more inviting place to walk, bike and take transit. The project will also focus on improving transit access and reliability for historically under resourced East San Jose neighborhoods and improve connections to key regional transportation hubs. With stakeholder and community input, the project will culminate in a phased approach complete street plan for King Road outlining quick build, near and long-term improvements for the corridor. Project supports goals of San Jose's Better Bike Plan, Vision Zero Plan, Valley Transportation Authorities Pedestrian Access to Transit Plan as one of San Jose's top corridors in need of safety and transit reliability improvements, and aligns with Caltrans District 4 Pedestrian Plan.	Complete Streets	X	\$399,270	RMRA
4	Sustainable Communities Competitive	City of San Mateo	NA	San Mateo Complete Streets Plan	City of San Mateo	San Mateo	The San Mateo Complete Streets Plan will provide an actionable plan to transform the existing vehicle-centric circulation network to one that is designed for safety and access for all modes. The project will evaluate existing local and regional plans and facilities using a rigorous data analysis and community engagement process to identify gaps and deficiencies. This assessment will lead to development of priority focus areas centered on safety and equity, and multimodal infrastructure projects prioritized based on the goals that will be developed to guide the Plan. This comprehensive project list will be supplemented by a Complete Streets design guideline manual, supporting programs, funding options, and concept designs for the highest priority projects. The final product of the project is anticipated to be a plan ready for implementation that is reflective of the community's vision.	Complete Streets	X	\$490,882	RMRA

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4	Sustainable Communities Competitive	City of San Pablo	NA	Sustainable Transit Oriented Development Master Plan	City of San Pablo	Contra Costa	The City of San Pablo Sustainable Transit Oriented Development (TOD) Master Plan will support regional housing and local/statewide greenhouse-gas reduction goals by creating a strategy and guiding policies for future TOD in San Pablo. A citywide TOD priority area will be created based on analysis of citywide affordable and multi-unit housing, housing opportunity zones identified by the sixth cycle Regional Housing Needs Assessment-mandated Housing Element update, and existing and proposed bus routes, and bicycle facilities. The plan will create and implement a community engagement plan—with a range of bilingual outreach components—in order to develop the priority area and a community TOD vision, including concept designs for areas near transit. Recommended policies and strategies for TOD implementation will focus on reducing parking demand, ensuring transportation resilience in the face of climate risks (e.g., annual flooding), incorporating statewide legislative changes, and leveraging funding opportunities and regional partnerships.	Transit-Oriented Development	X	\$265,590	SHA
4	Sustainable Communities Competitive	County of San Mateo	NA	North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study	Unincorporated	San Mateo	This Study focuses on overcoming barriers to active transportation in the disadvantaged community of North Fair Oaks by: (1) Assessing the viability of alternative locations and designs for a new bicycle and pedestrian grade-separated rail crossing of the Caltrain Corridor, and (2) Identifying specific bicycle and pedestrian enhancements linking the crossing site to key destinations within the neighborhoods on both sides bifurcated by the tracks. An interdisciplinary group of key stakeholders from public agencies, local community-based organizations, businesses and residents will collaborate to achieve key deliverables including: the community engagement plan, existing conditions/community needs analysis, alternatives development, evaluation criteria to identify preferred alternative, and draft and final studies. This Study will build upon high-level recommendations from the adopted 2011 North Fair Oaks Community Plan and the 2021 Unincorporated San Mateo County Active Transportation Plan for a new rail crossing, bicycle boulevards and pedestrian improvements in the Study area.	Active Transportation	X	\$356,163	SHA



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4	Strategic Partnerships	Metropolitan Transportation Commission	NA	Next-Generation Bay Area Freeways Study	Regionwide	Nine County Bay Area Region	Toward modernizing the Bay Area's congested freeways into a next-generation multimodal network with improved mobility, environmental and equity outcomes, this study will explore "pathways" that pair freeway pricing mechanisms (such as all-lane tolling) with complementary strategies (such as means-based discounts, express buses, last-mile shuttles and bicycle programs). Consistent with the pricing strategy in Plan Bay Area 2050 and the California Transportation Plan, the study will build on past and ongoing pricing studies, produce materials to demonstrate benefits of pricing solutions, recommendations for optimal pathways and operational deployment of pricing, and recommendations for further analysis and implementation in prioritized sub-regions. A cross-functional team of MTC staff will lead the study, partnering with Caltrans, County Transportation Agencies, select transit agencies, outreach consultant(s) and community-based organizations.	Multimodal, Road Pricing	X	\$500,000	FHWA SPR Part I
4	Strategic Partnerships Transit	Metropolitan Transportation Commission	NA	Network Management - Planning for Implementation	Regionwide	Nine County Bay Area Region	A robust transit system and strong transit ridership are essential to realize California's emission reduction targets. With 27 transit operators serving the region, inconsistent fares, wayfinding, and schedules make using transit challenging, especially for transit dependent riders. A regional Network Management approach is proposed to better coordinate transit and the customer experience for the benefit of riders. In collaboration with Blue Ribbon Transit Recovery Task Force (BRTF) stakeholders, MTC proposes to further develop the Network Management recommendations contained in the BRTF's Transformation Action Plan. This proposed plan will confirm the Network Management roles, refine the Network Management structure, and provide implementation recommendations, including cost ranges. The BRTF (comprised of local elected officials, representatives from the state Senate and Assembly, the California State Transportation Agency, transit operators, business and labor groups, and transit and social justice advocates) is anticipated to adopt a Transit Transformation Action Plan in Summer 2021.	Transit		\$500,000	FTA 5304

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4	Sustainable Communities Competitive	San Francisco Municipal Transportation Agency	PODER; Tenderloin Community Benefit District; San Francisco Bicycle Coalition; Bayview Hunters Point Community Advocates; SoMa Filipinas	Active Communities Plan	City of San Francisco	San Francisco	The San Francisco Active Communities Plan (Plan) is a 2.5 - year citywide equity-driven planning process to create the City's first comprehensive bike plan in 12 years. The scope of work was co-developed with our sub-applicant community partners to highlight San Francisco's most disadvantaged neighborhoods within a citywide effort. The Plan will formalize the use of new tools like Quick-Build projects, personal mobility devices, and COVID-response Slow Streets. In addition to broad citywide engagement, the Plan will co-build outreach with our sub-applicant partners to explore cultural, policy-based, and programmatic barriers to bicycling, including funding, access, safety, policing, gentrification, anti-blackness, racism, representation, and cultural barriers. The Plan will result in bike network infrastructure investment, programmatic/policy reforms, and revised design/policy guidelines to capture the full range of mobility devices that can be expected to legally use bike facilities.	Active Transportation	X	\$600,000	RMRA
4	Sustainable Communities Competitive	Santa Clara Valley Transportation Authority (VTA)	NA	VTA Transit-Oriented Development Access Study	Countywide	Santa Clara	VTA will prepare a Transit-Oriented Development (TOD) Access Study that identifies multimodal access needs and improvements at six high-priority sites for TOD in San Jose and Gilroy: Capitol Station, Branham Station, Berryessa BART, future BART stations at 28th Street and Downtown San José, and Gilroy Transit Center. These TOD sites will undergo major development and intensification with the coming of BART service to San José, Caltrain service enhancements, and future high-speed rail in Gilroy. Four TOD sites have been identified for affordable housing projects, which could generate approximately 550 affordable housing units. VTA will lead the Project with Cities of San José and Gilroy, County of Santa Clara, BART, Caltrain, Caltrans and Community-Based Organizations as key stakeholders. We will conduct robust outreach that empowers each community to identify multimodal access opportunities. The Project will result in a prioritized list of improvements that increases accessibility and connectivity to the TOD sites.	Transit-Oriented Development	X	\$583,130	RMRA

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4	Sustainable Communities Competitive	Santa Clara Valley Transportation Authority	NA	Climate Action and Adaptation Plan	Countywide	Santa Clara	The Project will prepare a Climate Action and Adaptation Plan (CAAP) that identifies specific actions VTA could take to minimize contributions to climate change, as well as to adapt and build resilience to long-term climate impacts. The CAAP will consist of three major deliverables. First, it will identify risks to transportation assets due to sea level rise, wildfire, extreme heat, and other climate change impacts, and ways to protect those assets for the public good. Second, it will identify actions to reduce VTA's contribution to climate change to meet State greenhouse gas (GHG) reduction goals. Lastly, it will identify actions VTA could take as Santa Clara County's Congestion Management Agency (CMA), in collaboration with others, to reduce countywide emissions from transportation. The Project will engage agencies and community stakeholders, particularly those who depend on transit and disproportionately bear the burden of impacts.	Climate Change	X	\$434,682	RMRA
5	Sustainable Communities Competitive Technical	Association of Monterey Bay Area Governments (AMBAG)	San Luis Obispo Council of Governments (SLOCOG); Butte County Association of Governments (BCAG); Tahoe Regional Planning Agency (TRPA); Shasta Regional Transportation Agency (SRTA)	Integrated Land Use Model and Development Monitoring Framework Tool	Multiple MPO Regions	Butte El Dorado Monterey Placer San Benito San Luis Obispo Santa Cruz Shasta	Develop an Integrated Land Use Model and Development Monitoring Framework Tool for the 5 Metropolitan Planning Organizations (MPOs): AMBAG, BCAG, SLOCOG, SRTA, and TRPA. The project area covers 34 Cities and 8 Counties. These jurisdictions will be involved throughout this project for model inputs and identifying their needs. The proposed tool would provide new and crucial functionality for RTP/SCS scenario analysis integrated with each MPO's regional travel demand model (RTDM). The proposed tool is essential for "Small 5" MPO to meet scenario analysis and producing various reports as outlined in CARB's revised SCS Draft Guidelines. Without this grant funding, the five MPOs face significant challenges due to limited resources, both technical staff and funding the land use model development in addition to RTDM. If awarded, with consulting assistance, the project will deliver five fully functional integrated land use models and development monitoring framework tool for each MPO.	Technical, Modeling		\$550,000	FTA 5304
5	Sustainable Communities Competitive Technical	County of Santa Cruz	City of Watsonville; Santa Cruz County Regional Transportation Commission	Santa Cruz Regional Vehicle Miles Traveled Mitigation Program	Santa Cruz-multiple	Santa Cruz	This project will develop and adopt a vehicle miles traveled (VMT) mitigation program to help fund projects that connect people to work, school, and essential services by building active transportation and transit improvements on and off the state highway system that decrease VMT and greenhouse gas emissions, improve safety, combat climate change and improve the quality of lifeline infrastructure provided to disadvantaged communities within the Santa Cruz region. As a joint effort between lead agencies, this project will create a regionally adopted VMT mitigation program that will help fund a backlog of projects that prioritize bicycle and pedestrian users by addressing safe, equitable access, and design for users of all ages and abilities.	Technical, SB 743		\$396,614	RMRA

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5	Sustainable Communities Competitive	Santa Barbara County Association of Governments	Association of Monterey Bay Area Governments	Central Coast Zero Emission Vehicle Strategy	California Central Coast	Six County Central Coast Region	This project will identify gaps and opportunities to implement Zero Emission Vehicle (ZEV) infrastructure on the Central Coast, including on or near the State Highway System, major freight corridors, and transit hubs. Major deliverables will include: a map-based planning assessment, an equity assessment, an alternative fuel roadmap to implementation, a ZEV funding strategy, marketing, education and outreach and a concept development analysis for ZEV-truck stations and e-Highways. Associated parties involved will be regional agencies, public transit agencies, local municipalities, ZEV equipment manufacturers, community coalitions, workforce development interests, affordable housing authorities, commercial property management companies, businesses, individual electric vehicle service providers and e-mobility companies, public utility providers, and labor unions. This strategy will directly advance the goals outlined in each Central Coast RTP/SCS as well as the goals of the State's Climate Action Plan for Transportation Infrastructure.	Technical, Zero Emissions		\$200,000	FTA 5304
5	Sustainable Communities Competitive	Santa Cruz Metropolitan Transit District	NA	Watsonville - Santa Cruz Intercity Transit Speed and Reliability Study	Santa Cruz	Santa Cruz	This study will evaluate traffic and travel conditions along the primary transit corridors connecting Watsonville and Santa Cruz to identify opportunities for pedestrian, bus stop and transit priority improvements aimed at improving the convenience, access and reliability of METRO's core service. Key deliverables include: collection and analysis of travel time and on-time performance data; findings from on-site and on-board observations; extensive public outreach to riders, residents, and business owners along the Corridor; a set of near-term and long-term recommendations for operational and infrastructure improvements; and a final report consolidating findings and recommendations. The study will be conducted in collaboration with Caltrans, Santa Cruz County, the cities of Watsonville, Santa Cruz and Capitola, transit/pedestrian advocacy groups, Transportation Advisory Committees and local community input. The study will leverage findings and priorities of regional plans and projects, including the Watsonville-Santa Cruz Multimodal Corridor Program.	Transit	X	\$289,425	RMRA

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5	Sustainable Communities Competitive	Transportation Agency for Monterey County	Ecology Action; Monterey County Health Department	Salinas Valley Safe Routes to Schools Plan	Gonzales Greenfield King City Soledad	Monterey	The Transportation Agency for Monterey County has committed to developing Safe Routes to School Plans for Monterey County's students and families through the passage of Measure X. Drawing on multi-agency partnerships the Agency has established with the Monterey County Health Department and non-profit Ecology Action, the Salinas Valley Safe Routes to School Plan will gather data, conduct walking audits and surveys and utilize community input to identify a set of safe routes to school, complete streets, travel demand management and active transportation improvements for twenty-two K-12 public schools in the cities of Gonzales, King City, Soledad and Greenfield. The Plan will create a Safe Routes to School Steering Committee to pilot a participatory budgeting process and empower community members to prioritize quick-build projects for implementation following plan adoption. The Plan will build on the Regional Transportation Plan and Active Transportation Plan to support mobility, social equity, safety and greenhouse gas reductions supportive of the region's Sustainable Communities Strategy.	Active Transportation, Safety	X	\$664,127	RMRA
6	Sustainable Communities Competitive	City of Corcoran	Local Government Commission	City of Corcoran Active Transportation Plan	Corcoran	Kings	The City of Corcoran will organize a highly participatory planning effort to prepare a comprehensive, community-driven Active Transportation Plan that strengthens connections and improves safety, mobility and access for walking and bicycling. The Plan will identify priority areas for pedestrian/bicycle improvements, will recommend specific projects, and will establish priorities and cost estimates for future implementation projects. Special emphasis will be placed on connections to schools and to the development of a walking and bicycling trail that can go through and around the City. The plan fully supports state and regional SCS/RTP goals of reducing vehicle miles traveled and GHG emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, and protecting the environment and health.	Active Transportation	X	\$224,892	RMRA
6	Sustainable Communities Competitive	City of Kerman	NA	Kerman Safe Routes to School (SRTS) and American with Disabilities Act (ADA) Transition Plan	Kerman	Fresno	The City of Kerman seeks funding to prepare a Safe Routes to School and ADA Transition Plan to identify projects to improve accessibility and active transportation infrastructure. The planning process will include a thorough collection and analysis of existing conditions related to SRTS, ADA, and signage. Interactive community engagement will drive the development of the plan. The final plan will include a Project Implementation Matrix with priority projects and cost estimates. This project is necessary to prepare for anticipated growth such as a new subdivision and expansion of the local school district. Additionally census data shows approximately 11% of our population is identified as having a disability. Planning for accessibility and multi-modal transportation is critical and well aligned with local, regional, State goals, and sustainable communities strategic planning.	Active Transportation, Safety	X	\$198,307	SHA

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6	Sustainable Communities Competitive	City of Reedley	Local Government Commission	Active Transportation and Parkway Master Plan	City of Reedley	Fresno	The City will conduct an intensive participatory planning effort to prepare a community-driven active transportation plan that can guide expansion of facilities for walking and bicycling in the next decades. The Plan will not only identify key routes connecting to multiple destinations within the City but will also expand the Parkway into a 15+/- mile multi-use trail system circling the City. The Plan will build on the Fresno County AT Plan and help advance state and regional SCS/RTP goals by reducing vehicle miles traveled and GHG emissions and improving safety for all modes of travel.	Active Transportation	X	\$265,537	SHA
6	Strategic Partnerships	Fresno Council of Governments (on behalf of the San Joaquin Valley MPOs)	NA	California Inland Port Feasibility Study Phase Three	Multiple cities	Central Valley and beyond	The study will analyze the feasibility of developing a new, inter-modal rail spine to connect seaports to key markets via the Central Valley. This California "Inland Port" system would cut greenhouse gases, significantly improve air quality, reduce road congestion, boost traffic safety, and advance California's extraordinarily large intra-state freight movement system. Prior study phases demonstrated underlying project viability and quantified reductions in greenhouse gas emissions and criteria pollutants, the third phase currently being proposed is aimed at bringing the project toward fruition in close coordination with key stakeholders. Phase Three includes planning for selection of one or more intermodal sites, developing performance and financial models, and exploring public-private delivery options.	Freight		\$388,000	FHWA SPR Part I
6	Sustainable Communities Competitive Technical	Fresno Council of Governments	San Joaquin Valley MPOs	San Joaquin Valley Household Travel Survey	Multiple cities	8 Counties of San Joaquin Valley	The San Joaquin Valley Household Travel Survey will collect data for the eight counties in the San Joaquin Valley, including household demographic information, travel patterns, and trip-making characteristics. The data will be used in estimation, calibration, and validation of the travel demand models owned by the eight Valley MPOs. The Valley MPOs will sponsor the survey, with involvement from Caltrans District 6 and 10 staff, as Caltrans uses the Valley MPO's models in the design and planning of state facilities. The data and a final report with detailed travel characteristics summarized for each county will be developed at the conclusion of the project and provided to each Valley MPO.	Technical, Data	X	\$692,149	RMRA
6	Sustainable Communities Competitive	Fresno County Rural Transit Agency (FCRTA)	NA	Fresno County Distributed Energy Resource/Microgrid Feasibility Analysis	Multiple	Fresno	This Study will evaluate the physical/financial feasibility of developing a microgrid system (a self-sufficient energy system powered by a renewable energy source, e.g. solar). The study will identify five sites in Fresno County for installation of microgrids, which could also serve as community mobility hubs, with public Electric Vehicle (EV) charging stations and electric carshare/bikeshare. The deliverable is a feasibility study including structural/infrastructure site assessment, site energy/technology assessment, financial analysis, and EV/Zero Emissions Vehicle fleet readiness plan. The study will be coordinated with FCRTA's testing of EV rideshare, Electric Grid Analysis Study, and the Fresno Council of Governments' EV Readiness Plan.	Technical, Transit, Zero Emissions	X	\$399,500	RMRA

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7	Sustainable Communities Competitive	City of Covina	NA	Covina Active Streets and Multimodal Connectivity Plan	Covina	Los Angeles	This plan will seek to further regional and local sustainability through an improved active transportation network, transit connections, and transit-oriented development (TOD) supportive planning. Major deliverables include: Research and analysis of existing Market, Mobility, Infrastructure, Equity, and Urban Design conditions; Stakeholder engagement including Community Outreach Meetings and Workshops; and, Draft and Final Active Streets and Multimodal Connectivity Plan. Project partners will include Foothill Transit, Emanate Health Inter-Community Hospital, and the Covina Chamber of Commerce who can provide valuable data and outreach support during project development and implementation. The CASCMP will alleviate the above safety and environmental trends by establishing priority transportation needs, identify feasible options to best implement Complete Street first-last mile connections to transit, and facilitate further TOD's through opportunity site analysis. The project will directly work to further the goals of the SCAG 2020-2045 RTP/SCS "Connect SoCal", State Planning Priorities, and Covina's Town Center Specific Plan area, all of which aim to reduce GHG emissions, concentrate development near transit centers, and create a safer active transportation network.	Multimodal	X	\$319,151	RMRA
7	Sustainable Communities Competitive	City of Culver City	NA	Culver City Complete Streets Design Guidelines	Culver City	Los Angeles	Culver City Public Works (PW) Department, with community input and consultant assistance will prepare the City's Complete Streets Design Guidelines (Guidelines). The Guidelines will include a comprehensive set of community-driven citywide standards, guidelines and options for all infrastructure within the public right-of-way. The Guidelines will implement the City's adopted Complete Streets Policy and will be informed by the Bicycle and Pedestrian Action Plan, Local Roads Safety Plan and the concurrent General Plan update. The Guidelines align with SCAG's 2020 RTP (Connect SoCal) and will identify complete streets elements and multimodal design improvements to enhance safety and accommodate all users.	Complete Streets	X	\$500,000	RMRA
7	Sustainable Communities Competitive	City of Los Angeles Bureau of Street Services (StreetsLA)	NA	Building a Climate-Resilient Active Transportation Network in Vulnerable Communities	Los Angeles	Los Angeles	StreetsLA is will develop a single infrastructure plan that identifies high priority projects which integrate active transportation and climate resiliency in the most vulnerable communities. This effort will culminate in grant-ready and competitive projects with flexibility to curate projects to better suit the priorities of its grant sources, thereby resulting in a true multi-benefit street transformation. A chosen model corridor will exhibit multi-benefit features that can be emulated throughout the City. Working with community and technical stakeholders, the proposal will integrate multiple agencies' plans and data to inform its RSPA criteria to identify its most urgent projects. The proposal aligns with the California Transportation Plan, SCAG's RTP and SCS, and the Mayor's Green New Deal.	Active Transportation	X	\$412,992	RMRA

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7	Sustainable Communities Competitive	City of Pico Rivera	Local Government Commission; Public Health Advocates	Historic Whittier Boulevard Multimodal Revitalization Plan	Pico Rivera	Los Angeles	The project will utilize a community-based planning effort to: Establish a collaborative vision and cross-sector constituency committed to transformation of Whittier Boulevard into a high quality multi-modal corridor utilizing Smart Mobility Framework and Compete Streets principles; and, Develop community-driven design concepts and implementation steps that improve conditions for walking, bicycling, transit and transit supportive development to serve the needs of all modes and users. The City will partner with the nonprofits Public Health Advocates and the Local Government Commission to conduct an extensive public participatory process to identify strategies that improve safety and promote active modes of transportation, support first and last mile connections to transit, and promote infill and revitalization. The plan fully supports state and regional SCS/RTP goals of reducing vehicle miles traveled and GHG emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, protecting the environment, and supporting healthy and equitable communities.	Multimodal	X	\$332,000	RMRA
7	Sustainable Communities Competitive Technical	Los Angeles County Metropolitan Transportation Authority	NA	Metro Vehicle Miles Traveled Mitigation Program	Countywide	Los Angeles	The goal of this project is to establish the framework for a Vehicle Miles Traveled (VMT) analysis and mitigation program for highway projects on the State Highway System (SHS) in Los Angeles County. The project will build on Caltrans policy documents and assess and refine existing VMT analysis tools in order to analyze, identify, and quantify VMT attributable to proposed highway projects on the SHS. This will clarify and expand the Caltrans project-type screening list, defining which projects are subject to expanded VMT analysis, reducing uncertainty and project delivery costs. The project will develop a CEQA-defensible, project-specific VMT mitigation framework and tool. The tool will inform the selection of eligible Metro-specific and Countywide programs that demonstrate quantifiable VMT reductions, resulting in a VMT Mitigation Program for use by Los Angeles County jurisdictions and agencies while also positioning Metro highway projects on the SHS to be fully compliant with SB 743.	Technical, SB 743		\$700,000	RMRA



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8	Sustainable Communities Competitive	City of Banning	NA	Downtown Revitalization and Complete Streets Plan	Banning	Riverside	The City of Banning (population 31,000) will develop a cohesive Downtown Revitalization and Complete Streets Plan giving a blueprint for economic development in the commercial core of our severely disadvantaged community, and a comprehensive framework for safer travel for all users (vehicles, pedestrians, bicyclists, transit, ride-share, electric vehicles). The Plan will provide a road map for critical development within the downtown commercial district and will include community input from a variety of stakeholders. An agreed-upon vision and policy statements will be developed, as well as identification of the stakeholder team, a summary of the public input process, descriptions and characteristics of the City's street landscape and land use, a description of the existing travel environment and barriers, proposed improvements to increase active transportation, and a phased implementation plan. The Plan will reflect planning efforts of regional Active and California's planning priorities.	Complete Streets	X	\$297,461	RMRA
8	Sustainable Communities Competitive Technical	Riverside County Transportation Commission	NA	Riverside County Zero-Emission Bus Rollout and Implementation Plans	Riverside	Riverside	The Riverside County Transportation Commission (RCTC) will prepare a joint Zero-Emission Bus Rollout Plan and Implementation Plan (ZEB Plans) for five of its seven transit operators (cities of Banning, Beaumont, Riverside, Corona, and Palo Verde Valley Transit). The ZEB Plans will define each transit agency's responsibilities in replacing their fossil-fueled fleets, constructing and installing charging facilities, and modifying maintenance facilities to accommodate storage, charging, and maintenance of vehicles. Additionally, the ZEB Plans will lay out the coordination efforts taken by RCTC, transit operators, utilities, and the Public Utilities Commission to ensure the plan is compatible with current infrastructure serving the area. The project is consistent with the California Air Resource Board (CARB) Innovative Clean Transit Rule, which mandates the purchase of zero-emission buses by transit agencies, and with SCAG's Accelerated Electrification strategy, adopted in the 2020-2045 RTP/SCS, a holistic and coordinated regional approach to decarbonizing transportation.	Technical, Transit, Zero Emissions	X	\$271,380	SHA

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8	Sustainable Communities Competitive Technical	San Bernardino County Transportation Authority	NA	San Bernardino Transportation Analysis Model Update "Plus" (SBTAM+)	Countywide	San Bernardino	San Bernardino County Transportation Authority (SBCTA) proposes to hire an experienced consultant to update the San Bernardino Transportation Analysis Model (SBTAM) and extend the model's functionality. The SBTAM Update "Plus" Project (SBTAM+) will be a multi-modal, comprehensive endeavor focused not only on 1) updating the transportation model to be consistent with the Southern California Association of Government's (SCAG) recently adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) but also on extending the model's functionality to include: 2) an improved interface with the Federal Transit Administration's Simplified Trips-on-Project Software; 3) an update and refinement of the Vehicle Miles Traveled (VMT) Screening Tool; 4) an on-line dynamic VMT/Land Use Analysis Tool; 5) sample scenarios demonstrating how land use changes can reduce VMT; 6) development of a framework for estimation of induced travel; and 7) streaming access to SBTAM+ results.	Technical, Modeling		\$443,535	RMRA
9	Sustainable Communities Competitive	Eastern Sierra Transit Authority	CalStart	Eastern Sierra Transit Authority Electrification Feasibility Study	Countywide	Inyo	In partnership with CALSTART, the Eastern Sierra Transit Authority (ESTA) will conduct an Electrification Feasibility Study and develop 20 deliverables, including a summary of existing conditions, infrastructure needs, cost estimates, and a final plan. ESTA serves many disadvantaged communities which will benefit from a well-designed transit system with the dependable clean fuel vehicles resulting from this project.	Technical, Transit, Zero Emissions	X	\$166,640	SHA
10	Sustainable Communities Competitive	Calaveras Council of Governments	NA	Calaveras County Evacuation and Access Needs Assessment and Preparedness Plan	Countywide	Calaveras County	The goal of this project is to build resiliency in our transportation system from the impacts of catastrophic events, which are exacerbated by Climate Change, and to facilitate adequate and sustained access to and from high-risk communities in Calaveras County during and after these events. The project will evaluate the potential for hazard risks such as wildfires and extreme weather events and identify the populations/communities and infrastructure most vulnerable and at the highest risk. Disadvantaged communities and populations who may struggle with self-evacuation will be prioritized. This project will engage residents, including vulnerable and disadvantaged populations, and multiple agencies and stakeholders in the planning process to identify needs, community priorities, and implementation strategy.	Climate Change, Safety	X	\$194,766	SHA

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10	Sustainable Communities Competitive	City of Waterford	NA	Yosemite Boulevard (SR 132) Corridor Study	Waterford	Stanislaus	Yosemite Blvd. (SR 132) is an important 2.7 mi-long east-west corridor through the City of Waterford providing a primary route for employment, recreation and a major freight corridor for construction materials in Stanislaus County. Most of this two-lane highway lacks pedestrian and bike facilities requiring sharing of the road or shoulders with traffic and large numbers of trucks. The City desires to study the SR 132 corridor to develop an Official Plan Line to identify the future build-out improvements necessary for a multi-modal transportation corridor including transit, bike, pedestrian, truck and vehicle traffic. Strategic design concepts will be developed to meet the needs of each of the users in a complete street format. Major deliverables will be an engaged community that participated in a Final Study and Summary Projects Report. Participants will be the entire community, stakeholders, and Advisory Committee. The City has recently drafted a Local Roadway Safety Plan.	Corridor	X	\$221,325	SHA
10	Sustainable Communities Competitive	Mariposa County Local Transportation Commission	NA	Phase IV Mariposa Creek Parkway Special Plan	Mariposa	Mariposa County	The Mariposa Creek Parkway Phase IV Special Plan pairs engagement with diverse local stakeholders, including housing and public health agencies, environmental stewardship non-profits, and the wider community, with rigorous site, market, and ecological analyses to articulate a vision for a sustainable neighborhood along the Mariposa Creek Parkway. The planned neighborhood will address Mariposa County's housing imbalance, gain new access encroachments to State Route 49N, and establish an internal network of complete streets that support multi-modal transportation behavior and reduce greenhouse gas emissions. Deliverables include neighborhood site and land use plans, an economic development and investment strategy, and a phasing and action plan to guide implementation.	General Plan Related	X	\$460,000	RMRA

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11	Sustainable Communities Competitive	City of La Mesa	NA	La Mesa Boulevard Complete Streets Plan, Segment 2	La Mesa	San Diego	The City of La Mesa will conduct this effort as a long-term road map for the integration of mixed-use redevelopment, active and alternative modes of transportation along an established transit corridor within an older, built-out community. The Plan will feature intensive community and stakeholder engagement including residents, alternative transportation proponents, small businesses, housing advocates and the local transit agency. The process will be designed to provide equitable outreach across all platforms under COVID conditions through web-based surveys, social media and conventional phone/direct mail contacts. Lastly, the Plan will facilitate meeting the goals of the City's Climate Action Plan, Bicycle Facilities and Alternative Transportation Plan, Urban Trails Mobility Action Plan and Housing Element by reducing Vehicle Miles Traveled (VMTs), promoting active and alternative modes of transportation, locating additional affordable housing along established transit corridors feeding employment centers and essential services.	Complete Streets	X	\$352,000	RMRA
11	Sustainable Communities Competitive	Pala Band of Mission Indians	NA	Pala Long Range Transportation Plan and Roads Update	Pala	San Diego	This project will take the outdated 1996 plan and create a current, usable document that will also be officially approved by the tribe and the Bureau of Indian Affairs (BIA). This plan will be comprehensive; it will incorporate existing planning documents while prioritizing fundable, specific projects. Preliminary designs will be provided to strengthen future grant applications. Also, this project will update the BIA's roads inventory – less than 50% of Pala's roads are in the inventory currently. Pala has been working with neighboring tribes, SCTCA, SANDAG, Caltrans, and the County of San Diego in its Inter-Tribal Transportation Working Group since 2006. This plan intends on supporting federal, regional and state transportation goals and requirements.	Multimodal	X	\$341,301	SHA

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11	Strategic Partnerships Transit	San Diego Association of Governments	NA	Clairemont Complete Corridors		San Diego	Clairemont Complete Corridors will re-imagine two auto-oriented, four-lane roads into multimodal corridors that prioritize moving people over cars. Morena Boulevard and Clairemont Drive are major arterials in the City of San Diego (City), adjacent to Interstate 5 and the forthcoming Mid-Coast Trolley, that connect the Clairemont community to Mission Bay and other local resources. The project will develop 30% 'Complete Corridor' conceptual designs for portions of both roads within walking/biking distance of the future Clairemont Drive and Tecolote Road Trolley Stations. Conceptual designs could include potential street improvements, technology applications, vehicle electrification, and supporting mobility hub amenities that increase sustainable mobility options to enhance equity, safety, and accessibility. SANDAG will seek input from Caltrans, the City, Metropolitan Transit System, and community groups. The project directly aligns with current transit investments, SANDAG's 2021 Regional Plan, the City's Clairemont Community Plan, and Caltrans' feasibility assessments on the Clairemont Drive Interstate 5 overpass.	Corridor		\$375,000	FTA 5304
11	Sustainable Communities Competitive	San Diego Association of Governments	Imperial County Transportation Commission	San Diego and Imperial Counties Sustainable Freight Implementation Strategy		San Diego/Imperial	California has established ambitious climate, air quality, and public health goals and has recently prioritized transitioning the freight sector to sustainable technologies through the California Freight Mobility Plan 2020, California Sustainable Freight Action Plan (CSFAP), California ZEV Action Plan, Executive Order N-79-20, and other actions. To ensure San Diego and Imperial Counties contribute to meeting these goals, SANDAG and ICTC will develop a 30-year Sustainable Freight Strategy (Strategy) to systematically implement multimodal projects and policies that transition the region to a more sustainable, efficient, equitable, and economically competitive freight transportation system. The Strategy will be vetted through extensive outreach efforts with public and private freight stakeholders and will encompass projects and policies identified in our agencies' Regional Transportation Plans (RTPs) as well as emerging technologies that have evolved since the adoption of the CSFAP. Additionally, the Strategy will include an implementation plan focusing on actionable strategies for pursuing funding opportunities.	Freight	X	\$500,000	RMRA

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11	Strategic Partnerships Transit	San Diego Association of Governments	City of San Diego	Next Generation Rapid Routes Advanced Planning		San Diego	SANDAG's 2021 Regional Plan proposes a network of approximately 30 additional Rapid routes to get people where they want to go, fast. In partnership with local jurisdictions and the region's two transit agencies, SANDAG will analyze potential route alignments, station locations, and transit priority measures on three Next Generation Rapid routes (serving the cities of San Diego, Escondido, Chula Vista, and National City) to ready them for design and implementation. This advanced planning will allow SANDAG to line up quality, shovel-ready projects to compete for state and federal funding and help achieve local, state, and national climate action goals. The project will be guided by active participation by project partners and the public to ensure these routes meet the unique needs of the communities they serve, including low-income and disadvantaged populations.	Transit	X	\$500,000	FTA 5304
12	Sustainable Communities Competitive	Anaheim Transportation Network (ATN)	NA	Anaheim Connects Multimodal Transit/Transportation Plan	Anaheim	Orange	ATN will hire a consultant to develop the Anaheim Connects Multimodal Transit Plan, identifying transformative transit and first/last mile solutions (potentially including microtransit, transit lanes/streetcar/BRT, bike/carshare, active transportation improvements, and parking technology synergy) that create seamless connectivity for 25 million employees, residents, and visitors traveling between housing, jobs, and entertainment destinations annually.	Multimodal	X	\$700,000	RMRA
12	Sustainable Communities Competitive	City of Westminster	NA	Westminster Safe Routes to School Plan	Westminster	Orange	Westminster will develop a citywide Safe Routes to School (SRTS) Plan that includes conceptual infrastructure design and programmatic recommendations at 21 schools for safer, more convenient walking and bicycling options for Westminster's school children, families, and residents. The SRTS Plan is needed due to Westminster's high traffic volumes and speeds, health inequities, as well as limited infrastructure for safer, more accessible walking and biking.	Active Transportation, Safety	X	\$469,000	RMRA

**\*Fund Source**

RMRA - (State) Road Maintenance and Rehabilitation Account

SHA - State Highway Account

FHWA SPR Part 1 - Federal Highway Administration, State Planning and Research Part I

FTA 5304 - Federal Transit Administration, Section 5304