

Fiscal Year 2014-15 Partnership Planning for Sustainable Transportation

Pending State Budget Authority

CT District	Grantee <i>Sub-recipient(s)</i>	Project Title	County	Senate District	Assembly District	Project Description
3	Butte County Association of Governments <i>City of Oroville</i>	Highway 162 Complete Streets Corridor Plan	Butte	4	3	The project will analyze State Route (SR) 162, from SR 70 to Foothill Boulevard, and develop a Corridor Plan focused on creating a roadway that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists. This section of SR 162 faces increasing issues of congestion and safety. The purpose of the plan is to increase travel options which will reduce congestion, improve safety, increase system efficiency, and support environmentally sustainable alternatives to single driver automobile trips in support of Assembly Bills 32 and 1358, and Senate Bill 375.
3	El Dorado County Transportation Commission	Sustainable Agritourism Mobility Study	El Dorado	1	5	The study will analyze travel demand on United States Route 50 (US 50) and local roadway networks in agritourism areas of El Dorado County to understand how agritourism impacts congestion, mobility, operations, greenhouse gas emissions, and interregional travel on US 50. US 50 is a significant transportation corridor that California and Nevada rely on heavily for commerce, tourism, and recreational access. During the fall harvest season, over one million people travel on US 50 to visit Apple Hill and south-county wineries, while creating significant operational issues on US 50 in the project area.
4	City of San Leandro <i>City of Oakland;</i> <i>Rails-to-Trails Conservancy</i>	San Leandro Creek Trail Master Plan	Alameda	9 10	18	This project will develop a Master Plan and implementation strategy for a six-mile multiuse trail along San Leandro Creek through the cities of San Leandro and Oakland. The project builds on several years of partnerships which analyzed the corridor by engaging hundreds of diverse residents in envisioning how a greenway could enhance access to recreation, schools and transit while promoting regional sustainability. The Plan will consolidate and expand on earlier work by furthering community and organizational partnerships and conducting an in-depth feasibility analysis of the opportunities and constraints to constructing a multiuse trail through this unique watershed corridor.
4	San Francisco County Transportation Authority	San Francisco Freeway Performance Initiative Study	Francisco	17 19	8 11	Plan Bay Area is forecasting significant growth within the United States Route 101 and Interstate 280 corridors. However, San Francisco is not represented in the region's managed lanes plans. This study will fill the gap and be a partnership between the San Francisco County Transportation Authority, Caltrans, Metropolitan Transportation Commission, San Mateo, and others to develop a mid-term (2025) vision for managing the growing travel demand on these freeway corridors. This study will complement and extend the work of our partners; analyze a full range of managed lanes strategies; and, develop a freeway management vision that is necessary to achieve the Sustainable Community Strategy and greenhouse gas reduction targets.
5	Transportation Agency for Monterey County	Pacific Grove State Route 68 Corridor Study	Monterey	17	29	The study will evaluate bicycle and pedestrian needs on this urbanized regional connection in the State highway system, and identify a range of projects that improve access, safety, and security for nonmotorized transportation; thus benefitting all modes of travel. This study presents an opportunity to partner with stakeholders to implement "Complete Streets" projects and advance regional sustainable transportation initiatives like the Sustainable Communities Strategy.

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7	Southern California Association of Governments <i>City of Malibu</i>	Malibu Pacific Coast Highway Parking Master Plan	Los Angeles	23	50	The study will examine a twentyone-mile corridor of Pacific Coast Highway/State Route 1 in the City of Malibu, analyze the existing shoulder and develop recommendations to improve safety and mobility throughout the region. The project will include: field work to prepare an inventory including availability of parking, condition, curb and gutter, driveways, bus zones and sidewalks; research and review current parking standards including Caltrans highway design standards, regulations, and collision history; identify deficiencies, issues or collisions directly related to on-street parking and, develop and initiate recommendations to modify and improve the shoulder parking.
7	Southern California Association of Governments <i>City of Redondo Beach; City of Manhattan Beach</i>	Aviation Boulevard Multimodal Corridor Plan	Los Angeles	22 28	53 66	The project would help make the heavily traveled roadway segment a safe corridor for bicyclists and pedestrians as well as cars, trucks, and transit vehicles. The project also includes a living streets manual for context planning purposes. The objective is to promote active transportation plans as well as improve the regional transportation system, reduce greenhouse gases, comply with Senate Bill 375, and implement the region's 2012 Regional Transportation Plan and Sustainable Communities Strategy.
8	Southern California Association of Governments <i>City of Fontana</i>	Malaga Bridge Community-Based Opportunities Analysis	San Bernardino	32	47	The City of Fontana will develop an Opportunities Analysis for the locally historic and regionally important Malaga Bridge. The bridge is part of Historic Route 66 and serves as a pedestrian/bike trail along the Pacific Electric Trail. With community input, this analysis will identify the preferred method for moving or extending the bridge when Foothill Boulevard is widened where it passes under the bridge.
10	Amador Transportation Commission <i>Calaveras Council of Governments; Tuolumne County Transportation Council</i>	Protect and Improve Critical Transportation Planning Tools for Rural and Growing Counties	Amador Calaveras Tuolumne	14	5	This project will sustain and improve the UPlan growth modeling tool to continue to provide the State's rural and growing counties the fundamental tool for the development and implementation of sustainable, multimodal transportation systems. The UPlan model update will facilitate upgrades for related transportation planning tools to provide better informed decisions and measure performance. Six counties have partnered with UC Davis and with Caltrans to use the new tools and demonstrate/share information and capabilities with other rural and growing counties and districts.
10	San Joaquin Council of Governments	San Joaquin Valley Goods Movement Sustainable Implementation Plan	Fresno Kern Kings Madera Merced San Joaquin Stanislaus Tulare	5 12 14 16 18	12 13 21 23 31 34	The recently completed San Joaquin Valley Interregional Goods Movement Plan in 2013 identified "First and Last Mile" connectivity as a critical issue requiring additional study. This project will conduct a comprehensive identification of the highest priority connectors, economic activities they support, as well as near and long-term improvements. The project includes related goods movement planning activities such as assessing truck routing and parking needs, rural priority corridors, goods movement performance measurement and system infrastructure development, and coordination with our Sustainable Communities Strategies.
11	San Diego Association of Governments	Visualizing Truck Flows Based Upon Industry Data	San Diego	36 38 39 40	71 75 76 77 78 79	The San Diego Association of Governments (SANDAG) in coordination with Caltrans and the other government agencies will develop a tool to visualize truck movements. SANDAG will purchase and analyze previously unavailable Global Positioning System data from the trucking industry to precisely depict actual truck flows on the transportation system. In direct support of the objectives of Senate Bill 375, SANDAG will be enabled to visualize exact truck movements, which in turn will enable the partner agencies to craft realistic greenhouse gas reduction strategies.