

| Grant Category                      | Grantee             | Sub-recipient(s)            | Project Title  | Project Description   | Grant Project Type | Disadvantaged Community Benefit | Award Amount | Fund Source* |
|-------------------------------------|---------------------|-----------------------------|--|---|--------------------|---------------------------------|--------------|--------------|
| Sustainable Communities Competitive | City of Isleton     | Local Government Commission | Isleton Main Street Redesign and Revitalization Plan | The project will develop a plan for Isleton’s Main Street to improve the pedestrian environment, support revitalization, and preserve the rich heritage of this historic community and the Sacramento-San Joaquin Delta. The City, with its sub-applicant (Local Government Commission), will conduct an extensive and highly participatory, multifaceted community engagement process to identify strategies for change. The resulting plan will include short and long-term streetscape and multi-modal safety and access improvements for pedestrians, bicyclists, transit and motorists, steps to spur public and private investment in the downtown, and strategies for maintaining a cohesive, well-connected community. The plan fully supports state and regional goals of reducing vehicle miles traveled and greenhouse gas emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, protecting the environment and health, and promoting equitable economic development.  | Multimodal         | X                               | \$212,788    | RMRA         |
| Sustainable Communities Competitive | City of Placerville | Local Government Commission | Cedar Ravine Road Multimodal Study                   | The City of Placerville will partner with the nonprofit Local Government Commission to engage residents, along with staff from a medical center, nursing facilities, an elementary school, churches and nearby retail and professional offices to develop implementation options for accommodating all users, including motorists, transit, pedestrians and cyclists, on Cedar Ravine Road. The study will also analyze and recommend ways to improve access and connectivity in the area. This study will not only to analyze and evaluate the challenges, but also identify strategies and design changes that will improve safety and better accommodate all users on Cedar Ravine Road and in the adjacent area. The study will develop conceptual plans and cost estimates that the City can use to implement improvements in the near future. The plan fully supports state and regional goals of reducing vehicle miles traveled and greenhouse gas emissions, maximizing mobility and accessibility, preserving and ensuring a sustainable regional transportation system, and protecting the environment and health.   | Multimodal         | X                               | \$167,634    | SHA          |
| Sustainable Communities Competitive | City of Roseville   | NA                          | Roseville Transit Comprehensive Operational Analysis | The City of Roseville will prepare a Comprehensive Operational Analysis (COA) of Roseville Transit to improve the services provided and make transit a more viable option for City residents. The COA will analyze the changed travel patterns of City residents and recommend opportunities to redefine or modify the existing local, paratransit, dial-a-ride and commuter services to create a transit agency that serves diverse demands, including the needs of travelers who are unable to or prefer not to drive for most trips. In addition to examining existing transit services, the COA will research the viability of bus service to the Sacramento International Airport, research the use of partnerships with private sector companies, such as transportation network companies, and service models such as microtransit to determine the proper balance of services to best serve the community. The COA will engage project stakeholders such as low income communities, school districts, large employers, Sierra College, senior services, identified stakeholders, transit riders and under-represented groups throughout the planning process. | Transit            |                                 | \$309,846    | SHA          |
| Sustainable Communities Competitive | City of Sacramento  | NA                          | 15-Minute Neighborhoods Plan                         | The City of Sacramento 15-Minute Neighborhoods Plan is a community-driven planning process to create a citywide connected network of traffic calmed local streets that will connect to schools, parks, retail and transit. The Plan will address a community priority to slow drivers to encourage active transportation to local destinations with a 15-minute walk or bike ride, and shift travel to more sustainable modes. Project deliverables will include extensive community engagement and transportation analysis resulting in Plan. The Plan will identify a citywide connected network of streets and specific traffic calming recommendations that will allow the City to seek design and construction funding. This planning process will include community stakeholders, neighbors, local businesses, schools, and other organizations and individuals.  | Multimodal         | X                               | \$460,266    | SHA          |

**State Fiscal Year 2022/2023 Sustainable Transportation Planning Grants**

|   |  |  |   |   |                         |   |           |                 |
|---|--|--|---|---|-------------------------|---|-----------|-----------------|
| Strategic Partnerships (FHWA SPR Part I)  | Sacramento Area Council of Governments (SACOG) | NA   | Northern CA Megaregion Zero-Emission Vehicles Medium/Heavy Duty Vehicle Blueprint | The Northern CA Megaregion ZEV Medium/Heavy Duty Vehicle Blueprint ("Blueprint") will identify actions and milestones to implement the electric charging and hydrogen refueling infrastructure needed to support the deployment of Medium-Duty/Heavy-Duty (MD/HD) zero-emission vehicles (ZEVs). SACOG will work closely with partners including the San Joaquin Council of Governments, the Metropolitan Transportation Commission, Caltrans districts, and utilities such as Sacramento Municipal Utility District and Pacific Gas and Electric to plan for a minimum of 11 major zero-emission truck charging plazas to support the Northern CA megaregion along Interstate-5, Interstate-80, and State Route 99. SACOG also recommends adding U.S. 50 to the analysis corridors. Key deliverables include: 1) prioritized locations and grid improvements, and 2) structured partnerships and identified lead organizations on ZEV MD/HD area improvements. In addition to charging infrastructure, this could also include multimodal route and access improvements determined through equitable community engagement.           | Freight, Zero Emissions |   | \$500,000 | FHWA SPR Part I |
| Strategic Partnerships Transit (FTA 5304) | Sacramento Area Council of Governments         | City of Sacramento; Sacramento Regional Transit District | Truxel Bridge Concept and Feasibility Study                                       | The Truxel Bridge Concept and Feasibility Study will build upon the Caltrans funded 2013 American River Crossing Alternatives Study to identify and compare constraints, modeled traffic, hydraulic effects, right-of-way needs, construction methodology, and preliminary cost estimates for multiple alternatives of a new all-modes crossing of the Lower American River connecting Truxel Road to Sequoia Pacific Boulevard allowing for the extension of light rail from the regional job center in Downtown Sacramento to South Natomas and beyond. The Study will also generate a set of 30 percent drawings for the preferred concept alternative. The Study is necessary to define the preferred concept alternative ahead of detailed engineering and environmental analysis and to gather feedback from a diverse array of stakeholders including local residents, commuters, recreational travelers, property and business owners, transportation advocates, and environmental stewards.  | Multimodal              |   | \$500,000 | FTA 5304        |
| Sustainable Communities Competitive       | Sacramento County                              | NA   | Re-Imagine North Watt Corridor Plan   | The proposed corridor plan will result in the direct engagement of disadvantaged communities and identification of design, operational, and policy strategies that are uniquely adapted for the North Watt context. This process will be guided by the Caltrans Smart Mobility Framework, Complete Streets strategies, Climate Action Plan for Transportation Infrastructure, and other design and policy principles. In collaboration with various organizations, the plan envisions a North Watt Avenue where residents can confidently and conveniently access jobs, retail, schools, open spaces, and dwellings while biking, walking, or riding transit. Students and parents will feel more comfortable getting to school without the use of a motor vehicle, and high-capacity transit connects the corridor with regional transportation and key destinations. These improvements will result in a greater density of businesses, residents, and investments that improve economic opportunities and the local sense of place.  | Corridor                | X | \$486,913 | SHA             |
| Sustainable Communities Competitive       | Yuba County                                    | NA   | Yuba County Bicycle and Pedestrian Mobility Plan                                  | The County of Yuba proposes to develop a Bicycle and Pedestrian Mobility Plan (Mobility Plan) that reflects the County's goals, objectives, and policies, along with those of the Sacramento Area Council of Governments. The Mobility Plan will identify an extensive bicycle and pedestrian transportation network in the unincorporated areas of Linda, West Linda, Olivehurst, and Plumas Lake, and provide a long-range guidance document for developing this transportation asset. These small, rural communities, which cumulatively have fewer than 50,000 residents, are under-served communities. The Mobility Plan will develop a prioritized list of projects, conceptual designs, and preliminary cost estimates. Yuba County will develop the Mobility Plan by engaging community members through workshops, walk audits, small table discussions, and other interactive events to identify challenges to walking and bicycling. This Mobility Plan will build upon the County's most recent Bikeway Master Plan Update (2012). The primary deliverable will be a Bicycle and Pedestrian Mobility Plan for Yuba County. | Active Transportation   | X | \$205,000 | SHA             |