

FY 2013-14 Community-Based Transportation Planning Grant Award

District	Grantee	Project Title	Project Description	Senate District	Assembly District
2	City of Corning	City of Corning Bike and Pedestrian Transportation Improvement Plan	The project is a "Bike and Pedestrian Transportation Improvement Plan" whose goal is to increase mobility in a safe manner through the establishment and expansion of non-motorized travel throughout the City and Sphere of Influence with regional linkages. It recognized that a non-motorized system is an integral component of smart growth and social equity, providing transportation access to those who cannot afford a vehicle or choose not to use one.	4	3
2	City of Redding	Downtown Redding Community-Based Transportation Plan	The proposed project will engage the community in development of a community-based transportation plan to coordinate transportation planning with the economic and residential revitalization goals of the Downtown Redding Specific Plan. The Community-Based Transportation Plan will develop conceptual circulation and parking strategies to support a multimodal transportation and "complete streets" network in Downtown Redding.	1 4	4
3	Sacramento County, Department of Transportation	The Folsom Boulevard Complete Street Master Plan	The project is to create a Master Plan that will inform and advance the construction of Folsom Blvd as a Complete Street. The project will provide a planning foundation to increase mobility, safety and accessibility by advancing the community's vision to revitalize Folsom Blvd as a compact, mixed use, transit rail corridor that blends residential development with employment and retail opportunities in a place where all transportation modes are safe, available and connected for use.	6	7
3	City of Citrus Heights	Citrus Heights Pedestrian Master Plan	The project is a Pedestrian Master Plan (PMP) for the entire City of Citrus Heights including a robust public outreach and community collaboration effort. The PMP will evaluate and address the pedestrian network including all users (including persons with disabilities, skateboarders, rollerbladers, push strollers or use other forms of walking aids, etc.). The PMP will build on the City's previous transportation efforts including; Bike, SR2S, and ADA Master Plans.	6	8
3	El Dorado County Transportation Commission (EDCTC)	Cameron Park Area Community Transportation Plan	The project will analyze circulation and land use patterns, identify transportation improvements that improve modal choice, improve roadway and non-motorized transportation and safety, encourage transit use, and identify a central core downtown area(s) within the Cameron Park Community. The project will achieve these elements and encourage economic development consistent with the Cameron Park Vision Statement for 2030, which seeks to establish a vibrant and healthy community.	1	5 6

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3	City of Sacramento	Broadway Complete Streets Plan	With a comprehensive and inclusive outreach approach, the Broadway Complete Streets Plan will refine the vision for the Broadway corridor developed in a recent effort completed by the Urban Land Institute, develop block level cost estimates for improvements for all modes of travel, perform traffic analysis to quantify the benefits of the plan for all modes, and prepare photorealistic simulation of the most promising alternative to clearly demonstrate its benefits and trade offs.	6	7
4	City of Alameda	Central Avenue Area Complete Streets Plan	This project will conduct an outreach process and options analysis for Central Avenue between Pacific Avenue and Grand Street and the proposed adjacent San Francisco Bay Trail. The plan will focus on school, transit, truck and jobs access, two five-legged intersections, bikeway treatments, a potential narrowing of the travel lanes and paths along the bay waterfront. The plan goal is to create a more multi-modal, sustainable community that addresses sea level rise and global warming.	9	18
4	Sonoma County Regional Parks	Sonoma Valley Trail Feasibility Study	Responding to community interest and safety concerns, this project will engage the broader public in planning a safe walking and cycling transportation and recreation route along busy Highway 12. The 13-mile Sonoma Valley Trail planning area parallels Highway 12, starting at Agua Caliente Road, continuing northwest, to Melita Road. The corridor connects the cities of Sonoma and Santa Rosa, creating a key part of the Sonoma County inter-city trail network.	2	2 4
5	San Luis Obispo Council of Governments	Southern SLO County Regional Anza Trail Corridor Plan	The project will result in a community supported multiuse trail corridor plan. The plan will address 9 miles of the Juan Bautista de Anza National Historic Trail and will provide a link between the Coastal Trail in Pismo Beach to the City of San Luis Obispo, where it will link to the Chorro Valley Trail (to Morro Bay), the Bob Jones Trail (to Avila), and the Salinas River Trail segment of the Anza Trail in the Northern part of the region.	17	35
6	City of Hanford	City of Hanford - Pedestrian and Bicycle Plan	The City of Hanford proposes a community-based planning effort to develop a Pedestrian and Bicycle Plan. The City requests \$250,000 in grant funds to hire a consultant who will guide City residents and stakeholders through three community planning meetings, one Planning Commission meeting, and one City Council meeting. The Plan will address pedestrian/bicycle safety, outdated pedestrian/bicycle safety features and facilities, poor air quality, and pedestrian/bicycle connectivity gaps.	16	32

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7	City of Oxnard Development Services Department	Oxnard Corridor Community Transportation Improvement Plan (OCCTIP)	Develop the Oxnard Corridor Community Transportation Improvement Plan (OCCTIP) by :1) engaging stakeholders to identify constraints and opportunities, and reach a consensus vision and plan; 2) connecting HCD Catalyst Project to regional Oxnard Transit Center; 3) applying Smart Mobility principals to re-configure former state highways into complete city streets; 4) enabling mixed-use, transit-oriented, affordable development at opportunity sites; and 5) identifying funding and implementation.	19	44 37
7	City of Downey	City of Downey Bicycle Master Plan	The City of Downey is requesting funds to complete a comprehensive study that will produce a Bicycle Master Plan for the City. The plan will address deficiencies, associated with the lack of adequate bike routes, leading to increased traffic congestion, increased greenhouse gas emissions, decreased usage of bikes as alternative modes of transportation, increased bicycle accidents, and an under use of public transportation. This plan will provide structured solutions for each deficiency.	27	50 58
8	City of Chino	Chino Bicycle and Pedestrian Master Plan	Develop a Bicycle and Pedestrian Master Plan (Master Plan) with input from the public and other stakeholders to identify related gaps, needs, improvements and implementation strategies in an effort to increase mobility, safety, network efficiency, and to improve air quality in a manner that is consistent with regional and local efforts, including existing and planned infrastructure.	29	52
11	City of La Mesa	Urban Trails Mobility Action Plan	The project aim is to identify the most effective approaches to connect La Mesa residents with key community destinations, including parks and recreation, medical facilities, shops and restaurants, to increase active transportation. Community input from training workshops and events designed to increase awareness and access to safe, connecting trails; encourage walking, biking and transit use; and provide advocacy training, will be compiled to produce an Urban Trails Mobility Action Plan.	36	79
11	Imperial County Transportation Commission	Imperial County Safe Routes to Schools Regional Master plan	The proposed project is the development and creation of an Imperial County Safe Routes to Schools Regional Master Plan. The development of this regional plan will aide the region in identifying areas which may benefit from the Safe Routes program by prioritizing and categorizing the eligible surrounding regional educational institutions. The plan will also provide agencies with a tool for better understanding of the Safe Routes to School grant process by outlining the program objectives and goals.	40	56