2014 Technical Update of the Smart Growth Concept Map
Regional Comprehensive Plan

for the San Diego Region

Final
July 2004

2008 Smart Growth Concept Map
## Smart Growth Status & Place Types

<table>
<thead>
<tr>
<th>Smart Growth Place Type</th>
<th>Minimum Residential Target</th>
<th>Minimum Employment Target</th>
<th>Minimum Transit Service Characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metropolitan Center</td>
<td>75 du/ac</td>
<td>80 emp/ac</td>
<td>Commuter Rail, Express Light Rail Transit (LRT), or Bus Rapid Transit (BRT)</td>
</tr>
<tr>
<td>Urban Center</td>
<td>40 du/ac</td>
<td>50 emp/ac</td>
<td>LRT or Rapid Bus</td>
</tr>
<tr>
<td>Town Center</td>
<td>20 du/ac</td>
<td>30 emp/ac</td>
<td>LRT, Rapid Bus, or Streetcar/Shuttle*</td>
</tr>
<tr>
<td>Community Center</td>
<td>20 du/ac</td>
<td>N/A</td>
<td>High-Frequency Peak-Period Local Bus or Streetcar/Shuttle within Urban Area Transit Strategy Boundary</td>
</tr>
<tr>
<td>Rural Village</td>
<td>10.9 du/ac</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Special Use Center</td>
<td>Optional</td>
<td>45 emp/ac</td>
<td>LRT, Rapid Bus, or Peak BRT</td>
</tr>
<tr>
<td>Mixed-Use Transit Corridor</td>
<td>25 du/ac</td>
<td>N/A</td>
<td>High-Frequency Peak-Period Local Bus or Streetcar/Shuttle</td>
</tr>
</tbody>
</table>

 du/ac = dwelling units per acre  
 emp/ac = employees per acre  
 * In Town Centers, areas can be connected to LRT and/or Rapid Bus by a local transit connection or Streetcar/Shuttle service.

- **Existing/Planned**: Locations where existing development and/or land use plans meet both minimum land use and transportation targets.

- **Potential**: Locations where local land use plans would require changes to meet the minimum land use targets and/or the minimum level of planned transit service.
### Relationship to *TransNet*

**Smart Growth Incentive Program**

<table>
<thead>
<tr>
<th><strong>Existing/Planned Areas</strong></th>
<th><strong>Potential Areas</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Eligible to compete for <strong>both</strong> Capital and Planning grant funding.</td>
<td>• Eligible to compete for Planning grant funding.</td>
</tr>
</tbody>
</table>

Areas not identified on the Smart Growth Concept Map are ineligible to compete for funding in the *TransNet* Smart Growth Incentive Program.
<table>
<thead>
<tr>
<th></th>
<th>2012 Smart Growth Concept Map</th>
<th>2014 Smart Growth Concept Map</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use</strong></td>
<td>Series 12 Regional Growth Forecast</td>
<td>Series 13 Regional Growth Forecast</td>
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<tr>
<td><strong>Transportation</strong></td>
<td>2050 Regional Transportation Plan</td>
<td>2050 Regional Transportation Plan</td>
</tr>
<tr>
<td><strong>Place Types</strong></td>
<td>2004 Regional Comprehensive Plan</td>
<td></td>
</tr>
</tbody>
</table>
Description of Changes

- Updated land use intensities
- Refinements to boundaries
- Addition or Removal of Smart Growth Opportunity Areas
- Refinements to Place Types
- Transitioned status based on any of the above changes
- Updated corresponding Site Descriptions
2014 Regional Smart Growth Concept Map

216 Smart Growth Opportunity Areas
North County Subregional Map
Action

The TWG is asked to recommend that the 2014 Smart Growth Concept Map be accepted in substantially the same form as presented today for planning purposes and use in the next cycle of the TransNet Smart Growth Incentive and Active Transportation Grant Programs.

Next Steps

- Regional Planning Committee: October 3, 2014
- Transportation Committee: October 17, 2014
- Board of Directors: October 24, 2014
2014 Technical Update of the Smart Growth Concept Map

QUESTIONS?

Staff Contact: Sarah Strand
sstra@sandag.org
Preferred Revenue Constrained Transportation Scenario
Regional Planning Technical Working Group — September 11, 2014
Process and Timeline

Vision Goals Objectives

2050 Regional Growth Forecast

Project Evaluation Criteria
All Modes

Network Development
All Modes

Alternative Land Use and Transportation Scenarios

Network Performance Measures
All Modes

Ranked Projects by Category

Revenue Projections

Unconstrained Network

Revenue Constrained/SCS Network Scenarios

Revenue Constrained Preferred Network Scenario

Draft San Diego Forward Regional Plan & Draft EIR

Ongoing Public Involvement
Scenario Development Based on Revenue Constraints

- **Unconstrained Multimodal Network**
  - Draft Scenario #1
  - Blended Scenario
  - Draft Scenario #2
Input Received

- Aug. 1 – Transportation and Regional Planning Committees
- Aug. 4 – Public outreach workshops at Caltrans
- Aug. 4-8 – Economic competitiveness focus groups
- Aug. 6 – Joint meeting with SANDAG working groups
- Aug. 15 – Board of Directors
- Aug. 4-27 – Community based organizations outreach
- Sept. 5 – Transportation and Regional Planning Committees
Transportation & Regional Planning Committees Discussion

• Need for enhanced revenue sources and funds for operations
• Earlier project phasing and role of future technologies
• Creating a balance of projects sensitive to both land use and changing demographics
• Support for parallel effort to develop and evaluate a hypothetical scenario
• Recommended acceptance of the Blended Scenario
Revenue Constrained Scenarios

• **Scenario 1**
  – Transit: Emphasizes **strengthening existing trolley corridors** with “express” services
  – Managed Lanes: **Phasing of 2 Managed Lanes** on I-5, I-805, and SR 78 earlier in the plan

• **Scenario 2**
  – Transit: Emphasizes a more widespread **network of Rapid services**
  – Managed Lanes: **Phasing of 4 Managed Lanes** for segments of I-5 and I-805 at once, and middle segment of SR 78 later in the plan

• **Blended Scenario**
  – Transit: **Scenario 2 as the base**. Network of Rapid services, early SPRINTER improvements, advanced Rapid phasing, and early Mid-Coast Trolley extension to COASTER
  – Managed Lanes: **Scenario 1 as the base**. Earlier phasing of 2 Managed Lanes along I-5 North and South, I-805 (2 segments), and SR 78
Revenue Constrained Blended Scenario: 2020 Transit Network

All improvements by 2020
Revenue Constrained Blended Scenario: 2035 Transit Network
Revenue Constrained Blended Scenario: 2035 Transit Network

LOSSAN double tracking
Revenue Constrained Blended Scenario: 2035 Transit Network

SPRINTER and Trolley
- SPRINTER double tracking
- Blue and Orange Line frequency enhancements
- San Ysidro to Kearny Mesa (Route 562)
Revenue Constrained Blended Scenario: 2035 Transit Network

BRT San Ysidro to Downtown San Diego, Old Town, and Kearny Mesa (Route 640)

BRT El Cajon to Downtown San Diego and the airport (Route 90)

BRT Otay Mesa, San Ysidro, Mid City to Sorrento Mesa (Routes 688/689/690)
Revenue Constrained Blended Scenario: 2035 Transit Network

Rapid Bus Services
- North Park to downtown (Route 2)
- La Mesa to Ocean Beach (Route 10)
- Spring Valley to SDSU (Route 11)
- Point Loma to Kearny Mesa (Route 28)
- Old Town to Sorrento Mesa (Route 30)
- Fashion Valley to UTC/UCSD (Route 41)
- Kearny Mesa to downtown (Route 120)
- Solana Beach to UTC/UCSD (Route 473)
- SDSU to Palomar Trolley (Route 550)
- Eastlake/EUC to Palomar Trolley (Route 635)
- H St. Trolley to Millennia (Route 709)
- Coronado to downtown (Route 910)
Revenue Constrained Blended Scenario: 2035 Transit Network

Streetcar
- Little Italy to East Village
- Hillcrest/Balboa Park/Downtown San Diego
- 30th Street to Downtown San Diego via North Park/Golden Hill
Revenue Constrained Blended Scenario: 2035 Transit Network

Highlights:

- SPRINTERT early operational improvements
- Advanced phasing of the Trolley extension to connect Mid-Coast Trolley to the COASTER in Sorrento Mesa
- Advanced phasing of Rapid Route 550 from SDSU to Palomar Trolley
Revenue Constrained Blended Scenario: 2035 Transit Network

All improvements by 2035
Revenue Constrained Blended Scenario: 2050 Transit Network
Revenue Constrained Blended Scenario: 2050 Transit Network

LOSSAN double tracking
Revenue Constrained Blended Scenario: 2050 Transit Network

SPRINTER/Trolley

• SPRINTER express and extension
• Trolley: Pacific Beach to Grossmont (Route 563)
• Trolley: Kearny Mesa to Carmel Valley (Route 562 extension)
• Trolley: SDSU to Downtown San Diego (Route 560)
Revenue Constrained Blended Scenario: 2050 Transit Network

BRT

- Mid City to Palomar Airport Road (Route 653)
- El Cajon to UTC (Route 870)
- El Cajon to Sorrento Mesa (Route 890)
- BRT extension Escondido to Temecula (Route 610) – peak service
- Chula Vista to Palomar Airport Road (Route 650) – peak service
Revenue Constrained Blended Scenario: 2050 Transit Network

Rapid Bus Services
- Solana Beach to Sabre Springs (Route 102)
- Carlsbad to San Marcos and Escondido (Route 440)
- Downtown Escondido to East Escondido (Route 471)
- Oceanside to Solana Beach (Route 473)
- Oceanside to Vista (Route 474)
- Camp Pendleton to Carlsbad Village (Route 477)
- SDSU to Spring Valley (Route 636)
- North Park to 32nd St. Trolley Station (Route 637)
- Iris Trolley to Otay Mesa via Otay, SR 905 Corridor (Route 638)
Revenue Constrained Blended Scenario: 2050 Transit Network

- Streetcar – Mission Beach to La Jolla via Pacific Beach
- California High-Speed Rail
Revenue Constrained Blended Scenario: 2050 Transit Network

All improvements by 2050
Revenue Constrained Blended Scenario: 2020 Managed Lanes and Highway Network Improvements

All projects by 2020
Revenue Constrained Blended Scenario: 2035 Managed Lanes and Highway Network Improvements

All projects by 2035
Revenue Constrained Blended Scenario: 2035 Managed Lanes and Highway Network Improvements

Highlights
- I-5 North
- SR 78
- I-805
- SR 94 to SR 15
- SR 163 to SR 52
- I-5 South
Revenue Constrained Blended Scenario: 2050 Managed Lanes and Highway Network Improvements

All projects by 2050
Active Transportation

• Regional Bicycle Plan Network
• Safe Routes to Transit – Bicycle and Pedestrian Access Improvements at All New and Upgraded Transit Station Areas
• Local Bicycle Projects
• Local Pedestrian, Safety, and Traffic Calming Projects
• Implementation of the Regional Safe Routes to School Strategy
• Active Transportation Improvements at Highway Interchanges
Anticipated Revenues

Major Revenue Sources

- TransNet: 13%
- State: 33%
- Federal: 19%
- Local: 35%

Phased Revenues

- 2014-2020 (8%)
- 2021-2035 (29%)
- 2036-2050 (63%)

$204 billion in year of expenditure (YOE) dollars
Blended Scenario: Proposed Level of Investments

- Transit Capital: 28%
- High Speed Rail: 21%
- Managed Lanes & Connectors (Capital): 16%
- Highways & Connectors (Capital): 13%
- Managed Lanes & Highway Operations/Maintenance: 8%
- Local Streets & Roads, and Rail Grade Separations: 5%
- TDM/TSM: 3%
- Other: 4%
- Active Transportation and Smart Growth Incentive Program: 1%

$204 billion in year of expenditure (YOE) dollars
$204 billion in year of expenditure (YOE) dollars
Blended Scenario: Performance Highlights — 2012 to 2050

- Transit access up from 34 percent to 60 percent
- Jobs close to transit up from 40 percent to 71 percent
- Benefits outweigh costs by a ratio nearly of two-to-one
- Collision rates down 8 percent for bicycles and pedestrians
- Physical activity related to transportation up
- Air quality improved by 70 percent
- All three scenarios meet and exceed SB 375 GHG emission reduction targets
Title VI/Social Equity Analysis

• Partnered with CBO network

• Vulnerable populations analyzed:
  – Minorities
  – Low-income (200% of Federal Poverty Rate)
  – Seniors (75+)

• A subset of eight performance measures analyzed for disparities

• No significant disparate impacts
Mid-City – UTC (Morning Peak)

- **Drive Alone**: 26
- **Transit**: 66
- **Carpool**: 26

Year: 2012
Mid-City – UTC (Morning Peak)

- **2012**
  - Drive Alone: 66
  - Transit: 26
  - Carpool: 26

- **2050 No Build**
  - Drive Alone: 31
  - Transit: 72
  - Carpool: 31
Mid-City – UTC (Morning Peak)

- **2012**
  - Drive Alone: 26
  - Transit: 31
  - Carpool: 20

- **2050 Scenarios**
  - Drive Alone: 26
  - Transit: 31
  - Carpool: 20

- **2050 Blended**
  - Drive Alone: 31
  - Transit: 31
  - Carpool: 31

No Build: 66
Drive Alone: 72
Otay Ranch – UTC (Morning Peak)

- Drive Alone: 50
- Transit: 139
- Carpool: 50

2012
Otay Ranch – UTC (Morning Peak)

- **2012**
  - Drive Alone: 139
  - Transit: 50
  - Carpool: 50

- **2050 No Build**
  - Drive Alone: 76
  - Transit: 60
  - Carpool: 53

Legend:
- **Drive Alone**
- **Transit**
- **Carpool**
Otay Ranch – UTC (Morning Peak)

<table>
<thead>
<tr>
<th>Year</th>
<th>Drive Alone</th>
<th>Transit</th>
<th>Carpool</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>50</td>
<td>50</td>
<td>139</td>
</tr>
<tr>
<td>2050</td>
<td>49</td>
<td>60</td>
<td>76</td>
</tr>
</tbody>
</table>

Scenarios: 1, 2, & Blended

Drive Alone: 39
Transit: 41
Carpool: 53
Next Steps

• Spring 2015 – Draft San Diego Forward: The Regional Plan and Draft Environmental Impact Report for public review and comment
Preliminary Focus Group Theme Summary  
July-September 2014 Interviews – September 11, 2014 TWG Meeting – Item 9

As part of the Transit Oriented Development (TOD) Strategy for the San Diego Region, SANDAG and AECOM are conducting a series of focus group interviews with stakeholders, representing non-profit organizations, local governments, public agencies, and the private sector.

Groups engaged to date include:
- Real estate developers
- Affordable housing advocates and developers
- Community-based organizations
- Design professionals

The planning team will be scheduling additional focus group sessions in September and October with local governments, other SANDAG Working Groups, transit agencies and transportation stakeholders, major employers, the development finance sector, and economic development interests.

The purpose of the sessions is to gather targeted, specific feedback on TOD challenges and opportunities in the region and build an understanding of diverse agency, professional, and community perspectives on TOD implementation and user experiences.

Though participants noted specific challenges to TOD implementation, they also saw positive opportunities to develop transit-oriented projects and neighborhoods in the region. Comments also generally reflected an understanding that increased density and improved transit system connectivity will play an important role in accommodating the region’s growth and maintaining its future economic competitiveness. The purpose of this summary is to provide a preliminary overview of the themes that emerged from these discussions.

1. **Community opposition can pose a major challenge for TOD implementation.**
   - Concerns over change in the community can trigger specific opposition over project-related issues such as traffic, spillover parking, density, and building height. This challenge highlights the need for continued education and outreach, political support, and partnership building.
     - Opposition lengthens the approval process and can cause developers to miss market opportunities
     - Put emphasis on community education; it is extremely important to identify successes and failures
     - Build a constituency for TOD by focusing earlier on transit
     - We have to find a way to tell the story of where the region is going and how we will remain competitive; need to help communities to come along
     - Communities need to get the land use regulations in place first and stick with it
2. **There is growing recognition that changing demographics and shifts in market preferences support denser development and vibrant city and town centers.**

   Younger residents have different preferences and tend to like density and greater mobility associated with TODs. Employers also see dynamic environments and transit access as selling points for the region.
   - Seeing more two person households with one car
   - There is a major transition to multi-family units
   - People are staying longer in urban environments
   - Suburban downtowns are appealing and people are drawn to them
   - The competitive environment of the future is different; to recruit and solicit talent, we need to deliver 24-hour amenities
   - Transit is a regional infrastructure for recruiting

3. **Connecting housing to jobs is important to both employers and residents.**

   Commute patterns and transportation needs have changed in response to shifts in employment. Job access remains a challenge for many workers, especially low to moderate-income workers.
   - Need to connect housing to jobs
   - More employees are open to locating near transit to attract talent
   - System connectivity is important; getting people to job-rich areas in Downtown, Mission Valley and North County
   - Service industry workers in some communities currently face long travel times to jobs
   - Focus on certain corridors that link to jobs not just transit

4. **TOD projects can provide more low to moderate-income housing opportunities, but there are continued obstacles to delivering affordable housing.**

   There is a recognized need for more low to moderate-income housing in the region. Along with housing, TOD can play a role in improving transportation access and increasing disposable income. Affordable housing projects, however, face challenges related to a lack of reliable funding sources, increasing land costs, and community resistance.
   - Project financing for affordable housing is complex, difficult to get, and uncertain
   - Tax credits only fund a small number of projects and are not meeting regional need
   - Local regulations that require the same proportional mix for affordable and market rate units can create a mismatch between need and what developers can do
   - Need to get access to sites along feeders and rapid transit corridors; the window is closing
   - Acquisition costs for infill development are rising

5. **The region has promising areas for TOD projects.**

   The region has areas with underutilized land that could anchor TOD projects. However, the availability of appropriately zoned land is limited and it is difficult to redevelop existing properties with less intense uses due to issues such as assembling and configuring parcels or
the low property tax base, which discourages the selling of land. Opportunity areas in the region include:

- Mission Valley
- Carmel Valley
- UTC
- Grantville
- E Street Station and L Street
- Morena District
- Kearny Mesa
- The City Yards
- El Cajon Boulevard
- University Avenue
- La Mesa
- Carlsbad
- Western Chula Vista
- San Ysidro/Otay Mesa

6. **Successful TOD is about the thoughtful design and planning of the broader setting and transportation network.**

   Supporting amenities, community-serving uses, a robust transportation network, and an engaging public realm all contribute to the appeal and viability of TOD projects.

   - Need a network of walkability to attract people to multi-family units
   - Need uses like shopping and goods and services along transit corridors
   - Public realm is most important, even more than the design of individual buildings
   - We need to get down to the details of connectivity, including the ability of pedestrians to get to transit
   - Building location and orientation is important
   - Parks are very desirable; helps to address density concerns and build a sense of neighborhood
   - Last mile connections to and from transit are important; car sharing arrangements like Car2Go can be helpful in addressing connectivity gaps
   - There is good support for active transportation as a part of the overall transportation system
   - There is some concern that the current transit network is not robust enough yet to make TOD appealing and workable; need to focus on improving the efficiency, frequency, and reach of the existing system

7. **The state regulatory environment can create barriers.**

   The CEQA process can deter development and opponents can use mitigation requirements to block TOD projects.

   - Traffic forecasting methods with a focus on Level of Service have been a big barrier
8. The market economics for TOD remain challenging but flexibility and predictability can help to reduce barriers.

The viability of TOD projects relies on a balance of land and project costs, market rents, and the type and density of product permissible. Local requirements for project elements such as parking, on-site infrastructure, and building height affect project feasibility.

- Even with rental increases, it is difficult to get the financing
- Parking ratios are a problem for market rate units; reducing parking ratios for affordable housing in City of San Diego was great; need to extend for market rate
- Height limit combined with parking ratio can make projects not work
- Lenders and underwriters often want more parking, regardless of codes
- The market is starting to accept some parking within walking distance, not just at the project
- Don’t get to prescriptive on style; give an envelope to work within
- Big infrastructure issue is storm drain and storm water
- The challenge is infrastructure; impact fees are high and there are infrastructure deficits
- Impact fees are being driven up by applying suburban standards to urban contexts
- Having master planning ground rules in place first to get to a ministerial, rather than a discretionary approval process will help

9. It is important for the regional strategy to set priorities and focus.

Advancing TOD implementation planning through large-scale master planning is challenging. A more targeted, prioritized approach may be necessary to support successful implementation.

- Focus on the micro scale to advance implementation
- Focus on the most ready area and demonstrate success, then build from there incrementally, rather than all of the station areas at once
- Strategy needs to speak to jobs and economic development on logical corridors; there are good urban spines; work on getting density along these corridors
NEW GRANT CYCLE
FISCAL YEAR 2015-2016

THE CALIFORNIA DEPARTMENT OF TRANSPORTATION INVITES
APPLICATIONS FOR SUSTAINABLE TRANSPORTATION PLANNING
GRANT PROGRAM

APPLICATION MUST BE SENT VIA E-MAIL BY:
OCTOBER 31, 2014
5:00 P.M.

[See NOTE Below for All Sub-recipient(s) deadline]

California Department of Transportation (Caltrans) Sustainable Transportation Planning Grants are intended to strengthen the economy, promote equity, and protect the environment. The results of these grants should improve mobility and lead to the programming and implementation of transportation improvement projects. These projects should also emphasize safety, jobs, housing, transportation sustainable communities, public participation, and reduced traffic congestion:

<table>
<thead>
<tr>
<th></th>
<th>Statewide Estimated Funding</th>
<th>Grant Cap</th>
<th>Grant Minimum</th>
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<tbody>
<tr>
<td>Strategic Partnership</td>
<td>$1,500,000</td>
<td>$500,000</td>
<td>$100,000</td>
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<tr>
<td>Sustainable Communities</td>
<td>$3,300,000</td>
<td>$600,000</td>
<td>$50,000</td>
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</tbody>
</table>

These grants are for transportation planning, not for development of environmental documents or actual construction.

NOTE: Most projects previously eligible for Transit Planning, Environmental Justice, and Community-Based Transportation Planning are still eligible for the new Grant Program.

The 2015-2016 Transportation Planning Grant application package is accessible September 2, 2014 on the Caltrans Division of Transportation Planning’s website at http://www.dot.ca.gov/hq/tpp/grants.html. Be sure to review the guidelines as there have been some changes from the previous years.

Any questions regarding the Strategic Partnership and Sustainable Communities grants, contact Mike Kent at (619) 688-6922. Applicants send your Strategic Partnership and Sustainable Communities grant applications by e-mail to Regional.Planning.Grants@dot.ca.gov, and cc to Mike_Kent@dot.ca.gov.

Note! All Sub-recipient(s) have to work with the various contact personnel shown below for the planning study that will work with the current regional plans for your area. Submit your proposal to the agency you want to work with by their deadline shown below.

<table>
<thead>
<tr>
<th>Agency</th>
<th>Due Date</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of San Diego</td>
<td>September 10, 2014</td>
<td>Brian Schoenfisch (619) 533-6457</td>
</tr>
<tr>
<td>San Diego Association of Governments</td>
<td>September 22, 2014</td>
<td>Miriam Kirshner (619) 699-6995</td>
</tr>
<tr>
<td>County of San Diego</td>
<td>September 15, 2014</td>
<td>Richard Chin (858) 694-3858</td>
</tr>
<tr>
<td>Southern California Association of Governments</td>
<td>October 6, 2014</td>
<td>Alfonso Hernandez (213) 236-1897</td>
</tr>
</tbody>
</table>
**Strategic Partnerships**

Consistent with the intent of partnership planning, the Strategic Partnerships grant funds planning projects that encourage regional agencies to partner with Caltrans to identify and address statewide/interregional transportation deficiencies in the state highway system, strengthen government-to-government relationships, and result in programmed system improvements, all in an effort to achieve the Caltrans Mission and overarching objectives.

An estimated $1.5 million will be available for the fiscal year 2015-2016 grant cycle. The program requires a 20% non-federal local match. Grants are available in amounts ranging from $100,000 to a maximum of $500,000.

**Example Project Types:**
- Studies that identify interregional or statewide mobility and access needs
- Corridor studies and corridor performance/preservation studies
- Projects that evaluate issues involving ground access to international boarders, seaports, airports, intermodal facilities, freight hubs, and recreational sites
- Plans for relinquishment of state routes
- Statewide research and modeling tools
- Transportation demand management strategies
- System investment prioritization plans

**Sustainable Communities**

The Sustainable Communities grant funds transportation planning projects that identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, ultimately result in programmed system improvements, and achieve the Caltrans Mission and overarching objectives.

An estimated $8.3 million will be available for the Fiscal Year 2015-2016 grant cycle. Grants are available in amounts ranging from $50,000 to a maximum of $500,000.

**Example Project Types:**
- Advances a community's effort to reduce transportation-related greenhouse gases
- Assist transportation agencies in creating sustainable communities
- Community to school studies or plans/safe routes to school studies or plans
- Advances a community's effort to address the impacts of climate change and sea level rise
- Jobs and affordable housing proximity studies or plans
- Context-sensitive streetscapes or town center studies or plans
- Complete street studies or plans
- Bike and pedestrian safety enhancement studies or plans
- Traffic calming and safety enhancement studies or plans
- Rural smart growth studies or plans
- Corridor enhancement studies or plans
- Health equity transportation studies or plans
- Climate change adaptation plans for transportation facilities
- Transit plans, studies and research
- Projects that evaluate accessibility and connectivity of the multimodal transportation network
- Transit marketing plans
- Social service improvement studies
- Student Internships (Intended for Non-MPOs and Rural Areas)
- Address environmental justice issues in a transportation related context