



MEETING NOTICE AND AGENDA

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ACTIVE TRANSPORTATION WORKING GROUP

The Active Transportation Working Group may take action on any item appearing on this agenda.

Thursday, September 14, 2017

10 a.m. to 12 noon

SANDAG, Board Room
401 B Street, Suite 800
San Diego, CA 92101

Please take the elevator to the 8th floor to access the meeting room.

Staff Contact: Stephan Vance
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AGENDA HIGHLIGHTS

- **ELECTION OF A NEW CHAIR FOR THE ACTIVE TRANSPORTATION WORKING GROUP**
- **TransNet SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: DRAFT CRITERIA FOR CLIMATE ACTION PLANS AND COMPLETE STREETS POLICIES**
- **STATE FUNDING OPPORTUNITIES THROUGH SENTATE BILL 1**

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MEMBER AGENCIES

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico



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Public comments regarding the agenda can be sent to SANDAG via comment@sandag.org. Please include the agenda item, your name, and your organization. Email comments should be received no later than 12 noon, two working days prior to the meeting. **Any handouts, presentations, or other materials from the public intended for distribution at the meeting should be received by the Working Group coordinator no later than 12 noon, two working days prior to the meeting.**

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To access the meeting room, please arrive on the 8th floor.



ACTIVE TRANSPORTATION WORKING GROUP

September 14, 2017

ITEM NO. **RECOMMENDATION**

1. INTRODUCTIONS

2. PUBLIC COMMENTS AND COMMUNICATIONS

Members of the public shall have the opportunity to address the Committee on Active Transportation Working Group (ATWG) on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the meeting coordinator prior to speaking. Public speakers should notify the meeting coordinator if they have a handout for distribution to working group members. Public speakers are limited to three minutes or less per person. ATWG members also may provide information and announcements under this agenda item.

+3. APPROVAL OF MEETING MINUTES

APPROVE

The ATWG is asked to review and approve the minutes from its May 11, 2017, meeting.

REPORTS

4. ELECTION OF A NEW CHAIR FOR THE ACTIVE TRANSPORTATION WORKING GROUP (Stephan Vance)

APPOINT

The ATWG Charter directs the members of the group to select a Chair and Vice-Chair on an annual basis. The former Chair recently took a position with another organization and is no longer a member of the ATWG, leaving a vacancy that must be filled immediately. The ATWG is asked to make nominations for Chair, which may be filled by any member of the ATWG. Should the current Vice-Chair be selected as Chair by the ATWG then the ATWG will be asked to make nominations for Vice-Chair, which may be filled by any member of the ATWG.

+5. *TransNet* SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM: DRAFT CRITERIA FOR CLIMATE ACTION PLANS AND COMPLETE STREETS POLICIES (Carolina Ilic)

DISCUSSION

The Cycle 4 call for projects will include the opportunity for local jurisdictions to apply for funding to complete Climate Action Plans and Complete Streets Policies to meet eligibility pre-requisites. The ATWG is requested to provide input on the draft criteria for the Complete Streets component of the grant program.

- +6. STATE FUNDING OPPORTUNITIES THROUGH SENATE BILL 1 (Robyn Wapner, Jenny Russo)** **INFORMATION**

With the passage of Senate Bill1 (Beall), new funding opportunities are available for active transportation projects, including an additional \$100 million per year for the state Active Transportation Program (ATP). Staff will report on the how funds will be added to the third ATP cycle, the proposed process for the fourth ATP cycle, and other sources of revenue that could support bicycling and walking infrastructure.
- 7. CALTRANS DISTRICT 11 UPDATE (Seth Cutter, Caltrans)** **INFORMATION**

Caltrans staff will provide an update on active transportation projects the district is developing, and discuss the new District 11 Bicyclist and Pedestrian Advisory Group.
- +8. REGIONAL BIKEWAY ETIQUETTE SIGNS (Stephan Vance)** **DISCUSSION**

Recent concerns expressed about user conflicts between people walking and people riding bikes on the Bayshore Bikeway led to an effort to establish trail etiquette for that bikeway and other regional Class I bikeways. This report discusses proposed regional bike program branded signs developed by SANDAG that will be presented for review and comment by the ATWG.
- 9. REGIONAL BIKE EARLY ACTION PROGRAM STATUS REPORT (Chris Kluth)** **INFORMATION**

The ATWG will be updated on the status of the Regional Bike Early Action projects under development.
- 10. ADJOURNMENT**

The next meeting of the ATWG is scheduled for Thursday, December 14, 2017, at 10 a.m.

+ next to an agenda item indicates an attachment

San Diego Association of Governments
ACTIVE TRANSPORTATION WORKING GROUP

September 14, 2017

AGENDA ITEM NO.: **3**

Action Requested: APPROVE

MAY 11, 2017, MEETING MINUTES

File Number 3300200

The meeting of the Active Transportation Working Group (ATWG) was called to order by Chair Kathleen Ferrier, Circulate San Diego, at 10 a.m.

1. 1.INTRODUCTIONS

Self-introductions were conducted.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Andy Hanshaw, San Diego County Bike Coalition, made a public comment about May being National Bike Month. The Bike Coalition also introduced their new Advocacy Coordinator and passed out their annual bike guide. Stephan Vance, Senior Regional Planner, mentioned that Bike to Work Day shirts are available for ATWG members. Frank Rivera, City of Chula Vista, talked about the Cyclavista event on Sunday, April 30. The feedback was very positive. At the next City Council meeting, the Council will approve their bike month proclamation. The City of Coronado is putting on their bike to the movies event showing Secret Life of Pets at Tidelands Park.

3. APPROVAL OF MEETING MINUTES (APPROVE)

This item was deferred for lack of a quorum.

4. CALTRANS DISTRICT 11 UPDATE (INFORMATION)

Seth Cutter, Caltrans, provided an update on active transportation projects the district is developing, and discussed the new District 11 Bicyclist and Pedestrian Advisory Group.

5. FIXING AMERICA'S SURFACE TRANSPORTATION ACT PERFORMANCE MANAGEMENT REQUIREMENTS (INFORMATION)

Since 2015, Federal Highway Administration has issued a number of Final Rules that establish performance requirements under the Moving Ahead for Progress in the 21st Century legislation and are continued under the Fixing America's Surface Transportation Act. The rules focus on safety, infrastructure conditions, system performance and congestion, and other areas. Staff provided an overview of the performance management areas, highlighted key provisions and implementation schedule requirements, and detailed the collaboration process that Caltrans has employed in creating statewide targets for the National Performance Management Measures: Highway Safety Improvement Program.

6. BAYSHORE BIKEWAY BARRIO LOGAN SEGMENT STATUS REPORT (INFORMATION)

The Barrio Logan segment of the Bayshore Bikeway from 32nd Street to Park Boulevard recently received approval for a categorical exemption under the California Environmental Quality Act. Mr. Vance described the proposed project and discussed some of the issues it faces.

7. REGIONAL BICYCLE NETWORK LOCAL CONNECTIONS (DISCUSSION)

Christine Eary, Associate Regional Planner, explained to the ATWG that SANDAG is compiling data on local bike and pedestrian projects that connect to the Regional Bicycle Network. ATWG members were asked for updates regarding local projects that have been recently completed or are in the planning phases. Ms. Eary also discussed efforts to collect Geographic Information System data on local bike projects.

8. REGIONAL BIKE EARLY ACTION PROGRAM STATUS REPORT (INFORMATION)

Chris Kluth, Senior Regional Planner, updated the ATWG on the status of the Regional Bike Early Action projects under development.

9. BIKE TO WORK DAY KICK-OFF EVENT (INFORMATION)

The ATWG was invited to join a Bike to Work rally and media event on the plaza in front of the Wells Fargo building.

10. ADJOURNMENT

Chair Ferrier adjourned the meeting at 11:30 a.m. The next meeting for the ATWG is scheduled for September 14, 2017.

**ACTIVE TRANSPORTATION WORKING GROUP
 MEETING ATTENDANCE FOR MAY 11, 2017**

JURISDICTION/ORGANIZATION	NAME	ATTENDING	COMMENTS
Carlsbad	Craig Williams	No	
Chula Vista	Frank Rivera	Yes	
Coronado	Allie Scrivener	No	
Del Mar	Kathy Garcia	No	
El Cajon	Vacant	No	
Encinitas	Ed Deane	No	
Escondido	Ali Shahzad	No	
Imperial Beach	Juan Larios	No	
La Mesa	Misty Thompson	No	
Lemon Grove	Dave DeVries	No	
National City	Steve Manganiello	No	
Oceanside	Howard LaGrange	No	
Poway	Vacant	No	
City of San Diego	Esmeralda White	Yes	
County of San Diego	Everett Hauser	Yes	
San Marcos	Mike Rafael	No	
Santee	Minjie Mei	No	
Solana Beach	Dan Goldberg	No	
County of San Diego Air Pollution Control District	Kathy Keehan	Yes	
Caltrans	Seth Cutter	No	
Metropolitan Transit System	Mark Thomsen	No	
North County Transit District	Vacant	No	
San Diego County Bicycle Coalition	Andy Hanshaw	Yes	
Circulate San Diego	Kathleen Ferrier	Yes	
Bike SD	Sam Olinger	No	
OTHER ATTENDEES		SANDAG STAFF MEMBERS	
Daniella Trujillo, San Diego County Bicycle Coalition Steven Bossi, Civic San Diego		Ellison Alegre Christine Eary Chris Kluth Stephan Vance	

San Diego Association of Governments
ACTIVE TRANSPORTATION WORKING GROUP

September 14, 2017

AGENDA ITEM NO.: **5**

Action Requested: DISCUSSION

TransNet SMART GROWTH INCENTIVE PROGRAM AND
ACTIVE TRANSPORTATION GRANT PROGRAM: DRAFT CRITERIA
FOR CLIMATE ACTION PLANS AND COMPLETE STREETS POLICIES

File Number 3300100

Introduction

The Cycle 4 call for projects of the *TransNet* Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP) is expected to be released this December. Approximately \$27 million is anticipated to be available for the SGIP and \$3.6 million for the ATGP.

Changes are required in Cycle 4 based on the commitments made by the Board of Directors with adoption of San Diego Forward: The Regional Plan. The new requirements are: (1) a local jurisdiction must have an adopted Climate Action Plan (CAP) and complete streets policy to be eligible to receive funding, and (2) the evaluation criteria must provide greater weight to project proposals that directly reduce greenhouse gas (GHG) emissions.

Per the mitigation measure language included in Attachment 1, the locally adopted CAPs *shall include measures to reduce GHG emissions to 1990 levels by 2020, and achieve further reductions beyond 2020 consistent with adopted regional or local GHG reduction targets.* The mitigation measure also states that, *“if a local jurisdiction does not have an adopted CAP or complete streets policy, SANDAG shall make available competitive funding through the grant programs for preparation of a CAP and/or complete streets policy.”* As a result, the Cycle 4 call for projects will include the opportunity for local jurisdictions to apply for funding to complete CAPs and complete streets policies to meet the eligibility prerequisites.

Discussion

The Active Transportation Working Group (ATWG) is requested to discuss and provide input on the draft criteria for the CAP and complete streets policy grant programs (Attachments 2 and 3).

The Regional Planning and Transportation Committees have discussed the Cycle 4 call for projects on several occasions. The [September 1, 2017, Regional Planning Committee report](#) summarizes all changes proposed to date. Based on feedback that is being solicited during September, the draft criteria for the CAP and complete streets policy grant applications will be presented to the Regional Planning and Transportation Committees in October. The call for projects is anticipated to be released this December.

Funding for the Preparation of Climate Action Plans and/or Complete Streets Policies

To help local jurisdictions meet the new eligibility requirements, staff is recommending allocating up to \$1 million from the SGIP to fund CAPs and complete streets policies, to be awarded through a competitive process, with a 20 percent minimum match requirement. Any funding not used would be redirected toward SGIP grants. A higher range of funding is proposed for CAPs that include a California Environmental Quality Act (CEQA) analysis. Grant amounts are proposed in the following ranges, based on scope of work included in the application submitted by the local jurisdiction:

- Up to \$75,000 for complete streets policies
- Up to \$75,000 for CAPs
- Up to \$150,000 for CAPs that include a CEQA analysis

Jurisdictions that do not have an adopted complete streets policy are eligible to apply for complete streets grant funding. In addition, staff is proposing the following requirements for jurisdictions to apply for CAP grant funds:

- The member agency does not have an adopted CAP
- The member agency has an adopted CAP but it does not meet the mitigation measure requirement
- Member agencies requesting the higher funding amount for a qualified CAP need to demonstrate that it will meet the requirements of CEQA Guidelines Section 15183.5

Each set of criteria has both qualitative and quantitative criteria. Evaluation panels are proposed consisting of staff and local jurisdiction staff members with expertise in either climate action planning and/or complete streets policy development that are not submitting applications to these grant programs. The evaluation panels will score the qualitative criteria, and staff will score the quantitative criteria.

A one-year “phased funding approach” for jurisdictions to meet the SGIP and ATGP eligibility requirement(s) to adopt a CAP and/or complete streets policy is being considered. Contract execution and grant funding for successful applications would be withheld until the jurisdiction met the eligibility requirement. Upon conclusion of the one-year period, if the requirements are not met, funding would be allocated to the next eligible project(s) in ranked order. Under the phased funding approach, a jurisdiction would be able to apply for funds for the development of a CAP and/or complete streets policy as well as apply for funding from the SGIP and/or ATGP programs.

In addition to grant funding, SANDAG provides technical assistance to local jurisdictions for the preparation of CAPs (this is further outlined in GHG Mitigation Measure 4E, which along with GHG Mitigation Measure 4A, is included in Attachment 1). Grant funding for the preparation of CAPs can supplement technical assistance that jurisdictions can currently access through the SANDAG Energy Roadmap Program.

Certification Process

Jurisdictions that have, or will have, CAPs and/or complete streets policies in place when they submit their applications (due in mid-March), will be required to self-certify via adopted Resolution by the City Council or Board of Supervisors that the local jurisdiction has a locally-adopted CAP and complete streets policy (or the equivalent) in place that meets the intent of the mitigation measure. Local jurisdictions will be required to provide web links to their adopted CAPs and complete streets policies that will be made available to the public. Attachment 4 provides a status update on local climate action and complete streets planning efforts in the region.

Next Steps

The draft criteria included in today's report for discussion and input by the ATWG also was presented to the Cities/County Transportation Advisory Committee (CTAC) on September 7, 2017, and will be presented for input to the Independent Taxpayer Oversight Committee (ITOC) on September 13, 2017, the Regional Planning Technical Working Group on September 14, 2017, and the Regional Energy Working Group on September 28, 2017. Revised draft criteria based on working group and ITOC input will be presented to the Regional Planning and Transportation Committees for recommendation to the Board of Directors in October.

Attachments: 1. GHG Mitigation Measures 4A and 4E included in the Environmental Impact Report for San Diego Forward: The Regional Plan
2. Climate Action Planning Grants: Draft Scoring Criteria Matrix
3. Complete Streets Policy Grants: Draft Scoring Criteria Matrix
4. Status of Local Climate Action and Complete Streets Planning Efforts in the San Diego Region

Key Staff Contacts: Carolina Ilic, (619) 699-1989, carolina.ilic@sandag.org
Allison Wood, (619) 699-1973, allison.wood@sandag.org

**GHG Mitigation Measures 4A and 4E
included in the Environmental Impact Report for
San Diego Forward: The Regional Plan**

GHG-4A: Allocate Competitive Grant Funding to Projects that Reduce Greenhouse Gas Emissions (SANDAG)

SANDAG shall revise the *TransNet* Smart Growth Incentive and Active Transportation Grant Programs in the following ways to achieve greenhouse gas (GHG) reductions:

- Adopt new or revised grant criteria to give greater weight to a project's ability to directly reduce GHG emissions. Criteria include, but are not limited to, awarding points to projects that directly implement local climate action plans that reduce GHG emissions, or that directly implement parking strategies that reduce GHG emissions.
- Require locally adopted climate action plans (CAP) and complete streets policies as prerequisites to be eligible for grant funding. The locally adopted CAPs shall include measures to reduce GHG emissions to 1990 levels by 2020, and achieve further reductions beyond 2020 consistent with adopted regional or local GHG reduction targets.
- If a local jurisdiction does not have an adopted CAP or complete streets policy, SANDAG shall make available competitive funding through the grant programs for preparation of a CAP and/or complete streets policy.
- In addition to grant funding, SANDAG shall provide technical assistance to local jurisdictions for the preparation of CAPs as described in GHG-4E.

These changes shall be adopted and effective for the fourth cycle of funding for both programs, which is expected to be released in December 2017.

GHG-4E: Assist in the Preparation of Climate Action Plans and Other Measures to Reduce GHG Emissions (SANDAG)

SANDAG shall assist local governments in the preparation of CAPs, and other policies/measures to reduce GHG emissions. SANDAG shall assist local governments in identifying all feasible measures to reduce GHG emission to 1990 levels by 2020, and achieve further reductions beyond 2020 consistent with adopted regional or local GHG reduction targets. Specific forms of SANDAG assistance include, but are not limited to:

- Assisting its member agencies in obtaining funding for, directly funding, updating and implementing CAPs and other climate strategies through continued implementation of the SANDAG Energy Roadmap Program.
- Providing funding and energy planning assistance to local governments to implement projects that save energy and reduce energy-related GHG emissions.
- As described in GHG-4A, for local jurisdictions that do not have an adopted CAP, SANDAG shall make available competitive funding through the grant programs for preparation of a CAP.

Note: Points calculated by SANDAG are marked with an asterisk () in the Scoring Matrix.*

NO.	CATEGORY/CRITERIA	SCORE POSSIBLE	%
1.	Climate Action Plan Contents		
	<ul style="list-style-type: none"> Will the climate action plan (CAP) include a greenhouse gas (GHG) emissions inventory for an appropriate recent baseline year, in accordance with adopted protocols? Will the CAP include GHG emissions forecasts and reduction targets for 2020 and post-2020 in alignment with state GHG reduction goals? Will the CAP include specific, quantifiable GHG reduction measures that will achieve the GHG reduction targets? 	30	30%
2.	Implementation and Monitoring		
	<ul style="list-style-type: none"> Will the CAP include a program for implementing each of its GHG reduction measures that may include but is not limited to identification of responsible parties, key actions, timeline, costs, and funding sources? Will the CAP include a program for monitoring progress toward achievement of its GHG reduction target(s) that may include but is not limited to metrics for tracking progress, periodic updates to its GHG emissions inventory, regular reporting of progress, and timing of future CAP updates? 	30	30%
3.	Community Engagement		
	Will community engagement be incorporated into the development, implementation, and/or monitoring of the CAP?	10	10%
4.*	Matching Funds		
	Points for matching funds are awarded based on a scale with a matching fund percentage range of 20% to 40% and above. See point scale below. (Note: 20% minimum match required.)	5	5%
5.*	Regional Housing Needs Assessment – Policy No. 033 Points		
	Points are awarded per jurisdiction based upon the methodology adopted in Policy No. 033.	25	25%
TOTAL POINTS POSSIBLE		100	100%

CLIMATE ACTION PLANNING GRANTS

Matching funds point scale: maximum points = 5 points

Match Fund Percentage	Points for Climate Action Planning
20%	0
20.01 – 24.99%	1
25.00 – 29.99%	2
30.00 – 34.99%	3
35.00 – 39.99%	4
40% and above	5

Note: Points calculated by SANDAG are marked with an asterisk (*) in the Scoring Matrix.

NO.	CATEGORY/CRITERIA	SCORE POSSIBLE	%
1.	Comprehensiveness and Context Sensitivity		
	<ul style="list-style-type: none"> Will the Complete Streets Policy apply to all transportation projects and phases, including those involving reconstruction, new construction, retrofits, repaving, rehabilitation, or other changes in the allocation of pavement space on an existing roadway? Will the Complete Streets Policy apply to all departments in the jurisdiction, outside agencies, and private development projects whose work affects the roadway? Will the Complete Streets Policy consider the current and planned context when planning and designing transportations solutions? Will the Complete Streets Policy promote a well-connected street network? 	20	20%
2.	Policy Development Process and Community Engagement		
	<ul style="list-style-type: none"> Will the policy development process engage all departments and garner support for the adoption and implementation of the Complete Streets Policy? Will community engagement be incorporated into the policy development process? 	20	20%
3.	Implementation and Monitoring		
	<ul style="list-style-type: none"> Will the Complete Streets Policy establish a public process for reporting implementation of the policy? Will the Complete Streets Policy include performance standards with measurable outcomes to evaluate implementation of the policy? Will the Complete Streets Policy establish a means to collect data to evaluate implementation of the policy? 	30	30%
4.*	Matching Funds		
	Points for matching funds are awarded based on a scale with a matching fund percentage range of 20% to 40%. See point scale below. (Note: 20% minimum match required.)	5	5%
5.*	Regional Housing Needs Assessment – Policy No. 033 Points		
	Points are awarded per jurisdiction based upon the methodology adopted in Policy No. 033.	25	25%
TOTAL POINTS POSSIBLE		100	100%

COMPLETE STREETS POLICY GRANTS

Matching funds point scale: maximum points = 5 points

Match Fund Percentage	Points for Complete Streets Policy
20%	0
20.01 – 24.99%	1
25.00 – 29.99%	2
30.00 – 34.99%	3
35.00 – 39.99%	4
40% and above	5

**Status of Local Climate Action and Complete Streets Planning Efforts
in the San Diego Region**
September 2017

Jurisdiction	Climate Action Plan		Complete Streets Policy
	Adopted (year)	Developing	(Adopted/Underway/Equivalent)
Carlsbad	2015		✓
Chula Vista	2000, 2008	Update underway	✓
Coronado			
Del Mar	2016		✓
El Cajon			
Encinitas	2011	Update underway	✓
Escondido	2012		✓
Imperial Beach		✓	✓
La Mesa		✓	✓
Lemon Grove		✓	✓
National City	2011		✓
Oceanside		✓	✓
Poway			
San Diego	2005, 2015		✓
County of San Diego (unincorporated)	2012 (rescinded)	✓	✓
San Marcos	2013		✓
Santee		✓	✓
Solana Beach	2017		✓
Vista	2012	Update underway	✓

Note: This document is in draft form and is based on publicly available information and/or self-reported information provided by local jurisdictions. Upon the submittal of Smart Growth Incentive Program and Active Transportation Grant Program grant applications, jurisdictions would be asked to self-certify that the local governing body has adopted the Climate Action Plan and Complete Streets policy in a public setting, and would need to provide electronic links that SANDAG could post on its website and make available to the public.

San Diego Association of Governments
ACTIVE TRANSPORTATION WORKING GROUP

September 14, 2017

AGENDA ITEM NO.: **6**

Action Requested: INFORMATION

STATE FUNDING OPPORTUNITIES THROUGH SENATE BILL 1

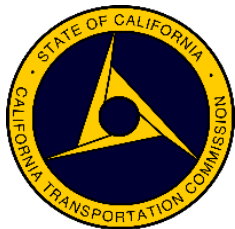
File Number 3300200

Introduction

With the passage of Senate Bill 1 (Beall), new funding opportunities are available for active transportation projects, including an additional \$100 million per year for the state Active Transportation Program (ATP). Staff will report on the how funds will be added to the third ATP cycle, the proposed process for the fourth ATP cycle, and other sources of revenue that could support bicycling and walking infrastructure.

Attachments: 1. Road Repair and Accountability Act of 2017 (Senate Bill 1) Implementation Plan Overview
2. September 15, 2017, Transportation Committee Agenda Item No. 5: 2017 Active Transportation Program Augmentation Funding Recommendations

Key Staff Contacts: Robyn Wapner, (619) 699-1994, robyn.wapner@sandag.org
Jenny Russo, (619) 699-7314, jenny.russo@sandag.org



ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 (SENATE BILL 1)

IMPLEMENTATION PLAN OVERVIEW

Senate Bill 1 (Beall, Chapter 5, Statutes of 2017), The Road Repair and Accountability Act of 2017, provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. In providing this funding, the Legislature has provided additional funding for transportation infrastructure, increased the role of the California Transportation Commission (Commission) in a number of existing programs, and created new transportation funding programs for the Commission to oversee. The development of guidelines will include workshops open to all interested parties. The timelines below are intended to be a guide. Staff will update these timelines during the guidelines development process.

EXISTING PROGRAMS UNDER COMMISSION OVERSIGHT	
<p>Active Transportation Program Augmentation (\$100M per year)</p> <p>The Commission will make this funding available to already programmed projects that can be delivered earlier than currently programmed or for projects that applied for funding in the 2017 Active Transportation Program but that were not selected for funding.</p> <ul style="list-style-type: none"> • June 9, 2017 – Workshop to develop guidelines • June 28, 2017 – Adoption of guidelines • August 1, 2017 – Applications due • October 18-19, 2017 – Adopt statewide & small urban and rural components • December 6-7, 2017 – Adopt MPO component 	<p>Local Partnership Program (\$200M per year)</p> <p>To recognize the benefits of a competitive program while still providing incentives to counties to enact taxes and fees to fund transportation needs, staff recommends implementing the Local Partnership Program as a 50% competitive program, 50% formulaic program. Due to the concerns raised by a number of regional transportation planning agencies regarding the implementation of the program as a mainly competitive program, the Commission directed staff to work with the Self-Help Counties Coalition to reach a compromise on the portion of the program to be competitive versus formulaic.</p> <ul style="list-style-type: none"> • June through September 2017 – Workshops to develop guidelines • August 16-17, 2017 – Presentation of draft guidelines • October 18-19, 2017 – Adoption of guidelines • March 2018 – Applications due • June 2018 – Program Adoption
<p>State Highway Operation And Protection Program (SHOPP) (Approximately \$1.9B per year for the SHOPP and Caltrans maintenance efforts)</p> <p>Along with a significant expansion of the Commission's oversight responsibilities. SB 1 requires additional Commission oversight of the development and management of the SHOPP, including allocating support staff, project review and approval, and convening public hearings prior to adopting the SHOPP. The Commission is also responsible for monitoring Caltrans' performance and progress toward accomplishing the specific goals set out in SB 1 and other targets or performance measures adopted by the Commission.</p> <ul style="list-style-type: none"> • May 17, 2017 - Presentation of draft interim guidelines • June 28-29, 2017 - Adoption of interim SHOPP guidelines and Asset Management Plan Guidelines 	<p>State Transportation Improvement Program (STIP)</p> <p>SB 1 stabilizes funding for the STIP. The impact of the stabilization of STIP funding will be included in the 2018 STIP Fund Estimate and incorporated in the 2018 STIP.</p> <ul style="list-style-type: none"> • May 17, 2017 - Approval of fund estimate assumptions • June 28, 2017 - Presentation of draft guidelines and draft fund estimate • August 16-17, 2017 - Adoption of guidelines and fund estimate • October 15, 2017 - Submittal of draft Interregional Transportation Improvement Program • October 2017 - Interregional Transportation Improvement Program Hearings • December 15, 2017 - Submittal of Regional Transportation Improvement Programs and the final Interregional Transportation Improvement Programs • January-February 2018 - STIP Hearings • March 2018 - Program adoption

NEW SB 1 PROGRAMS	
<p>Local Streets & Roads (Approximately \$1.5B per year)</p> <p>SB 1 creates new responsibilities for the Commission relative to this funding, including development of guidelines, review of project lists submitted by cities and counties, reporting to the State Controller, and receiving reports on completed projects.</p> <ul style="list-style-type: none"> • June and July 2017 – Workshops to develop guidelines • August 16-17, 2017 – Adoption of guidelines • October 16, 2017 – Project lists due • December 6-7, 2017 – Adoption of list of eligible cities and counties 	<p>Solutions for Congested Corridors Program (\$250M per year)</p> <p>Key issues to be addressed in the guidelines include the definition of a corridor, the definition of a highly congested corridor, the key elements of a comprehensive corridor plan, and the scoring criteria weighting.</p> <ul style="list-style-type: none"> • June through October 2017 – Workshops to develop guidelines • October 18-19, 2017 – Presentation of draft guidelines • December 6-7, 2017 – Adoption of guidelines • February 2018 – Applications due • May 2018 – Program adoption
<p>Trade Corridor Enhancement Account (\$300M per year)</p> <p>SB 103, signed by the Governor on July 21, 2017, incorporates SB 1 freight funding and federal freight funding into a single program to fund infrastructure improvements in on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movement.</p> <ul style="list-style-type: none"> • June through November - Workshops to develop guidelines • December 6-7, 2017 - Presentation of draft guidelines • January 2018 – Adoption of guidelines • March 2018 – Applications due • May 2018 – Program adoption 	<p>Traffic Congestion Relief Program (TCRP)</p> <p>SB 1 states “as of June 30, 2017, projects in... the Traffic Congestion Relief Program shall be deemed complete and final...” SB 1 directs the repayments due of all outstanding TCRP loans to other programs. Therefore, the only funding available to fund TCRP projects is approximately \$90 million of savings attributable to specific projects. Staff recommends the following:</p> <ul style="list-style-type: none"> • Only consider programming amendments and allocations prior to June 30, 2017. • Only consider programming amendments and allocations to shift identified savings to another TCRP project within the same county. • Allow savings to be transferred between counties only upon agreement of both applicants. • Programming amendments and allocations will not be considered if the project is already fully funded.
<p>Office of Inspector General (Effective July 1, 2017)</p> <p>No Action Required.</p>	

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AGENDA ITEM NO. 17-09-5

TRANSPORTATION COMMITTEE
SEPTEMBER 15, 2017

ACTION REQUESTED: RECOMMEND

2017 ACTIVE TRANSPORTATION PROGRAM AUGMENTATION FUNDING RECOMMENDATIONS

File Number 3300200

Introduction

On April 28, 2017, the Governor signed the Road Repair and Accountability Act of 2017 (Senate Bill 1 [SB 1], Beall, 2017), which provides the first significant and ongoing increase in state transportation funding in more than two decades. SB 1 creates the Road Maintenance and Rehabilitation Account, which will distribute \$100 million annually to the Active Transportation Program (ATP) beginning in the 2017-2018 fiscal year. These additional funds will be used to advance projects selected through the 2017 ATP and allow additional ATP projects to receive funding. The ATP is administered by the California Transportation Commission (CTC).

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors: (1) adopt Resolution No. 2018-04, in substantially the same form as attached, certifying the results of the San Diego Regional Active Transportation Program (ATP) Augmentation; and (2) recommend that the California Transportation Commission fund the San Diego Regional ATP Augmentation projects consistent with Attachment 3.

Discussion

ATP Background

The ATP is a competitive funding program for projects that encourage increased use of active modes of transportation such as bicycling and walking. Funding for the program is awarded in three components: (1) the statewide component, led by the CTC, which distributes 50 percent of the funding; (2) the small urban and rural component, also led by the CTC, which distributes 10 percent of the funding; and (3) the regional component, facilitated by Metropolitan Planning Organizations, which distribute the remaining 40 percent of the funding. The ATP is typically conducted on a two-year cycle with final adoption of projects occurring in each odd year.

Results of 2017 ATP

The most recent ATP allocations were adopted in 2017 and projects were selected to receive funding through the 2020-2021 fiscal year. The 2017 statewide ATP competition distributed approximately \$132 million to 44 projects, including one project from the San Diego region (the SANDAG Imperial Avenue Bikeway project) and was adopted by the CTC at its meeting on December 7, 2016. The San Diego regional ATP competition distributed an additional \$9.6 million to five projects submitted from the cities of National City, Escondido, and Carlsbad. The Board of Directors approved

the results of the San Diego regional ATP competition on February 24, 2017, including the ranked list of projects to receive funding. The CTC adopted the San Diego regional competition results at its meeting on March 15, 2017.

SB 1 Funding Distribution

The ATP funding provided by SB 1 will begin in FY 2017-2018. Pursuant to statute, the next ATP competition, the 2019 ATP, will cover the period FY 2019-2020 through FY 2022-2023 and must be adopted by April 1, 2019. In order to distribute the SB 1 funding for FY 2017-2018 and FY 2018-2019, the CTC needed to conduct a call for projects prior to the 2019 ATP. At its May 17, 2017, meeting, CTC staff recommended making the FY 2017-2019 SB 1 funding available only to projects that applied for the 2017 ATP. The 2017 ATP Augmentation Guidelines (Attachment 1) restricted the funding distribution to 2017 ATP projects that could be delivered earlier than currently programmed, or for projects that applied for funding in the 2017 ATP but were not selected for funding. Additionally, projects that competed in the 2017 ATP and were successful in obtaining funding for FY 2019-2020 and FY 2022-2023 but did not apply for the 2017 ATP Augmentation would still retain their funding.

The 2017 ATP Augmentation will distribute approximately \$200 million in SB 1 funding. Funding will be distributed in the same manner as previous ATP competitions with two portions applicable to the San Diego region - the statewide and San Diego regional competitions. The statewide competition will distribute approximately \$96 million, while the San Diego regional competition will distribute approximately \$7 million.

2017 ATP Augmentation Process

To be considered for the 2017 ATP Augmentation, applicants were required to submit an updated schedule and funding plan for each 2017 ATP project to the CTC and SANDAG. The 2017 ATP consisted of 23 projects submitted from the San Diego region, and 15 of those projects were resubmitted for consideration in the 2017 ATP Augmentation. Two projects that received funding through the San Diego regional component of the 2017 ATP did not submit for the ATP Augmentation and will therefore retain their funding for FY 2019-2020: the City of National City's El Toyon-Las Palmas Regional Bicycle Boulevard project, and the City of Carlsbad's Avenida Encinas Coastal Rail Trail and Pedestrian Improvements project.

ATP Augmentation projects were sorted into the following Priority Orders:

1. Projects that could deliver all components in 2017-2018 and 2018-2019
2. Projects that could deliver some of their components in 2017-2018 and 2018-2019
3. Projects that could not deliver any of their project components in the 2017-2018 or 2018-2019

Pursuant to the CTC guidelines, projects were considered for funding based on the project's 2017 ATP score or rank, Priority Order, project deliverability, and funding availability. As projects were selected to receive advanced funding from FY 2017-2018 and FY 2018-2019, the FY 2019-2020 and FY 2020-2021 funding was made available to the next highest-ranked project from the 2017 ATP list.

Similar to previous ATP competitions, projects were selected for funding through the statewide competition first, followed by the regional competition.

Results of Statewide and Regional Components

Statewide ATP Competition

The CTC opened the ATP Augmentation Call for Projects on June 30, 2017. Applications were received for 229 projects, requesting approximately \$500 million in ATP funds across the state. On August 31, 2017, CTC staff released the list of projects recommended for funding for the statewide component of the ATP. Fourteen projects were submitted from the San Diego region and five of those projects are recommended by CTC staff to be considered for funding (highlighted in yellow on Attachment 2). The remaining nine projects that were not recommended for funding through the statewide component remain eligible for the regional component, along with one additional project that was submitted for consideration in the regional component only. The CTC will be asked to adopt the list of projects recommended for funding for the statewide component at its meeting on October 18-19, 2017.

Regional ATP Competition

The San Diego regional competition received fifteen project applications requesting a total of \$23 million in ATP Augmentation funding. After removal of the five projects selected for Augmentation funding through the statewide component, ten projects remained eligible to receive Augmentation funding. Additionally, the two projects selected in the 2017 ATP from the cities of National City and Carlsbad that did not apply for advancement in the 2017 ATP Augmentation, remained eligible to receive their original funding allocation, as shown in the table below.

2017 ATP Funded Projects - Retain Funding Without Advancement (\$1,000s)						
Applicant Name	Project Name	Total Project Cost	Total Funding Request	Recommended ATP Funding	FY 19/20	FY 20/21
National City	El Toyon - Las Palmas Regional Bicycle Boulevard	\$1,919	\$1,544	\$1,544	\$1,544	\$0
Carlsbad	Avenida Encinas Coastal Rail Trail and Pedestrian Improvements	\$9,095	\$3,693	\$1,776	\$1,776	\$0
		\$11,014	\$5,237	\$3,320	\$3,320	\$0

The regional ATP Augmentation process resulted in the following three projects being recommended for advanced funding in FY 2017-2018 and FY 2018-2019 from the cities of National City and Escondido.

2017 ATP Funded Projects – Recommended for Advancement (\$1,000s)								
Applicant Name	Project Name	Total Project Cost	Total Funding Request	Recommended ATP Funding	FY 17/18	FY 18/19	FY 19/20	FY 20/21
National City	Euclid Avenue Bicycle and Pedestrian Enhancements	\$3,960	\$3,335	\$3,335	\$3,335	\$0	\$0	\$0
Escondido	Juniper Elementary Bike/Pedestrian Improvements and SRTS Outreach	\$1,386	\$1,336	\$1,336	\$86	\$93	\$1,157	\$0
Escondido	Escondido Creek Trail Bike Path Improvements Project	\$1,632	\$1,632	\$1,632	\$90	\$200	\$1,342	\$0
		\$6,978	\$6,303	\$6,303	\$3,511	\$293	\$2,499	\$0

Three additional projects are also recommended to receive funding: two of them are recommended for full funding (SANDAG and the Chula Vista Elementary School District), and one is recommended for partial funding (County of San Diego).

New Projects Recommended for Funding (\$1,000s)								
Applicant Name	Project Name	Total Project Cost	Total Funding Request	Recommended ATP Funding	FY 17/18	FY 18/19	FY 19/20	FY 20/21
SANDAG	Inland Rail Trail – City of Vista Segment	\$11,083	\$5,603	\$5,603	\$0	\$500	\$5,103	\$0
Chula Vista Elementary School District	Chula Vista Rides to School!	\$202	\$202	\$202	\$2	\$200	\$0	\$0
San Diego County	Rock Springs Road SRTS Sidewalks and Bike Lanes	\$1,717	\$1,717	\$1,160	\$280	\$880	\$0	\$0
		\$13,002	\$7,522	\$6,965	\$282	\$1,580	\$5,103	\$0

Contracts and Procurement staff has confirmed with the County of San Diego that partial funding will be accepted, the funds can be used effectively on the project, and the scope of the project will remain the same as the scope of the project in the application. The complete ATP Augmentation Funding Recommendations for the San Diego regional component are included as Attachment 3.

SANDAG is both an eligible applicant as a Regional Transportation Planning Agency and has a role as an MPO to administer the regional program. To ensure that the evaluation process is open and transparent and does not give advantage to SANDAG projects, SANDAG staff directly associated with applications did not have a role in the facilitation of the regional component.

Next Steps

Pending Transportation Committee recommendation, staff will present the funding recommendations to the Board of Directors at its September 22, 2017, meeting. Upon Board approval of recommendations and Resolution No. 2018-04 (Attachment 4), SANDAG will submit its funding recommendations to the CTC. The CTC is scheduled to adopt the region's funding recommendations and contingency project list at its meeting on December 6-7, 2017.

A budget amendment for the SANDAG Inland Rail Trail – City of Vista Segment project would be reflected as part of the upcoming FY 2019 SANDAG Program Budget process scheduled for Board review and approval in spring 2018. An amendment to the 2016 Regional Transportation Improvement Program to program the ATP funds would be completed thereafter.

LAURA COTÉ
Director of Administration

Attachments: 1. Final 2017 ATP Augmentation Guidelines
2. 2017 ATP Augmentation – Statewide Component: CTC Staff Recommendations
3. 2017 ATP Augmentation– San Diego Regional Component: Funding Recommendations
4. Resolution No. 2018-04

Key Staff Contact: Jenny Russo, (619) 699-7314, jenny.russo@sandag.org

Final 2017 Active Transportation Program Augmentation Guidelines

These guidelines are the policies and procedures specific to the use of 2017-18 and 2018-19 fiscal year funding from the Road Maintenance and Rehabilitation Account for the Active Transportation Program (ATP) – hereby known as the 2017 ATP Augmentation. The California Transportation Commission (Commission) is statutorily required to adopt the guidelines and selection criteria for and define the types of projects eligible to be funded through the ATP.

I. Authority and Purpose

Senate Bill (SB) 1, signed by the Governor on April 28, 2017, directs \$100 million annually from the Road Maintenance and Rehabilitation Account to the ATP beginning in the 2017-18 fiscal year. The following policies and procedures address the use of 2017-18 and 2018-19 fiscal year funding from the Road Maintenance and Rehabilitation Account for the ATP. Unless otherwise expressly modified by statute or these guidelines, the Commission will follow the 2017 ATP Guidelines at [http://catc.ca.gov/programs/ATP/2017/Final Adopted 2017 ATP Guidelines.pdf](http://catc.ca.gov/programs/ATP/2017/Final_Adopted_2017_ATP_Guidelines.pdf).

II. Funding and Programming Years

The 2017 ATP Augmentation is funded from the approximately \$200 million allocated from the Road Maintenance and Rehabilitation Account to the ATP in fiscal years 2017-18 and 2018-19. **The Road Maintenance and Rehabilitation Account funds are state funds. Therefore, projects funded in the 2017 ATP Augmentation do not need to be federal-aid eligible.** The initial programming capacity for the 2017 ATP Augmentation program is in fiscal years 2017-18 and 2018-19. Some fiscal year 2019-20 and 2020-21 programming capacity may become available as previously programmed projects request advancement into fiscal years 2017-18 and 2018-19.

III. Distribution

The funding available for the 2017 ATP Augmentation will be distributed into the Statewide Component, the Small Urban & Rural Component, and the Metropolitan Planning Organization (MPO) Component, in the same manner as specified in Section II (5) of the 2017 ATP Guidelines. The 2017 ATP Augmentation Fund Estimate must indicate the funds available for each of the program components.

The Budget Act of 2017 appropriates no less than \$4 million a year to the Commission for allocation to the California Conservation Corps for active transportation projects to be developed and implemented by the California Conservation Corps and certified community conservation corps. Commission staff is consulting with the California Conservation Corps to develop specific provisions for the use of these funds. Once these provisions have been developed, they will be incorporated into these guidelines by addendum and adopted by the Commission.

IV. Schedule

The following schedule lists the major milestones for the development and adoption of the 2017 ATP Augmentation:

Guidelines Development Workshop	June 9, 2017
2017 ATP Augmentation Guidelines presented to Commission	June 28, 2017
Commission hearing and adoption of 2017 ATP Augmentation Guidelines	June 28, 2017
Call for Projects	June 30, 2017
Project submittals to Commission (postmark date)	August 1, 2017
Staff recommendation for Statewide and Small Urban & Rural Components posted	August 31, 2017
MPO project programming recommendations to Commission	October 19, 2017

Commission adopts 2017 ATP Augmentation - Statewide and Small Urban & Rural Components	October 18-19, 2017
Commission adopts 2017 ATP Augmentation - MPO Component	December 6-7, 2017

V. Project Eligibility

Funding for the 2017 ATP Augmentation will only be available to:

- Projects programmed in the adopted 2017 ATP that can be delivered earlier than currently programmed
- Projects that applied for funding in the 2017 ATP but were not selected for funding

Projects that were awarded funds in 2017 ATP will remain in the component from which they were originally funded. In other words, a 2017 ATP project awarded funding from the Small Urban & Rural Component will remain in that component and a 2017 ATP project awarded funding from the MPO Component will remain in that component. The only exceptions to this policy will apply to projects that received funding for only one of the phases that were originally requested due to insufficient funds in the MPO Component of the program, an applicant may request funding for the other phases in the Statewide Component.

Applicants may not request more ATP funding than was requested in the original application, however, applicants may shift requested funding amounts between components as long as there is no net increase in requested funds. Applicants may request less than their original funding request if the full scope of the project will still be delivered. In other words, some project elements may have been funded from other sources. Applicants may add scope to their original project if no increase in ATP funds is requested for the scope increase. Projects must deliver the same or greater benefits than what was proposed in the original application.

A. Statewide and Small Urban & Rural Components

- 1) Projects that were awarded funds in the 2017 ATP Statewide and Small Urban & Rural Components may apply to advance one or more of their project components into the 2017-18 and/or 2018-19 programming years.
- 2) Projects that applied for funding in the 2017 ATP but were not selected for funding.

Scores can be found at the following link:

http://www.catc.ca.gov/programs/ATP/2017/Final_Scores_2017/2017_ATP_All_Score_Score_Order_rev.pdf

In the Statewide and Small Urban & Rural Components, the 2017 ATP Augmentation funds will not be used to supplant already committed project funding.

In the event Commission staff determines that there are not enough viable projects submitted in the 2017 ATP to fully utilize the funds available in the Statewide and/or Small Urban & Rural Components of the 2017 ATP Augmentation, the Commission may elect to hold a 2017 ATP Augmentation supplemental call for projects.

MPO Component

- 1) Projects that were awarded funds in the 2017 ATP MPO Component may apply to advance one or more of their project components into the 2017-18 and/or 2018-19 programming years.
- 2) Projects on the MPO 2017 ATP contingency list.

The following policies will apply only for the MPO Component:

- For the 2017 ATP Augmentation MPO Component, the Commission will allow the supplanting of funds at the MPO's discretion. The supplanting of funds only applies to projects that received less ATP funding than requested in the 2017 ATP.
- Projects that applied for funding through construction in the Statewide Component but which received only preconstruction funding through the MPO Component may apply for funding through construction (the unfunded phases) in the Statewide Component.

The funds distributed to the Lake Tahoe MPO in the MPO Component can only be used to fund projects located entirely within California.

In the event an MPO determines that there are not enough viable projects from their 2017 ATP MPO contingency list to fully utilize the funds available in their 2017 ATP Augmentation component, the MPO may hold a 2017 ATP Augmentation supplemental call for projects. An MPO making such a determination must, by August 31, 2017 submit a letter signed by the Chief Executive Officer explaining the basis for the determination. A supplemental MPO call for projects must utilize the MPO's 2017 ATP guidelines. Recommendations for funding, along with copies of all applications received, must be submitted to the Commission by October 19, 2017.

VI. Project Selection Process

All projects applying for funding in the 2017 ATP Augmentation, including projects with no change to the schedule or funding plan, must submit the following supplemental application material.

A. Supplemental Application Material

1) Updated Schedule and Funding Plan

Each applicant must submit a Project Programming Request Form. A template of this form in Excel may be found at www.dot.ca.gov/hq/transprog/ocip/2016stip.htm. The Project Programming Request Form must list Federal, State, and local funding categories by fiscal year, and must include an updated schedule (project milestones) and updated cost information if necessary. The applicant must also include documentation that the availability of all other funds committed to the project are consistent with the updated schedule, i.e. the project must still be fully funded.

2) Authorization Letter

Each applicant must submit a letter, signed by the Chief Executive Officer or other officer authorized by the applicant's governing board, confirming that the project can be delivered in the time frame proposed in the updated Project Programming Request and that the project is still fully funded.

In addition to the two required documents above, applicants may submit a one-page application update that explains any significant changes to the project since the original application submittal. This updated information will be used for project scope clarifications only and not

result in a revised score. Project must deliver the same or greater benefits than proposed in the original application.

B. Criteria and Evaluation

- 1) Projects will be selected for the 2017 ATP Augmentation based on the project's 2017 ATP score and project deliverability according to the following priority order.
 - a. Projects that can deliver all components in 2017-18 and 2018-19.
 - b. Projects that can deliver one or more but not all of their components in 2017-18 and 2018-19. The capacity to program all components of these projects will depend on fiscal year 2019-20 and 2020-21 programming capacity becoming available as previously programmed projects are advanced.
 - c. Some fiscal year 2019-20 and 2020-21 programming capacity may become available as previously programmed projects request advancement into fiscal years 2017-18 and 2018-19. Therefore, other projects that applied for funding in the 2017 ATP (those that cannot deliver one or more of their project components in the 2017-18 or 2018-19 programming years) may compete for funding in the 2017 Augmentation.
- 2) As potential applicants review their projects schedules when they consider applying for the 2017 ATP Augmentation they should keep in mind that most of the available funding will be in fiscal years 2017-18 and 2018-19. Therefore, projects that can be delivered using these earlier year funds are more likely to be successful in the 2017 ATP Augmentation.

C. Submittal of Supplemental Application Material

Supplemental application material must include the signature of the Chief Executive Officer or other officer authorized by the applicant's governing board. Project applications should be addressed or delivered to:

Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

The Commission will consider only projects for which five hard copies and one electronic copy of the aforementioned supplemental material are submitted postmarked by the appropriate deadline. Applicants are encouraged to submit a hard copy of their original application. By the same date, an additional copy must also be sent to the Regional Transportation Planning Agency or County Transportation Commission within which the project is located and to the Metropolitan Planning Organization (a contact list can be found at www.dot.ca.gov/hq/tpp/offices/orip/).

VII. SB 1 Accountability

Implementing agencies receiving ATP funds through the RMRA must follow the project reporting requirements detailed in Section 24 of the 2017 ATP Guidelines. In addition, implementing agencies must include project information signage stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017.

2017 Active Transportation Program Augmentation - Statewide Component
Staff Recommendations
(\$1,000's)

Application ID	Co	Project Title	DAC	Total Project Cost	Recommended ATP Funding	17-18	18-19	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS	REC TR	Final Score
2017 ATP Funded Projects Requesting Advances																		
7-Paramount-1	LA	West Santa Ana Branch Bikeway Phase 2	X	4,550	3,423	345	3,078	0	0	3,078	0	0	345	0	Infrastructure			99.00
4-Oakland-4	ALA	14th Street: Safe Routes in the City	X	13,939	10,578	0	1,235	9,343	0	9,343	0	0	1,235	0	Infrastructure			95.00
9-Kern County Road Department-6	KER	Boron/Desert Lake Pedestrian Path	X	2,319	1,971	461	1,510	0	0	1,510	0	0	268	193	Infrastructure	X		95.00
7-Los Angeles DPW (Bureau of Engineering)-4	LA	Jefferson Boulevard Complete Street	X	6,336	5,986	925	5,061	0	0	5,061	0	600	325	0	Infrastructure	X		95.00
8-Moreno Valley-1	RIV	Juan Bautista De Anza Trail Gap Closure	X	3,149	2,849	275	2,574	0	0	2,574	0	90	160	25	Infrastructure	X		94.00
6-Kern County Road Department-1	KER	Rexland Acres Community Sidewalk	X	6,376	5,640	375	5,265	0	0	4,519	0	25	746	350	Infrastructure	X		93.00
3-Yuba County-2	YUB	Eleventh Avenue Pedestrian and Bicyclist Route Improvements	X	1,701	1,505	227	1,278	0	0	1,253	25	57	170	0	Combination	X		92.00
7-SCAG-4	LA	Southern California Disadvantaged Communities Planning Initiative	X	1,350	1,150	1,150	0	0	0	0	1,150	0	0	0	Plan			91.00
4-Oakland-1	ALA	Fruitvale Alive Gap Closure	X	8,241	5,850	850	5,000	0	0	5,000	0	0	800	50	Infrastructure			90.00
7-Lancaster-2	LA	2020 Safe Route To School Pedestrian Improvements	X	7,443	5,272	0	5,272	0	0	5,272	0	0	0	0	Infrastructure	X		90.00
8-La Quinta-1	RIV	La Quinta Village Complete Streets - A Road Diet	X	9,533	7,313	0	7,313	0	0	7,313	0	0	0	0	Infrastructure	X		90.00
5-Santa Barbara-2	SB	Eastside Green Lanes & Bike Boulevard Gap Closure	X	2,763	2,736	73	207	18	2,438	2,438	0	73	207	18	Infrastructure	X		90.00
8-Desert Hot Springs-1	RIV	Palm Drive Bicycle and Pedestrian Improvement	X	965	772	0	772	0	0	772	0	0	0	0	Infrastructure	X		89.50
4-Sonoma-Marin Area Rail Transit District (SMART)-1	SON	SMART Pathway - Petaluma (Payran to Southpoint)	X	3,272	1,461	1,461	0	0	0	1,461	0	0	0	0	Infrastructure	X		89.00
7-Compton-1	LA	Compton-Carson Regional Safe Bicycling and Wayfinding	X	1,868	1,617	0	1,617	0	0	1,617	0	0	0	0	Infrastructure			88.00
3-Yuba County-1	YUB	McGowan Parkway Bicycle Lane and Pedestrian Route Improvements	X	1,559	1,246	216	0	1,030	0	1,000	30	54	162	0	Combination	X		88.00
12-Santa Ana-2*	ORA	City of Santa Ana - First Street Pedestrian Improvements	X	4,572	4,572	0	540	4,032	0	4,032	0	10	530	0	Infrastructure	X		88.00
Totals Funded Projects Requesting Advances				79,936	63,941	6,358	40,722	14,423	2,438	56,243	1,205	909	4,948	636				
* Applicant received \$19,000 less than requested in the 2017 ATP. This \$19,000 was restored from 2017 ATP Augmentation Funds																		
New Projects Recommended for Funding																		
11-Imperial Beach-1	SD	Imperial Beach Boulevard Improvement and Safe Routes to Schools	X	5,175	2,570	312	2,258	0	0	2,193	65	0	303	9	Combination	X		88.00
4-San Francisco Municipal Transportation Agency-5	SF	Geneva Ave Pedestrian and Bicycle Safety Improvement	X	9,987	2,350	2,350	0	0	0	2,350	0	0	0	0	Infrastructure			88.00
3-Davis-1	YOL	Providing Safe Passage: Connecting Montgomery Elementary and Olive Drive	X	4,425	3,540	412	0	3,128	0	3,128	0	0	380	32	Infrastructure	X		86.50
4-Sunnyvale-1	SCL	Sunnyvale Safe Routes to School Improvements	X	2,362	1,889	0	380	1,509	0	380	6	56	318	0	Combination	X		86.00
10-Stockton-4	SJ	Miner Avenue Complete Streets	X	5,347	3,816	0	3,816	0	0	3,816	0	0	0	0	Infrastructure			85.00
3-Roseville-2	PLA	Washington Boulevard Bikeway and Pedestrian Pathways	X	3,982	2,212	0	0	2,212	0	2,030	182	0	0	0	Combination	X		85.00

2017 Active Transportation Program Augmentation - Statewide Component
Staff Recommendations
(\$1,000's)

Application ID	Co	Project Title	DAC	Total Project Cost	Recommended ATP Funding	17-18	18-19	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS	REC TR	Final Score
8-Riverside County Transportation Department-3	RIV	Cabazon Safe Routes to School Sidewalk Safety Improvements	X	1,120	1,070	282	788	0	0	788	0	0	122	160	Infrastructure	X		85.00
3-Citrus Heights-1	SAC	Citrus Heights Electric Greenway (Class 1 Multi-Use Trail)	X	7,015	5,866	0	311	5,555	0	5,525	30	0	246	65	Combination	X	X	84.00
3-El Dorado County-1	ED	El Dorado Trail - Missouri Flat Road to El Dorado	X	4,394	3,419	3,419	0	0	0	3,374	45	0	0	0	Combination		X	84.00
8-Riverside County Transportation Department-4	RIV	Clark Street SR25 Sidewalk and Intersection Safety Improvements	X	2,945	684		684	0	0	684	0	0	0	0	Infrastructure	X		84.00
10-Patterson-1	STA	Ninth Street Improvements	X	907	907	75	832	0	0	764	0	75	68	0	Infrastructure	X		84.00
6-Tulare County-8	TUL	County of Tulare: Earlimart Sidewalk Improvements	X	1,973	1,868	180	1,688	0	0	1,688	0	0	180	0	Combination	X		84.00
4-East Bay Regional Park District-2	ALA	Doolittle Drive Bay Trail, Martin Luther King Jr. Shoreline, Oakland	X	7,950	4,000	500	3,500	0	0	3,500	0	0	250	250	Infrastructure			83.00
3-Placerville-1	ED	Upper Broadway Pedestrian Connection	X	2,206	1,886	500	1,386	0	0	1,386	0	0	173	327	Infrastructure			83.00
8-Indio-1	RIV	Herbert Hoover Elementary Pedestrian Improvements	X	2,983	2,983	100	240	0	2,643	2,638	5	100	240	0	Combination	X		83.00
8-Hemet-1	RIV	Hemet Valley Bikeway Connect	X	2,288	2,288	0	200	2,088	0	1,990	98	0	200	0	Combination	X		83.00
8-Perris-1	RIV	Perris Valley Storm Drain Channel Trail - Phase 2	X	3,204	3,004	237	524	0	2,243	2,243	0	237	287	237	Infrastructure			83.00
5-Guadalupe-1	SB	Guadalupe Street (Hwy 1) Pedestrian Improvements	X	458	401	0	401	0	0	401	0	0	0	0	Infrastructure			83.00
4-Pittsburg-2	CC	Pittsburg Active Transportation and Safe Routes Plan (WalkBikePittsburg2035)	X	312	312	312	0	0	0	312	0	0	0	0	Plan			82.00
6-Fresno-4	FRE	Downtown Fresno Courthouse Park Interconnectivity Project	X	915	809	28	781	0	0	715	0	28	66	0	Infrastructure			82.00
7-Glendale-1	LA	Glendale Transportation Center 1st/Last Mile Regional Improvements Phase II	X	1,301	1,101	172	929	0	0	929	0	43	129	0	Infrastructure			82.00
7-Palmdale-1	LA	City of Palmdale - Civic Center Complete Streets	X	2,564	1,700	66	212	0	1,422	1,422	0	66	212	0	Infrastructure			82.00
7-Rosemead-1	LA	SR25 Sidewalk Gap Closure on Delta Avenue	X	1,175	1,100	0	0	1,100	0	1,100	0	0	0	0	Infrastructure	X		82.00
7-Santa Monica-2	LA	Active Aging - Safe Routes for Seniors		500	400	0	400	0	0	0	400	0	0	0	Non-Infrastructure			82.00
10-Angels Camp-1	CAL	Route 49 Sidewalk Infill and Bike Lanes, Angels Camp	X	1,985	1,985	165	1,820	0	0	1,820	0	0	0	165	Infrastructure	X		81.00
6-Kern County Road Department-2	KER	Virginia Street Pedestrian Path Project	X	2,456	2,173	22	420	0	1,731	1,731	0	22	354	66	Infrastructure	X		81.00
10-Merced County PW-2	MER	Plainsburg Road Complete Street Upgrade	X	1,688	1,671	76	200	0	1,395	1,351	44	76	200	0	Combination	X		81.00
5-Monterey County Resource Management Agency DPW-2	MON	Las Lomas Drive Bicycle Lane & Pedestrian Project	X	3,168	2,894	0	368	0	2,526	2,431	0	98	270	95	Infrastructure			81.00
3-Sacramento County-1	SAC	Folsom Boulevard Complete Street Improvements, Phase 1	X	5,001	4,180	532	176	3,472	0	3,472	0	0	532	176	Infrastructure			81.00
8-Big Bear Lake-1	SBD	Alpine Pedal Path Rathbun Creek Extension - Big Bear Lake	X	986	788	0	788	0	0	788	0	0	0	0	Infrastructure	X		81.00
8-Ontario-1	SBD	Sultana Elementary and De Anza Middle School Pedestrian Improvements	X	1,506	1,278	178	0	1,100	0	1,100	0	0	136	42	Infrastructure	X		81.00
6-Tulare County-1	TUL	Allensworth Elementary Sidewalk Improvements	X	313	260	0	260	0	0	260	0	0	0	0	Combination	X		81.00
7-Norwalk-1	LA	Alondra Active Transportation Improvement	X	973	963	12	138	0	813	813	0	12	138	0	Infrastructure			80.50
10-Sonora-1	TUO	Red Church Pedestrian and Circulation Improvement	X	815	722	76	646	0	0	646	0	0	67	9	Infrastructure	X		80.50

2017 Active Transportation Program Augmentation - Statewide Component
Staff Recommendations
(\$1,000's)

Application ID	Co	Project Title	DAC	Total Project Cost	Recommended ATP Funding	17-18	18-19	19-20	20-21	CON	CON NI	PA&ED	PS&E	ROW	Project Type	SRTS	REC TR	Final Score
7-Baldwin Park-3	LA	Walnut Creek-San Gabriel River East Bank Greenway & Neighborhood Connections	X	2,193	1,355	0	0	1,355	0	573	782	0	0	0	Combination			80.00
10-Merced County PW-1	MER	Delhi Community Pedestrian and Bike Connectivity Project	X	1,531	1,531	266	0	1,265	0	1,221	44	88	178	0	Combination	X		80.00
8-Temecula-1	RIV	Santa Gertrudis Creek Pedestrian and Bicycle Trail Extension and Interconnect	X	4,761	3,759	189	3,570	0	0	3,570	0	189	0	0	Combination			80.00
8-Apple Valley-2	SBD	Bear Valley Road Class 1 Bike Path Connector	X	999	792	792	0	0	0	792	0	0	0	0	Infrastructure			80.00
8-Apple Valley-1	SBD	Apple Valley South - Safe Routes to School	X	4,294	3,403	333	3,070	0	0	3,137	0	0	333	0	Infrastructure	X		80.00
11-Chula Vista-1	SD	Class 2 Bike Lanes on Broadway in Chula Vista, CA	X	1,466	851	104	747	0	0	747	0	0	104	0	Infrastructure			80.00
11-EI Cajon-2	SD	Cajon Valley Union School District SRTS Plan (Phase 2)	X	500	500	500	0	0	0	0	500	0	0	0	Plan			80.00
11-Encinitas-1	SD	Santa Fe Drive Corridor Bike and Pedestrian Improvements		1,142	996	41	0	173	782	742	40	41	148	25	Combination	X		80.00
11-National City-1	SD	National City Safe Routes to School Pedestrian Enhancements	X	2,028	1,678	0	0	1,678	0	1,678	0	0	0	0	Infrastructure	X		80.00
2-Redding-3	SHA	West Street Area School Safety Improvements	X	3,196	2,538	400	0	2,138	0	2,138	0	400	0	0	Infrastructure	X		80.00
4-Berkeley-3	ALA	Sacramento Street Complete Streets Improvements	X	1,814	1,542	0	185	1,357	0	1,357	0	0	185	0	Infrastructure			79.00
1-Humboldt County PW-2	HUM	McKinleyville Safe Routes to School Program	X	612	612	25	52	535	0	490	45	25	40	12	Combination	X		79.00
6-Arvin-1	KER	Franklin Street Pedestrian and Bicycle Infrastructure Improvements	X	350	350	0	0	50	300	300	0	5	45	0	Infrastructure	X		79.00
7-Los Angeles Co Dept. of PW-5	LA	Puente Creek Bikeway	X	3,700	2,960	0	400	0	2,560	2,360	200	0	400	0	Combination	X		79.00
9-Mono County-1	MONO	Mono County Complete Streets: Bridgeport Main Street Revitalization	X	434	434	23	43	368	0	368	0	23	43	0	Infrastructure	X		79.00
12-Buena Park-1	ORA	Buena Park School District Safe Routes to School (SRTS) Improvements	X	1,654	1,644	50	166	1,428	0	1,428	91	50	75	0	Combination	X		79.00
8-Riverside-1	RIV	La Sierra Neighborhood Sidewalk Improvements	X	1,215	999	0	0	0	999	999	0	0	0	0	Infrastructure			79.00
3-Sacramento-5	SAC	Two Rivers Trail (Phase II)	X	6,361	3,333	0	3,333	0	0	3,333	0	0	0	0	Infrastructure		X	79.00
8-Fontana-1	SBD	Fontana Safe Routes to Schools Pedestrian Improvements	X	1,918	1,918	10	157	191	1,560	1,556	4	10	157	191	Combination	X		79.00
		Totals New Projects		134,547	98,284	12,739	35,869	30,702	18,974	84,557	2,581	1,644	6,579	1,861				

CON: Construction Phase
DAC: Benefit to Disadvantaged Communities
PA&ED: Environmental Phase
Plan: Active Transportation Plan
PS&E: Plans, Specifications & Estimate Phase
REC TR: Recreational Trails Eligible
ROW: Right-of-Way Phase
SRTS: Safe Routes to School

**2017 ATP Augmentation - San Diego Regional Component
Funding Recommendations**

SANDAG ID No.	Applicant Name	Project Name	Total Project Cost	Total Funding Request	ATP Funding Recommendation	Fiscal Year 17-18 Allocation	Fiscal Year 18-19 Allocation	Fiscal Year 19-20 Allocation	Fiscal Year 20-21 Allocation
2017 ATP Funded Projects - Retain Funding Without Advancement									
A13	National City	El Toyon - Las Palmas Regional Bicycle Boulevard	\$1,919,000	\$1,544,000	\$1,544,000	\$0	\$0	\$1,544,000	\$0
A3	Carlsbad	Avenida Encinas Coastal Rail Trail and Pedestrian Improvements	\$9,095,000	\$3,693,000	\$1,776,000	\$0	\$0	\$1,776,000	\$0
			\$11,014,000	\$5,237,000	\$3,320,000	\$0	\$0	\$3,320,000	\$0
2017 ATP Funded Projects - Recommended for Advancement									
A14	National City	Euclid Avenue Bicycle and Pedestrian Enhancements	\$3,960,000	\$3,335,000	\$3,335,000	\$3,335,000	\$0	\$0	\$0
A9	Escondido	Juniper Elementary Bike/Pedestrian Improvements and SRTS Outreach	\$1,386,000	\$1,336,000	\$1,336,000	\$86,000	\$93,000	\$1,157,000	\$0
A10	Escondido	Escondido Creek Trail Bike Path Improvements Project	\$1,632,000	\$1,632,000	\$1,632,000	\$90,000	\$200,000	\$1,342,000	\$0
			\$6,978,000	\$6,303,000	\$6,303,000	\$3,511,000	\$293,000	\$2,499,000	\$0
New Projects Recommended for Funding									
A15	San Diego Association of Governments	Inland Rail Trail-City of Vista Segment	\$11,083,000	\$5,603,000	\$5,603,000	\$0	\$500,000	\$5,103,000	\$0
A1	Chula Vista Elementary School District	Chula Vista Rides to School!	\$202,000	\$202,000	\$202,000	\$2,000	\$200,000	\$0	\$0
A21	San Diego County	Rock Springs Road SRTS Sidewalks and Bike Lanes	\$1,717,000	\$1,717,000	\$1,160,000	\$280,000	\$880,000	\$0	\$0
			\$13,002,000	\$7,522,000	\$6,965,000	\$282,000	\$1,580,000	\$5,103,000	\$0
Projects Recommended as Contingency Projects									
A5	El Cajon	Chase Avenue Elementary School Safe Routes to School Improvements		\$489,000	\$0	\$0	\$0	\$0	\$0
A18	San Diego County	Allen School Road SRTS Pedestrian and Bicycle Improvement Project		\$2,055,000	\$0	\$0	\$0	\$0	\$0
A19	San Diego County	Buena Creek Road-Pedestrian Improvements to Sprinter-Transit Station		\$1,249,000	\$0	\$0	\$0	\$0	\$0
A20	San Diego County	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming		\$499,000	\$0	\$0	\$0	\$0	\$0

- Projects recommended for full funding
- Projects recommended for partial funding
- Projects that did not apply for advancement



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RESOLUTION NO. 2018-04

CERTIFYING THE RESULTS OF THE SAN DIEGO REGIONAL ACTIVE TRANSPORTATION PROGRAM (ATP) AUGMENTATION INCLUDING THE 2017 ATP AUGMENTATION FUNDING RECOMMENDATIONS FOR SUBMISSION TO THE CALIFORNIA TRANSPORTATION COMMISSION

WHEREAS, the Legislature and Governor of the State of California have provided funds for the ATP under Senate Bill 99, Chapter 359; Assembly Bill 101, Chapter 354; and Senate Bill 1, Chapter 5; and

WHEREAS, the California Transportation Commission (CTC) has statutory authority for the administration of this grant program and established necessary procedures in the 2017 ATP Guidelines and 2017 ATP Augmentation Guidelines; and

WHEREAS, the CTC has required in its 2017 ATP Guidelines that Metropolitan Planning Organizations (MPOs) coordinate the selection process to select projects to receive a portion of the ATP funding; and

WHEREAS, the San Diego Association of Governments (SANDAG), as the MPO for the San Diego region, conducted a selection process consistent with the ATP Augmentation Guidelines for the distribution of fiscal year 2017-2021 ATP funds in the San Diego region; and

WHEREAS, the SANDAG selection process has resulted in a list of projects that are deemed to meet the requirements of the 2017 ATP Program Guidelines and 2017 ATP Augmentation Guidelines; and

WHEREAS, the CTC requires the governing body of the MPO to approve the proposed ATP funding recommendations for submittal to the California Transportation Commission;
NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors:

1. Certifies that the San Diego Regional ATP selection process was conducted in accordance with the 2017 ATP Program Guidelines and 2017 ATP Augmentation Guidelines adopted by the CTC; and
2. Attests the projects recommended for ATP funding from the San Diego Regional ATP component include projects benefitting pedestrians and bicyclists, including students walking and cycling to school; and
3. Approves the proposed ATP Augmentation Funding Recommendations for submittal to the CTC; and

4. Recommends the Contingency List of projects be used to reallocate ATP funds in the event a project recommended for funding is unable to allocate the awarded funds or obtain an extension within the timeframe identified by the CTC.

PASSED AND ADOPTED this 22nd day of September, 2017.

CHAIR

ATTEST:

SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.

San Diego Association of Governments
ACTIVE TRANSPORTATION WORKING GROUP

September 14, 2017

AGENDA ITEM NO.: **8**

Action Requested: DISCUSSION

REGIONAL BIKEWAY ETIQUETTE SIGNS

File Number 300200

Introduction

As the region builds out its bikeway network of Class I bikeways they inevitably become more popular with people riding bikes, running, walking, and skating. This is a positive outcome, and all non-motorized users are allowed on these facilities. Unfortunately, as volumes increase, the potential for conflicts between bikeway users also can increase. Solutions to this situation include the usual assortment of approaches; engineering, enforcement, and education. Right-of-way and cost can be constraints to engineering approaches, and cities have limited law enforcement capacity, if any, to patrol bike paths. Recognizing these constraints, encouraging safe behavior through user education is a reasonable approach toward reducing user conflicts.

SANDAG has begun developing an approach to user education through signage that could be used on the regional bikeway network. This report describes the initial work and provides an opportunity for stakeholder input.

Discussion

The issue of conflicts between people on foot and people riding bikes has recently been raised as a result of several reported incidents on the Bayshore Bikeway in the City of Imperial Beach. Questions also came up at a SANDAG Transportation Committee meeting in April 2017. The Bayshore Bikeway Working Group discussed the issue in March, and recommended SANDAG develop signs for the bikeway that would encourage safe behavior.

The California Manual of Uniform Traffic Control Devices (MUTCD) include two signs, shown below, to regulate the behavior of people walking and riding bikes on Class I facilities. These signs currently are in use on the Bayshore Bikeway at a few locations.



Other signs in use in the region include a custom sign that the City of Solana Beach has posted on the Coastal Rail Trail. In addition, the City of Carlsbad has posted trail regulations on its segment of the Coastal Rail Trail.



Solana Beach and Carlsbad Trail Signs

SANDAG staff researched trail/bikeway etiquette sign around the country and determined there are three key recurring messages to convey: (1) bike riders yield to pedestrians, (2) keep right/pass left, and (3) warn when passing. These messages have been incorporated into a series of sign options that are graphically consistent with the branded signs used on the regional bike network. These sign options are shown in Attachment 1. Comments from the Active Transportation Working Group on the signs will help SANDAG determine how best to move forward with this.

Next Steps

Based on feedback from the Active Transportation Working Group, and assuming there is a consensus on moving forward with this effort, SANDAG will refine the signs and pursue funding to fabricate and install the signs.

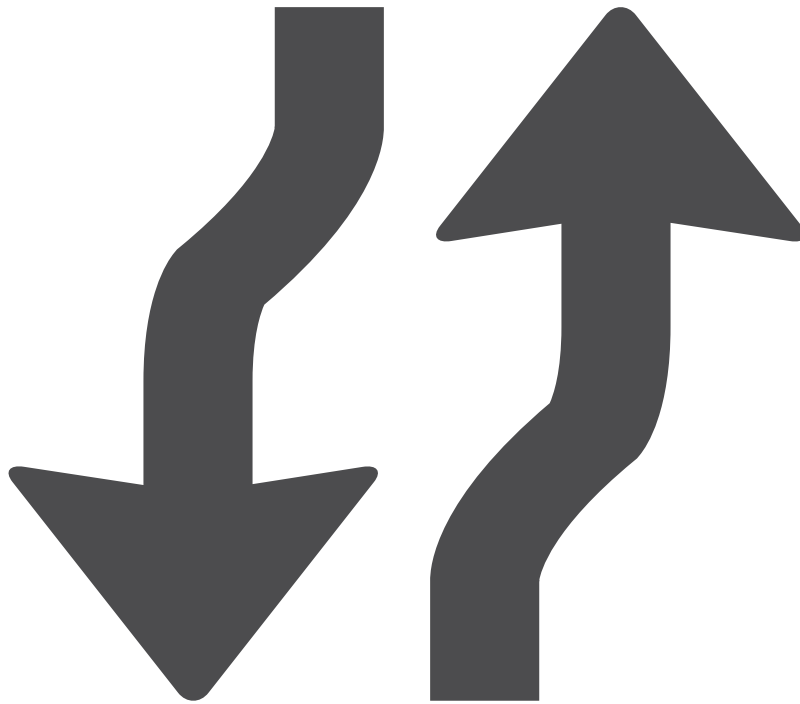
Attachment: 1. Draft Bikeway Etiquette Signs

Key Staff Contact: Stephan Vance, (619) 699-1924, stephan.vance@sandag.org

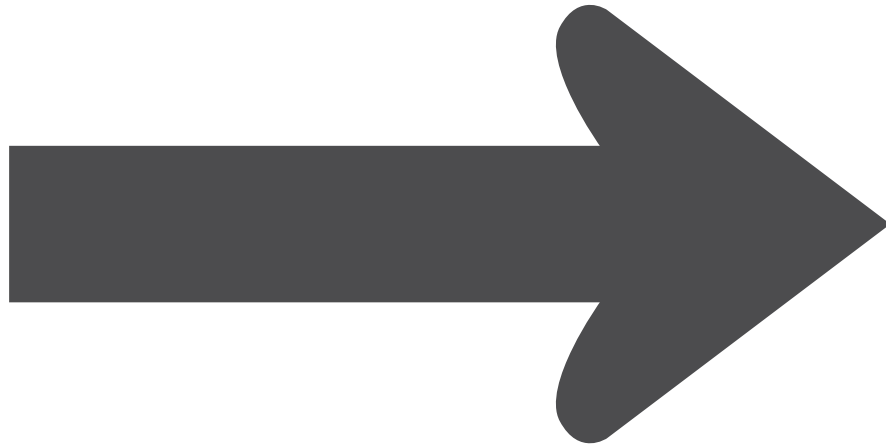
**Yield to
Pedestrians**



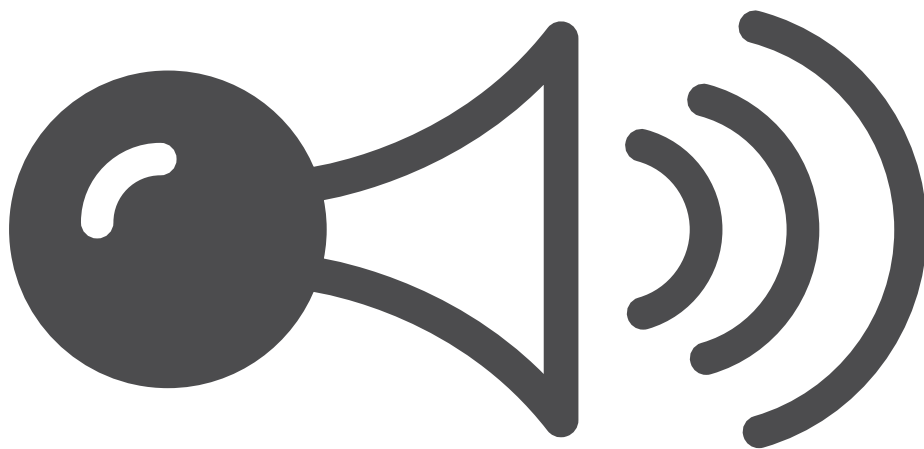
Keep Right



Keep Right



Warn When Passing



**Yield to
Pedestrians**

Keep Right

**Warn when
passing**

**Yield to
Pedestrians**

Keep Right

**Warn When
Passing**