MEETING NOTICE
AND AGENDA

CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE
The Cities/County Transportation Advisory Committee (CTAC) may take action on any item appearing on this agenda.

Thursday, June 7, 2018
9:30 to 11 a.m.
SANDAG, 7th Floor Conference 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: Alex Estrella
(619) 699-1928
alex.estrella@sandag.org

AGENDA HIGHLIGHTS

- 2019 ACTIVE TRANSPORTATION PROGRAM CALL FOR PROJECTS
- TransNet LOCAL STREET AND ROAD PROGRAM ANNUAL REPORT

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

MISSION STATEMENT
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Welcome to SANDAG. Members of the public may speak to the Working Group on any item at the time the Working Group is considering the item. Please complete a Request to Comment form and then present the form to the Working Group coordinator. Members of the public may address the Working Group on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person unless otherwise directed by the Chair. The Working Group may take action on any item appearing on the agenda.

Both agenda and non-agenda comments should be sent to SANDAG via comment@sandag.org. Please include the Working Group name and meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the Working Group meeting should be received by the Working Group coordinator no later than 12 noon, two working days prior to the meeting. All public comments and materials received by the deadline become part of the official project record, will be provided to the members for their review at the meeting, and will be posted to the agenda file as a part of the handouts following each meeting.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at www.sandag.org/meetings. Additionally, interested persons can sign up for e-notifications via our e-distribution list either at the SANDAG website or by sending an email request to webmaster@sandag.org.

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CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE  
Thursday, June 7, 2018

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>RECOMMENDATION</th>
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<tbody>
<tr>
<td>1.</td>
<td>WELCOME AND INTRODUCTIONS</td>
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<td>+2.</td>
<td>APPROVAL OF MEETING MINUTES</td>
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<td>The Cities/County Transportation Advisory Committee (CTAC) is asked to review and approve the minutes from its May 3, 2018, meeting.</td>
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<td>3.</td>
<td>PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS</td>
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<td></td>
<td>Members of the public shall have the opportunity to address the CTAC 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 Comment 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 CTAC members. Public speakers are limited to three minutes or less per person. CTAC members also may provide information and announcements under this agenda item.</td>
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</table>

**REPORTS**

| +4. | 2019 ACTIVE TRANSPORTATION PROGRAM CALL FOR PROJECTS | INFORMATION |
|     | (Jenny Russo) |
|     | Staff will provide a summary of the 2019 Active Transportation Program (ATP), including the schedule and amount of state and federal funding available for ATP projects. |
| +5. | TransNet LOCAL STREET AND ROAD PROGRAM ANNUAL REPORT | INFORMATION |
|     | (Alex Estrella) |
|     | Staff will provide an update on the completion of the FY 2017 TransNet Local Street and Road Program report submittals to the Independent Taxpayers Oversight Committee. |
| +6. | CALIFORNIA DEPARTMENT OF TRANSPORTATION UPDATES AND ANNOUNCEMENTS | INFORMATION |
|     | Caltrans staff will provide updates on various local programs, funding program deadlines, and announcements regarding upcoming conferences. |
| 7.  | UPCOMING MEETINGS | INFORMATION |
|     | The next CTAC meeting is scheduled for Thursday, July 5, at 9:30 a.m. |
| 8.  | ADJOURNMENT |

+ next to an item indicates an attachment
June 7, 2018

AGENDA ITEM NO.: 2

Action Requested: APPROVE

MAY 3, 2018, MEETING MINUTES

Please note: The audio file of the meeting is available on the SANDAG website, sandag.org, on the Cities/County Transportation Advisory Committee (CTAC) page.

Chair Ed Deane (City of San Marcos) called the meeting of the CTAC to order by at 9:38 a.m.

1. WELCOME AND INTRODUCTIONS

Self-introductions were made. The attendance sheet for this meeting is included.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Krystal Ayala (SANDAG) made the members aware of the upcoming (June 18) workshop with the CTAC, San Diego Regional Traffic Engineers Council (SANTEC), and Regional Planning Technical Working Group for the Transportation Demand Management and Transportation Systems Management Impact Analysis Toolbox. Richard Leja (City of La Mesa) revisited his comment from the April CTAC meeting, clarifying that his comment was meant to relate and point out that consideration by SANDAG be given to the establishment of bicycle and pedestrian standards for density bonus projects and requested that the item be considered as a future item for CTAC and/or SANTEC.

3. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Jon Collins (City of Poway) and Richard Leja (City of La Mesa), and a second by Mr. Leja, the CTAC approved the minutes for the April 5, 2018, meeting. Yes: Craig Williams (City of Carlsbad), Frank Rivera (City of Chula Vista), Mario Sanchez (City of El Cajon), Ed Wimmer (City of Encinitas), Julie Procopio (City of Escondido), Juan Larios (City of Imperial Beach), Mr. Leja, Mr. Collins, Ed Deane (City of San Marcos), Minjie Mei (City of Santee), and Mohammad Sammak (City of Solana Beach). No: None. Abstain: Chair Deane (City of San Marcos). Absent: City of Coronado, City of Del Mar, City of Lemon Grove, City of National City, City of Oceanside, City of San Diego, County of San Diego, City of Vista, Metropolitan Transit System, and North County Transit District.

REPORTS

4. REGIONAL ARTERIAL MANAGEMENT SYSTEM UPDATE (RECOMMEND)

James Dreisbach-Towle (SANDAG) provided an update on the Regional Arterial Management System, Regional maintenance and support efforts, and User Group activities. The CTAC moved to recommend continued support of the regional support model and cost sharing methodology for FY 2019.
5. **QUARTERLY TransNet FINANCIAL REPORTS FOR THE PERIOD ENDING MARCH 31, 2018 (INFORMATION)**

Samuel Diche (SANDAG, filling in for Lisa Kondrat-Dauphin) provided the quarterly TransNet financial balances for the Local Street and Road balances. The information is planned to be presented to the Independent Taxpayers Oversight Committee.

6. **TransNet LOCAL STREET AND ROAD PROGRAM EXPENDITURE GUIDELINES (DISCUSSION/APPOINT)**

Ariana zur Nieden and Alex Estrella (SANDAG) presented Recommendation No. 11 from the FY 2018 Triennial Performance Audit of the TransNet Extension Ordinance conducted by the Independent Taxpayer Oversight Committee. In order to address the Recommendation, the CTAC established an ad hoc subgroup, which will work with SANDAG staff to develop options for consideration by the SANDAG Board of Directors. The ad hoc subgroup will consist of Frank Rivera (City of Chula Vista), Bill Morgan (City of San Diego), Julie Procopio (City of Escondido), Mario Sanchez (City of El Cajon), Marshall Plantz (City of Carlsbad), Ed Wimmer (City of Encinitas), Richard Leja (City of La Mesa), and Mohammad Sammak (City of Solana Beach).

7. **CALTRANS UPDATES/ANNOUNCEMENTS (INFORMATION)**

Caltrans provided an update on various local assistance programs and funding program deadlines and announced upcoming training and workshops.

8. **ADJOURNMENT AND NEXT MEETING (INFORMATION)**

The next CTAC meeting is tentatively scheduled for June 7, 2018, at 9:30 a.m.

Chair Deane adjourned the meeting at 10:39 a.m.
# CITIES/COUNTY TRANSPORTATION ADVISORY COMMITTEE
## MEETING ATTENDANCE FOR MAY 3, 2018

<table>
<thead>
<tr>
<th>JURISDICTION/ORGANIZATION</th>
<th>NAME</th>
<th>ATTENDING</th>
<th>COMMENTS</th>
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<tr>
<td>City of San Marcos</td>
<td>Edward Deane, Chair</td>
<td>Yes</td>
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<td></td>
<td>Paul Vo, Alternate</td>
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<td>City of Escondido</td>
<td>Julie Procopio, Vice Chair</td>
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<td>City of Carlsbad</td>
<td>Marshall Plantz</td>
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<td>Craig Williams, First Alternate</td>
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<td>Doug Bilse, Second Alternate</td>
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<td>City of Chula Vista</td>
<td>Frank Rivera</td>
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<td>Bill Valle, First Alternate</td>
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<td>Rick Hopkins, Second Alternate</td>
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<td>City of Coronado</td>
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<td>Tim Thiele</td>
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<td>City of El Cajon</td>
<td>Mario Sanchez</td>
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<td>Yazmin Arellano, Second Alternate</td>
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<td>City of Encinitas</td>
<td>Chris Magdosku</td>
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<td>Ed Wimmer, First Alternate</td>
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<td>City of Imperial Beach</td>
<td>Eric Minicilli</td>
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<td>Carmen Kasner, Alternate</td>
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<td>Juan Larios, Second Alternate</td>
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<td>City of La Mesa</td>
<td>Richard Leja</td>
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<td>Leon Firsht, Second Alternate</td>
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<td>Mike James</td>
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<td>Jeremiah Harrington, Alternate</td>
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<td>Stephen Manganiello</td>
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<td>Gary Kellison, Alternate</td>
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<td>David DiPierro, Alternate</td>
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<td>City of Poway</td>
<td>Steve Crosby</td>
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<td>Jon Collins, Alternate</td>
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<td>City of San Diego</td>
<td>Gene Matter - Interim</td>
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<td>George Gazallo Second Alternate</td>
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<td>City of Santee</td>
<td>Minjie Mei</td>
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<td>City of Solana Beach</td>
<td>Mohammad Sammak</td>
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<td>Dan Goldberg, First Alternate</td>
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<td>Greg Mayer</td>
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<td>Tim Shell, First Alternate</td>
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<td>Husam Hasenin, Second Alternate</td>
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<td>County of San Diego</td>
<td>Bill Morgan</td>
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<td>Metropolitan Transit System</td>
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<td>North County Transit District</td>
<td>Johnny Dunning, Jr.</td>
<td>No</td>
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**ADVISORY MEMBERS (ATTENDANCE NOT COUNTED FOR QUORUM PURPOSES)**

| Caltrans                                      | Melina Pereira                | Yes       |          |
|                                               | Bing Luu                      | Yes       |          |

**OTHER ATTENDEES**

Krystal Ayala  
James Dreisbach-Towle  
Peter Thompson  
Michelle Smith  
Sue Alpert  
Ariana zur Nieden  
Samuel Diche  
Erik Mumm  
Alex Estrella  

**SANDAG STAFF MEMBERS**
TRANSPORTATION COMMITTEE
JUNE 1, 2018

AGENDA ITEM NO. 18-06-5A
ACTION REQUESTED: RECOMMEND

CALIFORNIA ACTIVE TRANSPORTATION PROGRAM
CYCLE 4: REGIONAL CALL FOR PROJECTS

File Number 3300200

Introduction

The California Active Transportation Program (ATP) is a competitive funding program administered jointly by the California Transportation Commission (CTC) and Caltrans to fund projects that encourage active modes of transportation. The CTC adopted the 2019 ATP Guidelines for the fourth cycle of ATP funding on May 16, 2018. The four-year fund is estimated at $890 million statewide. The competition will be held in two stages, beginning with the statewide competition which was initiated in May 2018, followed by the regional competition coming in August 2018. This report provides an overview of the ATP regional competition, including the role of SANDAG, and next steps in the process. Additional information on the ATP statewide competition is provided in Agenda Item No. 5B, and the complete ATP Guidelines are available at http://www.catc.ca.gov/programs/atp/.

Discussion

ATP Funding Distribution and Available Funding

State and federal law separate the ATP into multiple, overlapping components. Approximately $890 million has been budgeted for the 2019 ATP over four years, beginning with FY 2019-2020. This includes $400 million in Senate Bill 1 (Beall, 2017) funding, almost doubling the amount of funding that was available in prior cycles of the program. ATP funds are distributed through three separate competitive programs:

1. Small Urban/Rural Component: 10 percent of ATP funds ($87.9 million in total, or approximately $21.9 million per year) are distributed to small urban and rural areas with populations of 200,000 or less via a competitive process jointly administered by the CTC and Caltrans.
2. **Statewide Component:** 50 percent of ATP funds ($439.5 million or approximately $109.8 million per year) are distributed to projects competitively awarded by the CTC on a statewide basis.

3. **Regional Component:** 40 percent of ATP funds ($351.6 million or approximately $87.9 million per year) are distributed to Metropolitan Planning Organizations (MPOs) in urban areas with populations greater than 200,000. The CTC distributes these funds based on total MPO population. The funds allocated under this portion of the ATP must be selected through a competitive process facilitated by the MPOs. SANDAG is the administrator for the San Diego regional ATP component (San Diego ATP competition). The estimated funding available for the San Diego region is $15.87 million total, or approximately $3.96 million per year. Projects not selected for programming in the statewide component must be considered in the regional component.

A minimum of 25 percent of the funds distributed by each of the three components must benefit disadvantaged communities.

**Eligible Applicants**

Local, regional, and state agencies are eligible to apply for both the statewide and regional competitive programs. Examples include, but are not limited to, cities, counties, MPOs, and Regional Transportation Planning Agencies. Other eligible applicants include Caltrans, transit agencies, natural resources or public land agencies, public schools or school districts, tribal governments, and private nonprofit tax-exempt organizations.

**Regional Competition Guidelines and Selection Criteria**

The CTC Guidelines allow an MPO, with CTC approval, to use different project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged community for its competitive selection process. The regional guidelines must be submitted to the CTC for approval.

For the past three cycles of the ATP, the Board of Directors has approved using the project selection criteria from the TransNet Active Transportation Grant Program (ATGP) as the basis for the San Diego ATP competition guidelines. Various adjustments have been made to reflect specific CTC requirements and local priorities.

Staff proposes updating the guidelines for the 2019 San Diego ATP competition to incorporate changes made to the ATP Guidelines by the CTC in May 2018, as well as changes recently made to the TransNet ATGP as part of the fourth call for projects released in late 2017. A summary of the changes proposed to be made to the ATP Guidelines for the fourth cycle of the San Diego ATP competition are outlined in Attachment 1.

The proposed 2019 ATP Guidelines for the San Diego Regional Competition, including the scoring criteria, are included in Attachment 2.
Next Steps

Pending recommendation by the Transportation Committee, the Board of Directors would be asked at its June 22, 2018, meeting to approve the submission of the proposed 2019 ATP Guidelines for the San Diego Regional Competition to the CTC for use in the 2019 San Diego ATP competition. The regional call for projects would be opened following CTC approval of the proposed 2019 ATP Guidelines for the San Diego Regional competition at its August 15-16, 2018, meeting.

LAURA COTÉ
Director of Administration

Attachments: 1. Summary of Proposed Changes to the San Diego Regional Active Transportation Program Guidelines
2. Proposed 2019 Active Transportation Program Guidelines for the San Diego Regional Competition
3. Draft Resolution No. 2018-20: Approving the Submission of the 2019 Regional Active Transportation Program Scoring Criteria to the California Transportation Commission for Use in the Competition

Key Staff Contact: Jenny Russo, (619) 699-7314, jenny.russo@sandag.org
Summary of Proposed Changes
to the San Diego Regional Active Transportation Program Guidelines

- Updated the statutory and funding source references to include Senate Bill 1 (SB 1).
- Included a reference to the California Transportation Commission’s (CTC’s) Active Transportation Program (ATP) Guidelines and removed duplicative information throughout the document.
- Updated the schedule to include dates for the 2019 competitive program, including the addition of a joint workshop in June with Caltrans and SANDAG staff.
- Added definitions for matching funds and leveraging funds. Leveraging funds cannot be from any of the CTC’s competitive funding programs (Solutions for Congested Corridors Program, Trade Corridor Enhancement Program, Local Partnership Program, or ATP).
- Clarified the reimbursement language to illustrate that eligible costs are limited to those that meet the ATP purpose and at least one of the ATP goals.
- Clarified that Caltrans ATP projects must be consistent with local and regional priorities and include feedback from the local community in which the Caltrans project is located. Caltrans must also describe why the project is being requested under the ATP rather than through the State Highway Operations and Protection Program.
- Required that projects with a total project cost of $25 million or greater or programmed amount of $10 million or greater complete a Baseline Agreement, as required under the SB 1 Accountability and Transparency Guidelines.
- Included information about how projects will be designated as State Only Funded.
- Included information about how projects for the development of plans will be prioritized for funding consideration.
- Changed the definition of how a project can qualify as directly benefitting a disadvantaged community to include that the project must either: (1) be located within or reasonable proximity to a disadvantaged community; (2) have a direct connection to the disadvantaged community; or (3) be an extension or a segment of a larger project that connects or is directly adjacent to a disadvantaged community.
- Changed the project application requirements to be consistent with the 2019 ATP Guidelines to require that all regional ATP projects must have been submitted through the statewide component (no new projects can be submitted through the regional component).
- Updated the requirements for a TransNet-ATP funding exchange to be restricted to local jurisdiction projects only, and required that local jurisdictions considered for an exchange of funds must have both a locally-adopted Climate Action Plan and Complete Streets Policy, consistent with the requirements in San Diego Forward: The Regional Plan.
- Added information to describe the process that will be followed to select which project will receive funding if two or more projects are at the funding cut-off level and have the same rank.
- Updated the scoring criteria to include changes made in the recent TransNet Active Transportation Grant Program call for projects.
2019
ACTIVE TRANSPORTATION
PROGRAM GUIDELINES
FOR THE
SAN DIEGO REGIONAL COMPETITION
BACKGROUND OF THE ATP PROGRAM

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 1 (SB 1) (Chapter 2031, statutes of 2017) added an additional $100 million per year in funding from the Road Maintenance and Rehabilitation Account. The ATP is administered jointly by the California Transportation Commission (CTC) and Caltrans.

State and federal law separate the ATP into multiple, overlapping components. ATP funds are distributed through three separate competitive programs:

1. **Small Urban/Rural Competition** - 10 percent of ATP funds are distributed to small urban and rural areas with populations of 200,000 or less via a competitive process administered jointly by the CTC and Caltrans. Small urban areas are those with populations of 5,001 to 200,000. Rural areas are those with populations of 5,000 or less. Projects within the boundaries of an MPO with an urban area with a population of greater than 200,000 (e.g. San Diego) are not eligible for funding in the Small Urban or Rural programs.

2. **Statewide Competition** - 50 percent of ATP funds are distributed to projects competitively awarded by the CTC on a statewide basis.

3. **Regional Competition** - 40 percent of ATP funds are distributed to Metropolitan Planning Organizations (MPOs) in urban areas with populations greater than 200,000. These funds are distributed based on total MPO population. The funds allocated under this portion of the ATP must be selected through a competitive process facilitated by the MPOs. As an MPO, SANDAG is the administrator for the San Diego regional competition. Projects not selected for programming in the statewide competition must be considered in the Regional Competition.

A minimum of 25 percent of the funds distributed by each of the three competitions must benefit disadvantaged communities.

PURPOSE OF THE ATP

The purpose of the ATP is to implement strategies that increase and attract active transportation users; provide facilities for walking and biking in urban, suburban, and rural portions of the region; and to provide connections between them. Projects and programs funded through this program are consistent with the vision of the Regional Comprehensive Plan and Regional Transportation Plan/Sustainable Communities Strategy for the San Diego Region.
ATP PROGRAM GOALS

California Senate Bill (SB) 99 established California’s ATP with six program goals that provide a foundation for the state and regional ATP programs:

- Increase the proportion of trips accomplished by biking and walking
- Increase the safety and mobility of non-motorized users
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to SB 375 (Chapter 728, Statutes of 2008) and SB 391 (Chapter 585, Statutes of 2009)
- Enhance public health, including reduction of childhood obesity through the use of programs including but not limited to projects eligible for Safe Routes to School Program funding
- Ensure that disadvantaged communities fully share in the benefits of the program
- Provide a broad spectrum of projects to benefit many types of active transportation users

ACTIVE TRANSPORTATION PROGRAM GUIDELINES

Senate Bill 99 and Assembly Bill 101 require the CTC to develop program guidelines for each cycle of the ATP that describe the policy, standards, criteria, and procedures for the development, adoption, and management of the ATP. The Guidelines provide additional information beyond what is described in these guidelines and should be reviewed by applicants prior to submitting an application for ATP funding. The Guidelines are posted on the CTC’s website at [http://www.catc.ca.gov/programs/atp/](http://www.catc.ca.gov/programs/atp/).
## CYCLE 4 SCHEDULE

The following schedule lists the major milestones for the development and adoption of the Cycle 4 ATP.

### STATEWIDE COMPETITION

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<td>CTC adoption of ATP Guidelines</td>
<td>5/16/2018</td>
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<tr>
<td>Estimated available funding released</td>
<td>5/16/2018</td>
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<tr>
<td>Statewide Call for Projects released</td>
<td>5/16/2018</td>
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<tr>
<td>ATP Workshop</td>
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<tr>
<td>Application submittal deadline for Statewide Competition</td>
<td>7/31/2018</td>
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<tr>
<td>CTC staff recommendation of projects for Statewide Competition</td>
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<tr>
<td>CTC approval of recommended projects for Statewide Competition</td>
<td>January 2019</td>
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</tbody>
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### REGIONAL COMPETITION

<table>
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<tr>
<th>Event</th>
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<tr>
<td>Estimated available funding released by CTC</td>
<td>5/16/2018</td>
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<tr>
<td>Staff recommendation of Regional ATP guidelines presented to SANDAG Transportation Committee</td>
<td>6/1/2018</td>
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<tr>
<td>Regional ATP guidelines considered by SANDAG Board of Directors</td>
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<tr>
<td>CTC considers SANDAG Regional Guidelines for approval</td>
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<td>Regional Call for Projects released</td>
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<td>Application submittal deadline for Regional Competition</td>
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<td>Scoring and ranking of Regional Competition applications</td>
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<tr>
<td>TransNet Swap coordination with applicants (if applicable) for Regional Competition</td>
<td>1/7/2019-1/18/2019</td>
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<td>SANDAG Independent Taxpayer Oversight Committee (ITOC) reviews TransNet/ATP Swap concept (if applicable)</td>
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<td>Deadline for Applicants to submit Resolution</td>
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<tr>
<td>Publication of recommended ranked project list (through posting of Transportation Committee Agenda) for Regional Competition</td>
<td>2/8/2019</td>
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<tr>
<td>Staff recommendation of Regional Competition ranked projects presented to SANDAG Transportation Committee</td>
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<tr>
<td>Regional ATP project rankings considered by SANDAG Board of Directors</td>
<td>2/22/2019</td>
</tr>
<tr>
<td>CTC considers adoption of ranked project list for SANDAG Regional Competition</td>
<td>June 2019</td>
</tr>
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</table>
FUNDING

Sources

The ATP is funded from various federal and state funds appropriated in the annual State Budget Act.

- Federal Transportation Alternative Program funds, except for federal Recreation Trail Program funds appropriated to the Department of Parks and Recreation
- Federal Highway Safety Improvement Program funds or other federal funds
- State Highway Account funds
- Road Maintenance and Rehabilitation Account (SB 1) funds

All ATP projects must meet eligibility requirements specific to at least one ATP funding source.

Amount of Funding Available

Cycle 4 of the ATP includes funding for four years: 2019-2020, 2020-2021, 2021-2022, and 2022-2023. The amount of funding available for Cycle 4 is estimated as follows:

- Statewide Competition: $439,560,000
- San Diego Regional Competition: $15,874,000

Minimum Request for Funds

In order to maximize the effectiveness of program funds and to encourage the aggregation of small projects into one larger comprehensive project, the minimum request for ATP funds that will be considered is $250,000. This minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, Recreational Trails projects, and plans.

Maximum Request for Funds

The total aggregate amount of funding requested by each applicant cannot exceed the total amount available.

Matching & Leveraging funds

- Matching funds are additional federal, state and local funds that are dedicated to the ATP project and will be used for any eligible ATP expenses.
- Leveraging funds include all financial sources, in-kind resources, and/or services that the applicant can secure on behalf of the ATP project. Leveraged funds may be used for any project-related expenses, even if the expenses are not eligible in the ATP.

Matching and leveraging funds are not required. If an applicant chooses to provide matching or leveraging funds, the funds cannot be from any of the CTC’s competitive funding programs (Solutions for Congested...
Corridors Program, Trade Corridor Enhancement Program, Local Partnership Program, or Active Transportation Program). Eligible leveraged funds spent or committed to earlier project phases will be considered. Applications must include a complete (phase-by-phase) project funding plan through construction that demonstrates that the ATP and leveraged funding in the plan (local, federal, state, private sources) is reasonably expected to be available and sufficient to complete the project.

**Funding for Active Transportation Plans**

Funding from the ATP may be used to fund the development of community-wide active transportation plans within or, for area-wide plans, encompassing disadvantaged communities, including bike, pedestrian, safe routes to schools, or comprehensive active transportation plans.

A maximum amount of two percent (2%) of the funds distributed by the regional competition will be available for funding active transportation plans.

**Reimbursement**

The ATP is a reimbursement program for eligible costs incurred. In order for an item to be eligible for ATP reimbursement, that item’s primary use or function must meet the ATP purpose and at least one of the ATP goals. Reimbursement is requested through the invoice process detailed in Chapter 5, Accounting/Invoices, of the Caltrans Local Assistance Procedures Manual. Costs incurred prior to CTC allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.
ELIGIBLE APPLICANTS

The following entities, within the State of California, are eligible to apply for ATP funds:

- **Local, Regional, or State Agencies** – examples include city, county, MPO, and Regional Transportation Planning Agency (RTPA)

- **Caltrans** - Caltrans nominated projects must be coordinated and aligned with local and regional priorities. Caltrans is required to submit documentation that local communities are supportive of and have provided feedback on the proposed Caltrans ATP project. Caltrans must also submit documentation to support the need to address the project with ATP funds, versus other available funding sources such as the State Highway Operations and Protection Program (SHOPP).

- **Transit Agencies** – Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration (FTA)

- **Natural Resources or Public Land Agencies** – Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
  - State or local park or forest agencies
  - State or local fish and game, or wildlife agencies
  - Department of the Interior Land Management Agencies
  - U.S. Forest Service

- **Public Schools or School Districts**

- **Tribal Governments** – Federally-recognized Native American Tribes. For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs may be necessary. A tribal government may also partner with another eligible entity to apply, if desired.

- **Private Nonprofit Tax-Exempt Organizations** – May apply for projects eligible for Recreational Trail Program funds, recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, not only a private entity.

- **Other** - Any other entity with responsibility for oversight of transportation or recreational trails that the CTC determines to be eligible.

The implementing agency for ATP funds assumes responsibility and accountability for the use and expenditure of program funds. Applicants and/or implementing agencies must be able to comply with all federal and state laws, regulations, and policies and procedures required to enter into a Local Administering Agency-State Master Agreement (Master Agreement). Refer to Chapter 4, Agreements, of the Caltrans Local Assistance Procedures Manual (LAPM) for guidance and procedures on Master Agreements. The LAPM is available here: dot.ca.gov/hq/LocalPrograms/lam/lapm.htm.
The CTC requires project Baseline Agreements for ATP projects with a total project cost of $25 million or greater or a total programmed amount of $10 million or greater.

**PARTNERING WITH IMPLEMENTING AGENCIES**

Eligible applicants that are unable to apply for ATP funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. In addition, eligible applicants that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project are encouraged to partner with an eligible applicant that can implement the project. If another entity agrees to be the implementing agency and assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g. letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation. The implementing agency will be responsible and accountable for the use and expenditure of program funds.
ELIGIBLE PROJECTS

All projects will be selected through the competitive process and must meet one or more of the ATP program goals. Because some of the funds in the ATP are federal funds, projects must be federal-aid eligible unless the project is designated as “State Only Funded” at the time of programming. Refer to the most recent Federal-Aid Project Funding Guidelines available at http://www.dot.ca.gov/hq/LocalPrograms/STIP.htm for more information on what projects may be eligible for state only funds. The CTC may designate projects as SB 1 funded projects at time of programming.

The CTC encourages applicants to apply for projects that provide a transformative benefit to a community or a region.

All projects submitted must be consistent with the 2050 Regional Transportation Plan/Sustainable Communities Strategy.

Project Categories

All eligible projects must apply with an application for one of the following project categories. Applications for plans may not be combined with applications for infrastructure or other non-infrastructure projects.

There are four different eligible project types:

1. **Infrastructure Projects**

   Capital projects that will further the goals of the ATP. This typically includes the environmental, design, right-of-way, and construction phases of a capital (facilities) project.

   A new infrastructure project will not be programmed without a complete Project Study Report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost, and schedule. Though the PSR or equivalent may focus on the project phases proposed for programming, it must provide at least a preliminary estimate of costs for all phases. PSR guidelines are posted on the CTC’s website at http://www.catc.ca.gov/programs/stip.htm. Further guidance can be found in the Caltrans Project Development Procedures Manual, which is available at http://www.dot.ca.gov/design/manuals/pdpm.html.

   A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the ATP.

2. **Non-Infrastructure Projects**

   Education, encouragement, and enforcement activities that further the goals of the ATP. NI projects can be start-up programs or new and/or expanded components of existing programs. All NI projects must demonstrate how the program is sustainable and will be continued after ATP funding is exhausted. The CTC intends to focus funding for non-infrastructure on start-up projects. A project is a start-up when no program currently exists. A project with new and/or expanded components to an existing program must demonstrate how the original program is continuing without ATP funding. ATP cannot fund existing or ongoing program operations. Non-infrastructure projects are not limited to those that benefit school students.

   Eligible Education Encouragement, and Awareness programs may include, but are not limited to:
• Education Programs that teach walking and bicycling safety skills to children and adults through schools, places of employment, community centers, or other venues.

• Encouragement Programs that propose targeted outreach and events designed to encourage walking and bicycling as a viable mode of transportation for everyday/utilitarian trips.

• Awareness Programs that intend to improve overall roadway safety, especially for bicyclists and pedestrians, by impacting the attitudes and behaviors of the general public through multimedia campaigns.

3. **Infrastructure Projects with Non-Infrastructure Components**

Projects that have both infrastructure and non-infrastructure components will be scored using the scoring criteria that represents the higher proportion of the project. For example, a project that is more than 50 percent infrastructure will be scored using the infrastructure scoring criteria. Combination projects need to specify the percentage of each component (e.g. 75% infrastructure and 25% non-infrastructure).

4. **Plans**

The development of a community-wide bicycle, pedestrian, safe routes to school, or active transportation plan that encompasses or is predominately located in a disadvantaged community.

• The first priority for the funding of active transportation plans will be for cities, counties, county transportation commissions, regional transportation planning agencies, MPOs, school districts, or transit districts that have neither a bicycle plan, a pedestrian plan, a safe routes to schools plan, nor a comprehensive active transportation plan.

• The second priority for the funding of plans will be for cities, counties, county transportation commissions, regional transportation planning agencies, or MPOs that have a bicycle plan or a pedestrian plan but not both.

• The lowest priority for funding of plans will be for updates of active transportation plans older than 5 years.

Applications for plans may not be combined with applications for infrastructure or other non-infrastructure projects.
DISADVANTAGED COMMUNITY REQUIREMENT

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. A project is considered beneficial if it fulfills an important need of low-income people in a way that provides a significant value. The project’s benefits must primarily target low-income people while avoiding substantial burdens on a disadvantaged community.

It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community. There is no presumption of benefit, even for projects located within a disadvantaged community. For a project to qualify as directly benefiting a disadvantaged community, the project must:

• be located within or be within reasonable proximity to, the disadvantaged community served by the project,
• the project must have a direct connection to the disadvantaged community, or
• the project must be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.

To qualify as a disadvantaged community, the community served by the project must meet at least one of the following criteria:

• **Median Household Income**: The median household income (table ID B19013) is less than 80 percent of the statewide median based on the most current census tract (ID 140) level data from the 2012-2016 American Community Survey (<$51,026). Communities with a population less than 15,000 may use data at the census block group (ID 150) level. Unincorporated communities may use data at the census place (ID 160) level. Data is available at [http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml](http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml).

• **CalEnviroScreen**: An area identified as among the most disadvantaged 25 percent in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores. The score must be greater than or equal to 36.62. The list can be found at the following link under SB 535 list of disadvantaged communities: [http://www.calepa.ca.gov/EnvJustice/GHGInvest/](http://www.calepa.ca.gov/EnvJustice/GHGInvest/).

• **National School Lunch Program**: At least 75 percent of public school students in the project area are eligible to receive free or reduced-price meals under the national school lunch program. Data is available at [http://www.cde.ca.gov/ds/sd/sd/filessp.asp](http://www.cde.ca.gov/ds/sd/sd/filessp.asp). Applicants using this measure must indicate how the project benefits the school students in the project area. The project must be located within 2 miles of the school(s) represented by this criteria.

• **SANDAG Regional Transportation Plan**: The definition of a disadvantaged community as adopted in the SANDAG regional transportation plan (San Diego Forward: The Regional Plan, available at [http://www.sdforward.com/regionalplan](http://www.sdforward.com/regionalplan)). For San Diego Forward: The Regional Plan, disadvantaged communities are identified as minority, low-income, and senior populations.
  • The term “minority” is described by the Federal Highway Administration as: Black (having origins in any of the black racial groups of Africa); Hispanic (of Mexican, Puerto Rican, Cuban, Central or...
South American or other Spanish culture or origin, regardless of race; Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

- Low-income populations are those with income levels below 200 percent of the Federal Poverty Rate.
- Senior populations include anyone 75 years old and older.

- **Native American Tribal Lands**: Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).

- **Other**: If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the applicant must submit for consideration a quantitative assessment to demonstrate that the community’s median household income is at or below 80% of that state median household income.
PROJECT APPLICATION REQUIREMENTS

To apply for the regional competition, all applicants must complete the following items. All projects must have been submitted through the statewide competitive program using the electronic application (no new projects can be submitted for the regional component).

1. **The application utilized for the statewide competition**

2. **The Regional ATP Supplemental Questionnaire**

The Regional ATP Supplemental Questionnaire is included on the following page.

3. **A resolution from the applicant’s authorized governing body that includes the following provisions, consistent with SANDAG Board Policy No. 035:**

   1. Applicant’s governing body commits to providing the amount of matching & leveraging funds set forth in the grant application.
   2. Applicant’s governing body authorizes staff to accept the grant funding and execute a grant agreement, if an award is made by the CTC or SANDAG.

Applicants that submit applications for the statewide competition will automatically be considered for the regional competition. Applicants that applied for the statewide competition do not need to submit another copy of their application to SANDAG if they have already provided one as part of the statewide competition. All applicants for the regional competition must submit the Regional ATP Supplemental Questionnaire and a resolution from their authorized governing body to provide additional information needed for the regional competition.

**SUBMITTAL DEADLINE**

One electronic (PDF) copy of the application must be received by SANDAG no later than 5 p.m. on Friday, **September 28, 2018**. Applications should be addressed to:

Jenny R. Russo  
Regional ATP Administrator  
Jenny.Russo@sandag.org

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1 The Resolution should be submitted with the Application, but at the very latest, must be received by SANDAG prior to February 1, 2019. The Resolution will be utilized in the event a TransNet-ATP funding exchange is implemented.
REGIONAL ATP SUPPLEMENTAL QUESTIONNAIRE

Non-Infrastructure Applications

Applicants that would like to be considered for non-infrastructure funding for the regional ATP competition must answer the following question, as a supplement to the statewide application:

- Innovation: Does this project propose any solutions that are new to the San Diego region?

Infrastructure Applications

Applicants that would like to be considered for infrastructure funding for the regional ATP competition must answer the following questions, as a supplement to the statewide application:

- Project Readiness – Completion of Major Milestones
  - Which of the following steps for the project have been completed?
    1. Community Active Transportation Strategy/Neighborhood-Level Plan/Corridor Study
    2. Environmental Documentation/Certification
    3. Right-of-Way Acquisition
    4. Final Design

- Linkages to Bicycle, Pedestrian, and Transit Networks
  - Provide a map that clearly illustrates the project’s relationship to existing local and regional bicycle, pedestrian, and transit facilities. Specifically, note if the project closes any gaps in bicycle and pedestrian facilities.

- Effectiveness and Comprehensiveness of Proposed Project
  - Describe the specific traffic calming, pedestrian, and bicycle treatments being proposed and why they are particularly suited to address the needs of the project area. Address how the traffic calming measures will benefit pedestrians and bicycles.

- Complementary Programs
  - Describe any programs that complement the proposed infrastructure improvements, including awareness, education efforts, increased enforcement, bicycle parking, etc. and who will be implementing them. In order to achieve points, programs must be included in the scope of the project.

- Innovation
  - Is this project an FHWA or state experimentation effort? Does this project propose any solutions that are new to the San Diego region?
PROJECT SELECTION PROCESS

Step 1: Eligibility Screen

Applications will be screened for eligibility, which will consist of the following:

- Consistency with the 2050 Regional Transportation Plan/Sustainable Community Strategy
- Use of appropriate application
- Supplanting funds: a project that is already fully funded will not be considered for funding in the ATP. ATP funds cannot be used to supplant other committed funds.
- Eligibility of project: the project must be one of the four types of projects listed in these guidelines.

Applications will be removed from the competitive process if found ineligible.

Step 2: Quantitative Evaluation

SANDAG will conduct the quantitative evaluation for all Geographic Information Systems (GIS) and formula-based scores.

Step 3: Qualitative Evaluation

A multidisciplinary review panel representing a broad array of active transportation-related interests, such as expertise in bicycling and pedestrian transportation, Safe Routes to School projects, and projects that benefit disadvantaged communities will be convened to score the qualitative portion of the application. Panel members will not review or comment on applications from their own organization; or in the case of the County of San Diego, from their own department. Eligible applicants that do not apply for ATP funding will be encouraged to participate in the multidisciplinary review panel.

Step 4: Initial Ranking

An initial list of project rankings will be produced.

Step 5: Disadvantaged Communities Adjustment

Rankings will be adjusted to ensure that 25 percent of the available funds are dedicated to projects and programs that benefit Disadvantaged Communities as identified in the CTC Guidelines.

Step 6: Final Ranking & Contingency Project List

The final list of project rankings will be produced.

SANDAG will recommend a list of Regional ATP projects for programming by the CTC that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, SANDAG will include a list of contingency projects, listed in order based on the project’s final ranking. SANDAG intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 4 Regional ATP. This will ensure that the Regional ATP will fully use all ATP funds, and
that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next Statewide ATP cycle.

The final ranking and contingency project list will be provided to the CTC in February 2019 for consideration by the CTC in June 2019.

**STEP 7: TransNet-ATP Funding Exchange (Optional Step)**

If a SANDAG project is selected to receive ATP funding as a result of the regional ATP competitive process, and the funding plan for that project contains TransNet funds, there may be an opportunity to implement a funding exchange with projects from local jurisdictions recommended through the regional ATP. This exchange would reduce the administrative burden to local jurisdictions associated with ATP funding requirements, and would consolidate the allocation of ATP funds to as few projects as practicable. Should a funding exchange be proposed, local jurisdiction projects that elect to participate in the exchange would be removed from the regional ATP ranking and be funded through the TransNet Active Transportation Grant Program (ATGP). The TransNet-funded projects would be administered as other TransNet ATGP projects and be subject to the terms and conditions of SANDAG Board Policy No. 035. Projects from applicants other than local jurisdictions are ineligible for the TransNet-ATP funding exchange.

SANDAG staff will make the determination of whether a funding exchange is an option under the Cycle 4 Regional ATP. The ability to make the exchange and the terms and conditions of such exchange shall be in SANDAG’s sole discretion and this determination will be made for Cycle 4 only.

Note:

- Projects that are a component of major roadway reconstruction projects funded by TransNet are subject to the Routine Accommodations Provisions outlined in SANDAG Board Policy No. 031: TransNet Ordinance and Expenditure Plan Rules, Rule 21 and will not be eligible for the funding exchange.

- Per the adoption of San Diego Forward: The Regional Plan and GHG Mitigation Measure 4A included in the Environmental Impact Report, local jurisdictions receiving TransNet ATGP funding must have both a locally-adopted Climate Action Plan (CAP) and Complete Streets (CS) Policy. The CAP and CS Policy must meet the requirements outlined in GHG Mitigation Measure 4A and in the California Complete Streets Act of 2008. Local jurisdictions that do not have an adopted CAP or CS in place at the time the TransNet-ATP exchange is offered will not be eligible for the funding exchange.
EVALUATION PANEL

The proposed projects will be scored by an evaluation panel consisting of Active Transportation Working Group (ATWG) members, Cities/County Transportation Advisory Committee (CTAC) members, Regional Planning Technical Working Group (TWG) members, and/or an academic or other individual with expertise in bicycling and pedestrian transportation, Safe Routes to School projects, and projects that benefit disadvantaged communities or a related field. Panel members will not represent project applicants for funding under Cycle 4 from their own agency/department, will not have had prior involvement in any of the submitted projects, nor may they (nor the organizations they represent) receive compensation for work on any of the funded projects in the future. The scoring criteria are specified in the scoring criteria matrix for each grant program.

SCORING PROCESS

The criteria upon which projects will be scored fall into two general categories:

- **Objective criteria** that are data-oriented and relate to existing or planned bicycle and pedestrian network connections, access to transit services, other transportation safety measures, cost effectiveness, and matching funds.

- **Subjective criteria** that relate to the quality of the proposed plan or project.

Objective data-oriented criteria will be based on Geographic Information System (GIS), the 2050 Regional Transportation Plan and its Sustainable Communities Strategy, Riding to 2050: The San Diego Regional Bike Plan, and the 2050 Regional Growth Forecast. For information that is not readily available to SANDAG, Applicants will be asked to provide supplementary data. Points for objective criteria will be calculated by either the SANDAG Department of Data Analytics and Modeling staff or Contracts and Procurement staff in accordance with the point structures delineated in the scoring criteria. Those criteria are marked with an asterisk (*) in the scoring criteria matrix of each program.

For subjective criteria related to the quality of the proposed project, applicants will need to provide responses. Points for subjective criteria will be awarded by the members of the evaluation panel.

PROJECT RANKINGS

Project rankings will be produced using a “Sum of Ranks” approach. Using this approach, projects will receive two scores: (1) objective formula-based points that are calculated by either SANDAG Department of Data Analytics and Modeling staff or Contracts and Procurement staff and (2) subjective quality-based points that are awarded by members of the Evaluation Panel. The objective points earned will be added to the subjective points awarded by each evaluator on the panel, and will then be translated into project rankings for each evaluator. For example, the project awarded the most points from a single evaluator will rank number one; the project awarded the second most points will rank number two; and so on (one being the best rank a project can receive). The rankings from each individual evaluator will then be added together for each project to produce an overall project ranking (Sum of Ranks). Therefore, projects with the lowest overall numerical rank will have performed the best.

The list of overall project rankings will be used to recommend funding allocations in order of rank. The top-ranking projects (or the projects with the lowest overall numerical rank) will be recommended for funding in...
descending rank until funding is exhausted. If two or more project applications receive the same rank that is the funding cut-off score, the following criteria will be used to determine which project(s) will be funded, in order of priority:

- Infrastructure projects
- Construction readiness (i.e. completion of PA&ED, PS&E, RW)
- Highest score on the following question:
  - Infrastructure Projects: Criteria #5 - Project Readiness
  - Non-Infrastructure Projects: Criteria #4 - Methodology
- Highest score on the following question:
  - Infrastructure Projects: Criteria #3C – Alignment with ATP Goals
  - Non-Infrastructure Projects: Criteria #2 - Alignment with ATP Goals

**SELECTION PROCESS**

SANDAG Contracts and Procurement staff will present the list of overall project rankings and corresponding funding recommendations to the Transportation Committee for recommendation to the SANDAG Board of Directors. The SANDAG Board will review and recommend the final list of projects to the CTC for consideration. The CTC will consider the Regional ATP project rankings at its meeting in June 2019.
INFRASTRUCTURE SCORING CRITERIA GUIDANCE

The following narrative descriptions will be used to assist the evaluation panel in scoring infrastructure project applications. The Infrastructure Scoring Criteria Matrix on pages 26-27 is a summary of this information.

1. DEMAND ANALYSIS

*NOTE: SANDAG Department of Data Analytics and Modeling staff will calculate the points awarded for this criteria based on a GIS analysis of the project area relative to the seven factors listed below.

A half-mile buffer will be created around pedestrian improvement projects and a one-mile buffer will be created around bicycle improvement projects. Data will be gathered for each of the factors for each project buffer. Results for each factor will be ranked from highest to lowest (except for vehicle ownership, which will be ranked from lowest to highest), in quintiles (5 equal groups), for all projects. Projects will then be scored relative to each other by ranking the raw scores from highest (up to 15 points) to lowest (1 point). (Up to 15 points possible)

- Population (highest – lowest)
- Population Density (highest – lowest)
- Employment Density (highest – lowest)
- Intersection Density (highest – lowest)
- Activity Centers (highest – lowest)
- Employment (highest – lowest)
- Vehicle Ownership (lowest – highest)

2. PROJECT CONNECTIONS

A. REGIONAL BICYCLE NETWORK

*NOTE: The SANDAG Department of Data Analytics and Modeling will calculate the points awarded for this criteria using the Regional Bicycle Network laid out in SANDAG Riding to 2050: The San Diego Regional Bike Plan.

- Will the proposed project connect to part of the existing or planned Regional Bicycle Network? (6 points)
- Will the proposed project construct part of the existing or planned Regional Bicycle Network? (8 points)

Zero points will be awarded to projects that neither build nor connect to the existing or planned Regional Bicycle Network.

B. EXISTING OR PROGRAMMED TRANSIT

*NOTE: The SANDAG Department of Data Analytics and Modeling staff will calculate the points awarded for these criteria. Up to 12 points will be awarded based on proximity to existing or programmed transit facilities included in San Diego Forward: The Regional Plan (adopted in 2015).

A regional transit station is defined as any station served by COASTER, SPRINTERT, Trolley, Rapid, or Rapid Express Routes. Distance refers to walking distance based on actual available pathways. Projects that
propose both bicycle and pedestrian improvements will be eligible to receive points for both modes in this category. *(Up to 12 points possible)*

- Bicycle improvement within 1.5 miles of a regional transit station (6 points)
- Pedestrian improvement within 1/4 mile of a local transit stop (2 points)
- Pedestrian improvement directly connects to a local transit stop (4 points)
- Pedestrian improvement within 1/2 mile of a regional transit station (4 points)
- Pedestrian improvement directly connects to a regional transit station (6 points)

C. COMPLETES CONNECTION IN LOCAL BICYCLE NETWORK

Up to 8 points will be awarded based on how well the project will close a gap between existing local bicycle facilities. Applicant must demonstrate evidence of an existing gap. A gap is defined as a lack of facilities between two existing facilities, or a situation where there is an undesirable change in facility type. For example, a project upgrading a connection between two Class II segments from a Class III to a Class II segment could be closing a gap. Projects that do not propose to close a gap between existing local bicycle facilities will receive 0 points.

D. EXISTING PEDESTRIAN NETWORK

Up to 8 points will be awarded based on how well the project will close a gap in the existing pedestrian network. Applicant must demonstrate evidence of an existing gap. Examples include missing sidewalk segments, or enhancement of one or more blocks in between blocks that have previously been upgraded. Projects that do not propose to close a gap in the existing pedestrian network will receive 0 points.

3. SAFETY AND QUALITY OF PROJECT

Points will be awarded based on the quality of proposed measures and the potential to address community needs identified by the Applicant. The highest scoring projects will make significant infrastructure changes that result in reduced speeds and safer environments for bicyclists and pedestrians, balance the needs of all modes, and include a broad array of devices to calm traffic and/or prioritize bicyclists and pedestrians. Low-scoring projects will have fewer features and make minimal improvements.

A. SAFETY AND ACCESS IMPROVEMENTS

Points for this section will be awarded based on the applicant’s description of safety hazards and/or collision history within the last 7 years, the degree of hazard(s), and potential for increasing bicycle or pedestrian trips. Some hazards may be so unsafe as to prohibit access and therefore lack collision data. Projects lacking collision data may still receive points for creating safe access or overcoming hazardous conditions.

To earn points without collision data, the Applicant must describe detractors in the project area that prohibit safe access (ex. lack of facilities, high traffic volumes/speeds where bicycle/pedestrian trips would increase with safer access, freeway on/off ramps, blind curves, steep slopes, etc.) Vehicle speed limit and
average daily traffic information will be considered in identifying the degree of hazard. *(Up to 12 points possible)*

- One to two correctable collisions involving non-motorized users (2 points)
- Three to four correctable collisions involving non-motorized users (4 points)
- Five or more correctable collisions involving non-motorized users (6 points)
- Creates access or overcomes barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians (6 points)

**B. IMPACT AND EFFECTIVENESS OF PROPOSED BICYCLE, PEDESTRIAN, AND/OR TRAFFIC CALMING MEASURES**

Up to 5 points are available within each of the three project categories: bicycle, pedestrian, and/or traffic calming measures. Therefore, projects that propose improvements in more than one category are eligible to earn more points *(up to 18 total points possible).* Traffic calming measures that consist of roadway improvements that benefit motorists only will receive 0 points.

In scoring traffic calming measures, the following minimum thresholds for frequency/effectiveness of traffic calming devices along a roadway will be taken into consideration:

- Residential Street (20 mph) = Devices every 250 feet (on either side)
- Collector or Main Street (25 mph) = Devices every 400 feet
- Arterial street (35 mph) = Devices every 800 feet

Points will be distributed based on how well the application addresses the following:

- How well will the proposed traffic calming devices address the identified need in the project area? Are the proposed solutions appropriate for the situation? *(Up to 6 points)*
- How well will the proposed pedestrian improvements address the identified need in the project area? *(Up to 6 points)*
- How well will the proposed bicycle improvements address the identified need in the project area? *(Up to 6 points)*

**C. ALIGNMENT WITH ATP GOALS**

Points will be awarded based on how well the proposed project aligns with ATP Program Goals. *(Up to 18 points possible)*

- How well will the proposed project increase the proportion of trips accomplished by biking and walking? *(up to 3 points)*
- How well will the proposed project increase the safety and mobility of non-motorized users? *(up to 3 points)*
• How well will the proposed project advance the active transportation efforts of SANDAG to achieve greenhouse gas reduction goals as established pursuant to SB 375 and SB 39? (up to 3 points)

• How well will the proposed project enhance public health, including reduction of childhood obesity through the use of programs including but not limited to projects eligible for Safe Routes to School Program funding? (up to 3 points)

• How well will the proposed project ensure that disadvantaged communities fully share in the benefits of the project? (up to 3 points)

• How well will the proposed project benefit many types of active transportation users? (up to 3 points)

D. INNOVATION

Points will be awarded based on the breadth of solutions proposed by the project that are new to the region and how well the project leverages advanced technologies. The NACTO Urban Bikeway Design Guide available at http://nacto.org/cities-for-cycling/design-guide/ will be referred to for examples of innovative improvements. No points will be awarded for facilities or treatments that have received Federal Highway Administration approval (ex. Sharrows), unless they are new to the region. (Up to 6 points possible)

• Is this project an Federal Highway Administration or state experimentation effort? (3 points)

• Does this project propose innovative solutions or propose solutions that are new to the region and can potentially serve as a replicable model? (3 points)

4. SUPPORTIVE POLICIES AND PROGRAMS

This section will be scored based upon the Applicant’s demonstration of plans, policies, and programs that support the proposed project. Consideration will be given to both the breadth and depth of plans, policies, and programs.

A. COMPLIMENTARY PROGRAMS

Points will be awarded based on how well the Applicant demonstrated that the proposed project will be complemented by supportive programs including, but not limited to: awareness campaigns, education efforts, increased enforcement, and/or bicycle parking. Projects that demonstrate collaboration and integration with the supportive program(s) will be given higher scores. (Up to 3 points possible).

B. GREENHOUSE GAS (GHG) EMISSION REDUCTIONS

Points will be awarded based on whether the Applicant or relevant local jurisdiction has an adopted Climate Action Plan (CAP) and/or complete streets policy (or the equivalent, including policies in the general plan or other documents adopted by the local jurisdiction).

• The local jurisdiction has an adopted Climate Action Plan (CAP). (1 point)
• The local jurisdiction has an adopted complete streets policy (or the equivalent, including policies in the general plan or other documents adopted by the Applicant or relevant local jurisdiction). (1 point)

Up to 8 points will be awarded based on how well the Applicant demonstrates that the proposed project will directly reduce GHG emissions such as through implementation of a CAP, parking strategies, advanced technologies, and/or other strategies. The highest-scoring projects will provide supportive evidence, including quantitative analyses, that demonstrate the project will directly reduce GHG emissions.

5. PROJECT READINESS/COMPLETION OF MAJOR MILESTONES

Points will be awarded based on the completed project development milestones. (Up to 20 points possible)

• Neighborhood-level plan, corridor study, or community active transportation strategy. (2 points)
• Environmental clearance under the California Environmental Quality Act and the National Environmental Policy Act if appropriate, or evidence that environmental clearance is not required. (4 points)
• Completion of right-of-way acquisition and all necessary entitlements (if appropriate), or evidence that right-of-way acquisition is not required. (4 points)
• Progress toward obtaining final design (plans, specifications, and estimates):
  o 30 percent design completed (3 points)
  o 60 percent design completed (6 points)
  o 90 percent design completed (9 points)
  o Final design completed (10 points)

6. PUBLIC HEALTH

Up to 10 points will be awarded for projects that will improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. Points will be awarded to applicants that conduct the following:

• Coordinate with the local health department to identify data and risk factors for the community (2 points)
• Describe the targeted populations and the health issues that the project will address (2 points)
• Assess health data using the online California Health Interview Survey (CHIS) tool available at http://healthpolicy.ucla.edu/chis/Pages/default.aspx (3 points)
• Assess the project’s health benefits using the online Health Economic Assessment Tool (HEAT) available at http://www.heatwalkingcycling.org (3 points)
7. USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS

Projects should seek to use the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Applicants will not be penalized if either corps determines that they cannot participate in a project.

Points will be awarded as follows:

• The applicant sought California Conservation Corps or a qualified community conservation corps participation on the project (5 points)

• The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation on the project, or the applicant intends not to utilize a corps on a project in which the corps can participate (0 points).

8. BENEFIT TO DISADVANTAGED COMMUNITY

For a project to contribute toward the disadvantaged communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. A project is considered beneficial if it fulfills an important need of low-income people in a way that provides a significant benefit and targets its value. The project's benefits must primarily target low-income people while avoiding substantial burdens on a disadvantaged community.

For a project to qualify as directly benefiting a disadvantaged community, the project must:

• be located within or be within reasonable proximity to, the disadvantaged community served by the project,

• have a direct connection to the disadvantaged community, or

• be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.

Points will be distributed in relation to the severity of and the benefit provided to the disadvantaged community affected by the project.

• How well the project benefits a disadvantaged community (Up to 10 points)

• The project does not benefit a disadvantaged community. (0 points)
INFRASTRUCTURE PROJECTS

9. MATCHING FUNDS

*NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criteria.

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.

- 0% (0 points)
- 0.01–7.99% (1 point)
- 8.00–15.99% (2 points)
- 16.00–23.99% (3 points)
- 24.00–31.99% (4 points)
- 32.00–39.99% (5 points)
- 40.00–47.99% (6 points)
- 48.00% and above (7 points)

10. COST EFFECTIVENESS

Ratio of ATP funding request to project score.

*NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criteria.

The ratio is calculated by dividing the total ATP funding request amount by the sum of points earned in criteria 1 through 9. The ratios will be ranked in descending order and the available 10 points will be distributed according to rank. The project(s) with the largest ratio will receive 10 points. All other projects will receive points in the same proportion as their cost effectiveness ratio as compared to the project with the highest ratio. (Up to 10 points possible)
INFRASTRUCTURE SCORING CRITERIA MATRIX

Infrastructure projects will be scored and ranked on the basis of applicant responses to the Infrastructure Scoring Criteria Guidance.

Points calculated by SANDAG’s Department of Data Analytics and Modeling or Contracts and Procurement staff are marked with an asterisk (*).

<table>
<thead>
<tr>
<th>No.</th>
<th>CATEGORY</th>
<th>CRITERIA</th>
<th>MAXIMUM POINTS POSSIBLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.*</td>
<td>DEMAND ANALYSIS</td>
<td>Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers. (Up to 15 points)</td>
<td>Up to 15</td>
</tr>
<tr>
<td>2.</td>
<td>PROJECT CONNECTIONS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A.*</td>
<td>Regional Bicycle Network</td>
<td>Will the project build or connect to the existing or planned Regional Bicycle Network?</td>
<td>Up to 8</td>
</tr>
</tbody>
</table>
| B.* | Existing or Programmed Transit | • Bicycle improvement within 1 ½ miles of a regional transit station (6 points)  
• Pedestrian improvement within 1/4 mile of a local transit stop (2 points)  
• Pedestrian improvement directly connects to a local transit stop (4 points)  
• Pedestrian improvement within 1/2 mile of a regional transit station (4 points)  
• Pedestrian improvement directly connects to a regional transit station (6 points) | Up to 12                  |
| C.  | Existing Bicycle Network | How well will the project close a gap between existing bicycle facilities?                                                                                                                                  | Up to 8                  |
| D.  | Existing Pedestrian Network | How well will the project close a gap in the existing pedestrian network?                                                                                                                                    | Up to 8                  |
| 3.  | SAFETY AND QUALITY OF PROJECT |                                                                                                                                                                                                          |                          |
| A.  | Safety and Access Improvements | Potential for increasing bicycle or pedestrian trips at location with documented safety hazard or accident history within the last seven years:                                                                 | Up to 12                  |
| B.  | Impact and Effectiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures | How well will the proposed traffic calming devices, pedestrian improvements, and/or bicycle improvements address the identified need in the project area? Are the proposed solutions appropriate for the situation? | Up to 18                  |
| C.  | Alignment with ATP Goals | How well does the project align with the ATP objectives?                                                                                                                                                  | Up to 18                  |
## INFRASTRUCTURE PROJECTS

<p>| | |</p>
<table>
<thead>
<tr>
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<tbody>
<tr>
<td><strong>D. Innovation</strong></td>
<td>Is this project a Federal Highway Administration or state experimentation effort? Does the project use innovative solutions or propose solutions that are new to the region and can potentially serve as a replicable model?</td>
</tr>
<tr>
<td><strong>4. SUPPORTIVE POLICIES AND PROGRAMS</strong></td>
<td></td>
</tr>
<tr>
<td><strong>A. Complementary Programs</strong></td>
<td>Are capital improvements accompanied by supportive programs such as an awareness campaign, education efforts, and/or increased enforcement?</td>
</tr>
<tr>
<td><strong>B. Greenhouse Gas (GHG) Emission Reductions</strong></td>
<td>How well will the proposed effort directly reduce greenhouse gas emissions such as through implementation of a CAP, parking strategies, advanced technologies, or other strategies?</td>
</tr>
<tr>
<td><strong>5. PROJECT READINESS/COMPLETION OF MAJOR MILESTONES</strong></td>
<td></td>
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<tr>
<td>• Neighborhood-level plan, corridor study, or community active transportation strategy. (2 points)</td>
<td></td>
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<tr>
<td>• Environmental clearance (CEQA and NEPA) (4 points)</td>
<td></td>
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<tr>
<td>• Completed right-of-way acquisition (4 points)</td>
<td></td>
</tr>
<tr>
<td>• Progress toward obtaining final design</td>
<td>Up to 20</td>
</tr>
<tr>
<td><strong>6. PUBLIC HEALTH</strong></td>
<td>Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?</td>
</tr>
<tr>
<td><strong>7. USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS</strong></td>
<td></td>
</tr>
<tr>
<td>Did the applicant seek California Conservation Corps or a qualified Community Conservation Corps for participation on the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?</td>
<td>Up to 5</td>
</tr>
<tr>
<td><strong>8. BENEFIT TO DISADVANTAGED COMMUNITY</strong></td>
<td></td>
</tr>
<tr>
<td>Does the project benefit a disadvantaged community?</td>
<td>Up to 10</td>
</tr>
<tr>
<td><em><em>9.</em> MATCHING FUNDS</em>*</td>
<td>Points for matching funds will be awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.</td>
</tr>
<tr>
<td><em><em>10.</em> COST EFFECTIVENESS</em>*</td>
<td>Project grant request, divided by score in criteria 1 through 9, ranked relative to each other.</td>
</tr>
<tr>
<td><strong>TOTAL POINTS</strong></td>
<td>180</td>
</tr>
</tbody>
</table>
NON-INFRASTRUCTURE PROJECTS

NON-INFRASTRUCTURE SCORING CRITERIA GUIDANCE

The following narrative descriptions will be used to assist the evaluation panel in scoring non-infrastructure applications. The Non-Infrastructure Scoring Criteria Matrix on pages 33-34 is a summary of this information.

1. DEMAND ANALYSIS

NOTE: SANDAG Department of Data Analytics and Modeling staff will calculate the points awarded based on a GIS analysis of the project area relative to the seven factors listed below in comparison to all other submitted project applications.

A half-mile buffer will be created around pedestrian improvement projects and a one-mile buffer will be created around bicycle improvement projects. Data will be gathered for each of the factors for each project buffer. Results for each factor will be ranked from highest to lowest (except for vehicle ownership, which will be ranked from lowest to highest), in quintiles, for all projects. Projects will then be scored relative to each other by ranking the raw scores from highest (up to 25 points) to lowest (1 point). (Plans: Up to 25 points; EEA Programs: Not Applicable;)

- Population
- Population Density
- Activity Centers
- Intersection Density
- Employment
- Employment Density
- Vehicle Ownership

2. ALIGNMENT WITH ATP OBJECTIVES

Points will be awarded based on how well the proposed project aligns with the ATP objectives. The highest scoring projects will demonstrate the potential for measurable impact across multiple objectives. (Plans: Up to 30 points; EEA Programs: Up to 30 points;)

- How well will the proposed project increase the proportion of trips accomplished by biking and walking? (Up to 5 points)
- How well will the proposed project increase the safety and mobility of non-motorized users? (Up to 5 points)
- How well will the proposed project advance the active transportation efforts of SANDAG to achieve greenhouse gas reduction goals? (Up to 5 points)
- How well will the proposed project enhance public health, including reduction of childhood obesity through the use of programs including but not limited to projects eligible for Safe Routes to School Program funding? (Up to 5 points)
- How well will the proposed project ensure that disadvantaged communities fully share in the benefits of the project? (Up to 5 points)
- How well will the proposed project benefit many types of active transportation users? (Up to 5 points)
3. COMPREHENSIVENESS AND GREENHOUSE GAS (GHG) EMISSION REDUCTIONS

A. COMPREHENSIVENESS

Points will be awarded according to the comprehensiveness of the proposed project, plan, or program, in terms of both scope and scale. The quality of the proposed project and its potential to address community needs identified by the Applicant will be considered.

- Plans: The highest scoring projects will: aim to address Complete Streets principles; incorporate traffic calming measures for the benefit of pedestrians and bicycles; prioritize bike/pedestrian access; and/or be considered a Community Active Transportation Strategy (CATS). (Up to 20 points)

- EEA Programs: The highest scoring projects will be larger in scope, scale, or duration; reach underserved or vulnerable populations that lack vehicular access; complement a capital improvement project; and/or be part of a larger Transportation Demand Management (TDM) effort. Lower-scoring projects will be smaller in scope, scale, or duration, and will be independent of any capital improvement projects. (Up to 20 points)

B. GREENHOUSE GAS (GHG) EMISSION REDUCTIONS

Points will be awarded based on how well the proposed effort will directly reduce GHG emissions. The highest scoring projects will directly reduce GHG emissions such as through implementation of a Climate Action Plan (CAP), parking strategies, advanced technologies and/or other strategies. Points will be awarded as follows:

- The local jurisdiction has an adopted CAP. (1 point)
- The local jurisdiction has a complete streets policy or the equivalent, such as policies in the local jurisdiction’s general plan or other documents adopted by the local jurisdiction’s governing body. (1 point)

Up to eight points will be awarded based on how well the proposed effort will directly reduce greenhouse gas (GHG) emissions.

4. METHODOLOGY

Points will be awarded according to how well the proposed effort will meet the demonstrated need and project goals.

- Plans: Highest scoring projects will include a comprehensive planning process in their scopes of work that addresses the goals of Complete Streets, prioritizes bicyclist and pedestrian access, plans for traffic calming, and ties into Safe Routes to School efforts in the project area. (Up to 30 points)

- EEA Programs: Highest scoring projects will clearly and succinctly demonstrate how the project scope of work will directly address the proposed program goals and objectives, and will also list measurable objectives and/or deliverables. Lower scoring projects will state a generic need, broad goals, and/or will fail to clearly articulate how the scope of work will address project goals. (Up to 30 points)
5. COMMUNITY SUPPORT

Points will be awarded according to the inclusiveness of the planning process and evidence that key stakeholders will be active participants in the process. The highest scoring projects will demonstrate: strong community support for the project; substantial community input into the planning or other process; identification of key stakeholders, including underserved and limited English proficiency populations, and ensuring a meaningful role in the effort.

Lower scoring projects will: have minimal opportunities for community engagement in the scope of work; include generic letters of support that fail to demonstrate substantive stakeholder involvement; and/or fail to account for limited English proficiency populations. (Plans: Up to 15 points; EEA Programs: Up to 15 points)

6. EVALUATION

Points will be awarded for applications that clearly demonstrate a commitment to monitoring and evaluating the impact and effectiveness of the proposed project. The highest scoring projects will have identified performance measures in the application, or will include a task for identification of performance measures in the Scope of Work and/or include specific pre- and post-data collection efforts as part of the project scope, budget, and schedule in support of evaluating the project’s effectiveness. Lower scoring projects will lack meaningful evaluation methods or data collection as part of the project. (Plans: Not Applicable; EEA Programs: Up to 20 points)

7. INNOVATION

Points will be awarded for applications that propose innovative solutions that show the potential to serve as a replicable model for the region. The highest scoring projects will include innovative methods of accomplishing project goals that have not yet been pursued numerous times in the San Diego region. For innovations that have been implemented in other regions, the Applicant must demonstrate that the measure was successful and effective in those cases. Examples of innovative solutions may include, but are not limited to: CiclosDias or Sunday Streets programs; bike sharing programs; bike corrals; bike stations; or bike parking ordinances. (Plans: Not Applicable; EEA Programs: Up to 5 points)

8. PUBLIC HEALTH

Up to 15 points will be awarded for projects that will improve public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. Points will be awarded to applicants that conduct the following:

- Coordinate with the local health department to identify data and risk factors for the community (4 points)
- Describe the targeted populations and the health issues that the project will address (3 points)
- Assess health data using the online California Health Interview Survey (CHIS) tool available at http://healthpolicy.ucla.edu/chis/Pages/default.aspx (4 points)
- Assess the project’s health benefits using the online Health Economic Assessment Tool (HEAT) available at http://www.heatwalkingcycling.org (4 points)
9. USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS

Projects should seek to use the California Conservation Corps or a qualified community conservation corps, as defined in Section 14507.5 of the Public Resources Code, as partners to undertake or construct applicable projects in accordance with Section 1524 of Public Law 112-141. Applicants will not be penalized if either corps determines that they cannot participate in a project.

Points will be awarded as follows:

- The applicant sought California Conservation Corps or a qualified community conservation corps participation on the project ((Plans: Not Applicable; EEA Programs: 5 points)
- The applicant did not seek California Conservation Corps or a qualified community conservation corps for participation on the project, or the applicant intends not to utilize a corps on a project in which the corps can participate. (Plans: Not Applicable; EEA Programs: 0 points)

10. BENEFIT TO DISADVANTAGED COMMUNITY

For a project to contribute toward the disadvantaged communities funding requirement, the project must clearly demonstrate, with verifiable information, a direct, meaningful, and assured benefit to a disadvantaged community. A project is considered beneficial if it fulfills an important need of low-income people in a way that provides a significant benefit and targets its value. The project’s benefits must primarily target low-income people while avoiding substantial burdens on a disadvantaged community.

For a project to qualify as directly benefiting a disadvantaged community, the project must:

- be located within or be within reasonable proximity to, the disadvantaged community served by the project,
- have a direct connection to the disadvantaged community, or
- be an extension or a segment of a larger project that connects to or is directly adjacent to the disadvantaged community.

Points will be distributed in relation to the severity of and the benefit provided to the disadvantaged community affected by the project.

- How well the project benefits a disadvantaged community (Plans: Up to 15 points; EEA Programs: Up to 10 points)
- The project does not benefit a disadvantaged community. (0 points)

11. MATCHING FUNDS

NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criteria.

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.
12. COST EFFECTIVENESS

Ratio of ATP funding request to project score.

NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criteria.

The ratio is calculated by dividing the total ATP funding request amount by the sum of points earned in criteria 1 through 9. The ratios will be ranked in descending order and the available 10 points will be distributed according to rank. The project(s) with the largest ratio will receive 10 points. All other projects will receive points in the same proportion as their cost effectiveness ratio as compared to the project with the highest ratio *(Up to 10 points)*
## NON-INFRASTRUCTURE SCORING CRITERIA MATRIX

Non-Infrastructure projects will be scored and ranked on the basis of applicant responses to the Non-Infrastructure Scoring Criteria Guidance. Points calculated by the SANDAG Department of Data Analytics and Modeling or Contracts and Procurement staff are marked with an asterisk (*).

<table>
<thead>
<tr>
<th>No.</th>
<th>CATEGORY</th>
<th>CRITERIA</th>
<th>PLANS POSSIBLE</th>
<th>EEA</th>
</tr>
</thead>
<tbody>
<tr>
<td>1*</td>
<td>Demand Analysis</td>
<td>Factors contributing to score: population and employment, population and employment densities, intersection density, vehicle ownership, and activity centers.</td>
<td>Up to 25</td>
<td>N/A</td>
</tr>
<tr>
<td>2.</td>
<td>Alignment with ATP Objectives</td>
<td>How well does the proposed project align with the ATP objectives?</td>
<td>Up to 30</td>
<td>Up to 30</td>
</tr>
<tr>
<td>3.</td>
<td>Comprehensiveness and Greenhouse Gas Emission Reductions</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a.</td>
<td>Comprehensiveness</td>
<td>How comprehensive is the proposed project, plan, or program? Does this effort accompany an existing or proposed capital improvement project?</td>
<td>Up to 20</td>
<td>Up to 20</td>
</tr>
<tr>
<td>b.</td>
<td>Greenhouse Gas Emission Reductions</td>
<td>Does the relevant local jurisdiction have an adopted a Climate Action Plan (CAP) and a Complete Streets Policy (or the equivalent)? How well will the proposed effort directly reduce greenhouse gas emissions such as through implementation of a CAP, parking strategies, advanced technologies, or other strategies?</td>
<td>Up to 10</td>
<td>Up to 10</td>
</tr>
<tr>
<td>4.</td>
<td>Methodology</td>
<td>How well will the planning process or proposed effort meet the demonstrated need and project goals?</td>
<td>Up to 30</td>
<td>Up to 30</td>
</tr>
<tr>
<td>5.</td>
<td>Community Support</td>
<td>Does the planning project include an inclusive process? Does the project involve broad segments of the community and does it have broad and meaningful community support?</td>
<td>Up to 15</td>
<td>Up to 15</td>
</tr>
<tr>
<td>6.</td>
<td>Evaluation</td>
<td>How will the project evaluate its effectiveness?</td>
<td>N/A</td>
<td>Up to 20</td>
</tr>
<tr>
<td>7.</td>
<td>Innovation</td>
<td>Is this project new to the region and have the potential to serve as a replicable model for other cities in the region?</td>
<td>N/A</td>
<td>Up to 5</td>
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<tr>
<td>8.</td>
<td>Public Health</td>
<td>Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?</td>
<td>Up to 15</td>
<td>Up to 15</td>
</tr>
<tr>
<td>9.</td>
<td>Use of California Conservation Corps or a Qualified Community Conservation Corps</td>
<td>Did the applicant seek California Conservation Corps or a qualified Community Conservation Corps for participation on the project? Does the applicant intend not to utilize a corps in a project in which the corps can participate?</td>
<td>N/A</td>
<td>Up to 5</td>
</tr>
<tr>
<td>10.</td>
<td>Benefit to Disadvantaged Community</td>
<td>Does the project benefit a disadvantaged community?</td>
<td>Up to 15</td>
<td>Up to 10</td>
</tr>
<tr>
<td>11.*</td>
<td>Matching Funds</td>
<td>Points for matching funds are awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.</td>
<td>Up to 10</td>
<td>Up to 10</td>
</tr>
<tr>
<td>12.*</td>
<td>Cost Effectiveness</td>
<td>Total ATP funding request, divided by score in criteria 1 through 11, ranked relative to each other.</td>
<td>Up to 10</td>
<td>Up to 10</td>
</tr>
</tbody>
</table>

**TOTAL POINTS** | 180 | 180 |
RESOLUTION NO. 2018-20

APPROVING THE SUBMISSION OF THE 2019 REGIONAL ACTIVE TRANSPORTATION PROGRAM
SCORING CRITERIA TO THE CALIFORNIA TRANSPORTATION COMMISSION FOR USE IN THE
COMPETITION

WHEREAS, the Legislature and Governor of the State of California have provided funds for
the Active Transportation Program (ATP) under Senate Bill 99, Chapter 359; Assembly Bill 101,
Chapter 354; and Senate Bill 1 (SB 1); and

WHEREAS, the California Transportation Commission (CTC) has been delegated the
responsibility for the administration of this grant program, and has established necessary procedures
in its ATP Guidelines; and

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

WHEREAS, the ATP Guidelines allow MPOs to use a different project selection criteria or
weighting, minimum project size, match requirement, or definition of disadvantaged community for
their competitive selection process with CTC approval; and

WHEREAS, the San Diego Association of Governments (SANDAG), as the MPO for the
San Diego region, has developed program guidelines for the 2019 San Diego Regional ATP that utilize
different project selection criteria and weighting and definition of disadvantaged community to be
consistent with its Regional Transportation Plan; and

WHEREAS, the CTC requires the Governing Body of the MPO to approve the proposed
program guidelines for submittal to the CTC; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors, acting as the MPO Governing Body,
confirms that the 2019 ATP program guidelines for the San Diego regional competition are consistent
with the ATP Guidelines established by the CTC, and hereby recommends the San Diego ATP
Guidelines be submitted to the CTC for consideration.

PASSED AND ADOPTED this 22nd of June 2018.

ATTEST: ____________________________  ______________________________________
CHAIR  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.
Introduction

The California Active Transportation Program (ATP) is a competitive funding program administered jointly by the California Transportation Commission (CTC) and Caltrans to fund projects that encourage active modes of transportation. The CTC adopted the 2019 ATP Guidelines for the fourth cycle of ATP funding on May 16, 2018. The four-year fund is estimated at $890 million statewide. The competition will be held in two stages, beginning with the statewide competition which was initiated in May 2018, followed by the regional competition coming in August 2018. Additional information on the ATP regional competition is provided in Agenda Item No. 5A.

Discussion

SANDAG Statewide Active Transportation Program Application

Consistent with action by the Board of Directors in September 2013, which called for seeking additional funding to support implementation of the Regional Bike Plan Early Action Program (EAP), SANDAG staff recommends the submission of four capital infrastructure projects and one non-infrastructure project to the ATP statewide competition (Attachment 1). The factors considered in recommending these bike projects include project readiness, benefits to disadvantaged communities, need, and safety.

Proposed Infrastructure Projects:

University Avenue Bikeway

This project builds 2.9 miles of urban bikeway in the City of San Diego, along University Avenue, between Estrella Avenue and 70th Street with connections to other regional bikeways in the North Park and Mid-City communities. The project currently is in final design and is partially funded for construction; this grant request would provide full funding for the construction phase. SANDAG also has been awarded approximately $5.8 million in Transit and Intercity Rail Capital Program funds for the construction of several transit islands along this portion of University Avenue, which will complement the bikeway and pedestrian components of the project.

Recommendation

The Transportation Committee is asked to adopt Resolution No. 2018-21, approving the submission of the proposed active transportation projects for the fourth cycle of the California Active Transportation Program grant program.
**Eastern Hillcrest Bikeway**  
**Estimated Grant Request: $5 million**

This project builds 1.1 miles of urban bikeway in the City of San Diego, along University Avenue, east of State Route 163 and along Normal Street, connecting to other bikeways in the Uptown, North Park, and Mid-City communities. The ATP grant request would be for the project’s construction phase. The project currently is in final design and funds are included in the FY 2019 SANDAG Program Budget.

**Inland Rail Trail – City of Vista segments**  
**Estimated Grant Request: $12 million**

This project builds the remaining two miles of the Inland Rail Trail, a Class 1 shared use path eventually connecting from the City of Escondido to the City of Oceanside, largely along the SPRINT rail corridor. SANDAG currently is constructing segments in the County of San Diego and cities of Vista and Oceanside. However, construction of the two-mile gap in the City of Vista remains unfunded. The project currently is in final design.

**Downtown Mobility Plan**  
**Estimated Grant Request: $10-20 million**

Approved by the City of San Diego City Council in 2016, the Downtown Mobility Plan emphasizes the development of an active transportation network and improvements to the biking and walking environments in the downtown core. Implementation of this plan also is important to the success of several Regional EAP routes that connect in downtown, including the Uptown Fourth and Fifth Avenues Bikeway, Pershing Bikeway, Imperial Bikeway, and the Bayshore Bikeway. The first phase of the plan currently is funded and under design by the City. The ATP grant request would be for construction funding for the final two phases. SANDAG and the City currently are discussing whether or not to pursue this opportunity.

*Proposed Non-Infrastructure Projects:*

**Regional Bikeway Education and Encouragement Start-up**

**Estimated Grant Request: $1 million**

Currently, the Regional Bikeway program includes engineering, environmental, design, and construction on 24 capital infrastructure projects, or 69 miles of bikeways that are scheduled to open to the public between now and FY 2022. As projects are opened, especially in the more densely populated urban corridors, this program will target specific messaging in order to educate people biking, walking, and driving.

Through the first three cycles of the ATP, SANDAG secured more than $38 million for six EAP projects.

**Active Transportation Program Regional Competition**

SANDAG submittals that are not successful in the statewide competition automatically are entered into the regional competition (see Agenda Item No. 5A).
Next Steps

A timeline for the statewide competition is shown below:

May 16, 2018      CTC released statewide call for projects
June 1, 2018      Transportation Committee considers approval of SANDAG project list for the statewide competition
July 31, 2018     Statewide competition applications due
December 31, 2018 CTC staff recommendations posted
January 2019      CTC adopts statewide awards
February 15, 2019 MPO recommendations on the regional competition due to CTC
June 2019         CTC adopts regional awards

CHARLES “MUGGS” STOLL
Director of Land Use and Transportation Planning

Attachments: 1. Map of Proposed SANDAG Statewide ATP Applications
              2. Resolution No. 2018-21: Approving SANDAG’s Applications for Active Transportation Program Funds (Senate Bill 99, Chapter 359, And Assembly Bill 101, Chapter 354) to the California Transportation Commission

Key Staff Contact: Linda Culp, (619) 699-6957, linda.culp@sandag.org
RESOLUTION NO. 2018-21

APPROVING SANDAG’S APPLICATIONS FOR ACTIVE TRANSPORTATION PROGRAM FUNDS
(SENATE BILL 99, CHAPTER 359, AND ASSEMBLY BILL 101, CHAPTER 354)
TO THE CALIFORNIA TRANSPORTATION COMMISSION

WHEREAS, the legislature and Governor of the State of California have provided funds for the California Active Transportation Program; and

WHEREAS, the California Transportation Commission has been delegated the responsibility for the administration of this grant program, and for establishing necessary procedures; and

WHEREAS, the San Diego Association on Governments (SANDAG), if selected, will enter into an agreement with the State of California to carry out the development of the proposed capital projects; NOW THEREFORE

BE IT RESOLVED that the SANDAG Transportation Committee, acting as the Governing Body:

1. Approves the filing of an application to fund the following projects:
   a. University Avenue Bikeway;
   b. Eastern Hillcrest Bikeway;
   c. Inland Rail Trail– City of Vista segment;
   d. Downtown Mobility Plan; and
   e. Regional Bikeway Education and Encouragement Start-up.

2. Certifies that SANDAG, as the applicant, will assume responsibility and accountability for the use and expenditure of program funds; and

3. Certifies that SANDAG is able to comply with all the federal and state laws, regulations, policies and procedures required to enter into a Local Administering Agency-State Master Agreement (Master Agreement); and

4. Appoints the Executive Director, or designee, as agent to conduct all negotiations, and execute and submit all documents including but not limited to applications, agreements, payment requests, and so on, which may be necessary for the completion of the aforementioned project(s).

PASSED AND ADOPTED this 1st day of June 2018.

ATTEST:

CHAIR

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.

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FY 2017 TransNet Local Street and Road Program Annual Report

Data/Information Request Template

The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITO) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

Jurisdiction Name: City of Carlsbad

Name of person filling out form: Marshall Plantz
Phone number of person filling out form: (760) 602-2766
Email address of person filling out form: Marshall.Plantz@carlsbadca.gov

A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

In FY 2017, the City of Carlsbad worked on the following projects which are programmed as part of the TransNet Local Street and Road Program:

1) CB04A: El Camino Real Widening, Tamarack Avenue to Chestnut Avenue: the project was under construction and $870,000 in TransNet funds were spent on the project.

2) CB17: Carlsbad Blvd. Bridge over Encina Power Station Discharge Channel: the project was in the design phase and $5,400 in TransNet funds were used to provide the match for the federal Highway Bridge Program funds.

3) CB20: Pavement Management- Overlay: TransNet funds in the amount of $1,760,000 were spent on this project which contributed to 3.1 miles of pavement overlay, condition evaluation and planning for future resurfacing.

4) CB34: Palomar Airport Road and Paseo Del Norte Right Turn Lane: The planning and preliminary engineering work on the project was initiated and $41,000 in TransNet funds were spent on the project.

5) CB35: Palomar Airport Road and Paseo Del Norte Left Turn Lane: The planning and preliminary engineering work on the project was initiated and $20,000 in TransNet funds were spent on the project.

6) CB43: ADA Improvements: the project was in the design phase and $48,000 in TransNet Funds were spent on the project.

7) CB46: Terra Mar Area Complete Street Improvements – Cannon Road: The planning and preliminary engineering work on the project progressed and local funds were used during FY 2017 and therefore $0 TransNet in funds were spent on the project in FY 2017.

8) CB51: Adaptive Traffic Signal Program: The planning and preliminary engineering work on the project progressed and $550,000 in TransNet funds were spent on the project.

9) CB58: Street Light Bulb Replacement Program: The project was under design and the beginning of construction and $37,000 in TransNet funds were spent on the project.
B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017

1) CB04A: El Camino Real Widening from Tamarack Avenue to Chestnut Avenue
2) CB20: Pavement Management - Overlay, 2017 projects.

C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year

During FY 2018 the following projects are in “Progress”:

1) CB20: Pavement Management – Overlay
2) CB34: Palomar Airport Road and Paseo Del Norte Right Turn Lane
3) CB35: Palomar Airport Road and Paseo Del Norte Left Turn Lane.
4) CB43: ADA Improvements Program
5) CB46: Terra Mar Area Complete Street Improvements – Cannon Road
6) CB49: Kelly Drive and Park Drive Complete Street Improvements
7) CB51: Adaptive Traffic Signal Program
8) CB53: Carlsbad Boulevard Pedestrian Lighting
9) CB58: Street Light Bulb Replacement Program.

During FY 2018 the following projects are “Scheduled for Completion”

1) CB17: Carlsbad Blvd. Bridge over Encina Power Station
2) CB20: Pavement Management – Overlay 2018

Concerns/Challenges Related to Spending Down Local Street and Road Balances:
None to report.

Other Comments/Notes:
None to report.
FY 2017 TransNet Local Street and Road Program Annual Report

Data/Information Request Template

The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

<table>
<thead>
<tr>
<th>Jurisdiction Name:</th>
<th>City of Chula Vista</th>
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</thead>
</table>

<table>
<thead>
<tr>
<th>Name of person filling out form:</th>
<th>Maria Luz Malong</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phone Number of person filling out form:</td>
<td>(619) 691-5035</td>
</tr>
<tr>
<td>Email Address of person filling out form:</td>
<td><a href="mailto:mmalong@chulavistaca.gov">mmalong@chulavistaca.gov</a></td>
</tr>
</tbody>
</table>

### A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

In FY 2017, the City reached key milestones in the completion of Environmental Design/Construction Phase for CHV48, CHV51 and CHV73 projects. The City also initiated work on six listed projects “C” below. Overall, Local Street and Road Program funds allowed for the completion/pavement rehabilitation of 12 centerline miles, 21,000 square feet of sidewalks, 0.061 miles of storm drains, and emergency storm drain rehabilitation of 4,471 feet (0.85-miles) total pipe length.

### B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017


2) CHV51/DR204: Emergency Storm Drain Repairs at various Corrugated Metal Pipe Locations

3) CHV73/STL400: Third Avenue Streetscape Improvement Project Phase II

### C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year

1) CHV33/STL389/SW292: Industrial Boulevard and Main Street Sewer Improvements (Guardrail construction only funded by TransNet) – in construction phase.

2) CHV35/TF393: Internally Illuminated Street Name Signs (IISNS) Conversion Program FY 2015/16 Citywide – Notice of completion, November 9, 2017 (FY 2018).


4) CHV50/DR206: CMP Rehabilitation in Right of Way FY 2016/17, Citywide – in construction phase.

5) CHV58/STL366: Moss Street Sidewalk Installation, north and south from Broadway to Fourth Avenue – Notice of Completion, July 6, 2017 (FY 2018).

**Concerns/Challenges Related to Spending Down Local Street and Road Balances:**

*None to report.*

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**Other Comments/Notes:**

*None to report.*

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The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

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<th>Jurisdiction Name:</th>
<th>City of Coronado</th>
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<tbody>
<tr>
<td>Name of person filling out form:</td>
<td>Denise Johnson</td>
</tr>
<tr>
<td>Phone Number of person filling out form:</td>
<td>619-522-7349</td>
</tr>
<tr>
<td>Email Address of person filling out form:</td>
<td><a href="mailto:Djohnson1@coronado.ca.us">Djohnson1@coronado.ca.us</a></td>
</tr>
</tbody>
</table>

**A. TransNet Local Street and Road Program Highlights and Summary for FY 2017**

The City of Coronado systematically addresses street improvements throughout the City on a continuous basis. In FY 2017, a major Preventive Maintenance / Slurry Seal project addressing approximately 20% of the City’s streets, located in both the Cays and Village was completed. Design efforts for the Street, Curb and Gutter Project were also initiated. Design activities specific to both the Cays and Village were conducted, and included streets such as St. Kitt’s Way, portions of Bridgetown Bend, Cajon Place and Coronado Avenue. The City of Coronado is comprised of two main areas-the Village and the Cays residential neighborhood, located further south on the Silver Strand (SR 75).

**B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017**

A total of $177,691 in TransNet funds were expended during FY 2017.

1) COR04: Street & Road Preventive Maintenance Annual Program for FY 2017 was completed. Only a portion of the project was funded with TransNet resources. 20% of City streets were included in the project. Impacted streets included but were not limited to the Country Club area of the Village.

**C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year**

In FY 2018, the City of Coronado anticipates the completion of Phase 1 of the Street, Curb and Gutter Project. Phase 2 design will be finalized, and will be initiated once the Country Club Infiltration Storm Water / Wastewater project, which requires a significant amount of trenching and is located in the area scheduled for repairs in Phase 2, has been completed. The project will have a city-wide impact.
Concerns/Challenges Related to Spending Down Local Street and Road Balances:

*None to report.*

Other Comments/Notes:

*None to report.*
The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

Jurisdiction Name: City of Del Mar

Name of person filling out form: Tim Thiele, City Engineer
Phone Number of person filling out form: (760) 603-6243
Email Address of person filling out form: tthiele@mbakerintl.com

A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

1) DM06: The Roundabout (segment 9) at the intersection of Jimmy Durante and San Dieguito Drive was constructed and open for traffic.

2) DM01: Annual street paving and maintenance continued in 2017

B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017

1) DM06: This project is being done in 9 Segments. Segments 2, 3, 6, 8 and the Roundabout (9) are completed.

2) DM01: Annual street paving and maintenance Project #3 is complete.

C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year

1) DM06: Segment 5 of the Sidewalk, Street and Drainage Improvements is currently out to bid and contains a multi-use path and re-stippling along Camino del Mar from 4th Street to Carmel Valley Road.

2) DM06: Segment 1, Downtown Del Mar Streetscape Project is currently in design.

3) DM01: Annual street paving and maintenance Project #4 is scheduled for next Fiscal Year.

Concerns/Challenges Related to Spending Down Local Street and Road Balances:
None to report.

Other Comments/Notes:
None to report.
The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

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<th>Jurisdiction Name:</th>
<th>City of El Cajon</th>
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<tbody>
<tr>
<td>Name of person filling out form:</td>
<td>Mario Sanchez</td>
</tr>
<tr>
<td>Phone Number of person filling out form:</td>
<td>619-441-1651</td>
</tr>
<tr>
<td>Email Address of person filling out form:</td>
<td><a href="mailto:msanchez@cityofelcajon.us">msanchez@cityofelcajon.us</a></td>
</tr>
</tbody>
</table>

A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

In FY 2017, the City of El Cajon completed the “Overlay Thoroughfares 2017” (EL03) project which rehabilitated (2”-3” thick grind and overlay) a total of twenty-one (21) thoroughfares, collectors, and local streets and also conducted asphalt repairs on an additional fourteen (14) streets. A total of 3.95 center line miles of streets, 35,706 square feet of asphalt repairs, 3,200 square feet of sidewalk repairs, installation of 330 lineal feet of curb and gutter, installation of thirty-one (31) new ADA compliant pedestrian curb ramps, and twenty-eight (28) existing pedestrian curb ramps were retrofit to current ADA standards were all part of this project.

The City also completed the “Street Resurfacing/Pavement Preservation 2017” (EL21) project (slurry seal) which involved a total of twenty-two (22) thoroughfares, collectors, and local streets for a total of 5.64 center line miles (1,409,540 square feet).

The City also completed various traffic signal (EL06) projects that involved the modification of existing traffic signals and the upgrade of traffic signal equipment. Part of this work was for a local match for a federal-aid Highway Safety Improvement Project (HSIP).

B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017

1) EL11: ADA Pedestrian Curb Ramps and Sidewalks 2017 project that involved the installation of twenty-one (21) new ADA compliant pedestrian curb ramps, 7,950 square feet of sidewalk repairs, and 2,150 lineal feet of curb and gutter replacement.

2) EL18: Street Light LED Retro-fit project 2017 that retrofit 210 existing High-Pressure Sodium (HPS) street lights with energy efficient Light-Emitted Diode (LED) street lights on City thoroughfares, collectors, and local streets.
C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Year</th>
<th>Location</th>
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<tbody>
<tr>
<td>1) EL03:</td>
<td>Overlay Thoroughfares</td>
<td>2018</td>
<td></td>
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<tr>
<td>2) EL06:</td>
<td>Traffic Signal System Upgrades</td>
<td>2018 (at various locations)</td>
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<td>3) EL11:</td>
<td>ADA Pedestrian Curb Ramps and Sidewalks</td>
<td>2018 (at various locations)</td>
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<td>4) EL18:</td>
<td>Street light installations and retro-fits</td>
<td>2018 (at various locations)</td>
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<tr>
<td>5) EL21:</td>
<td>Street Resurfacing/Pavement Preservation</td>
<td>2018</td>
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<tr>
<td>6) EL29:</td>
<td>Traffic Safety Calming</td>
<td>2018 (at various locations)</td>
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<tr>
<td>7) EL32:</td>
<td>Pavement Management System</td>
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</table>

Concerns/Challenges Related to Spending Down Local Street and Road Balances:

None to report.

Other Comments/Notes:

None to report.
The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

<table>
<thead>
<tr>
<th>Jurisdiction Name:</th>
<th>City of Encinitas</th>
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<tbody>
<tr>
<td>Name of person filling out form:</td>
<td>Chris Magdosku</td>
</tr>
<tr>
<td>Phone Number of person filling out form:</td>
<td>760-633-2763</td>
</tr>
<tr>
<td>Email Address of person filling out form:</td>
<td><a href="mailto:cmagdosku@encinitasca.gov">cmagdosku@encinitasca.gov</a></td>
</tr>
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</table>

A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

In FY 2017, the City of Encinitas continued to fund several key functional programs with its TransNet Local Streets and Road funds. The primary focus was the funding of the City’s Pavement Rehabilitation Program (ENC14). This project treated .8 miles of North El Camino Del Norte, and an additional 7.3 miles of residential streets. It is important to note that the City added bike lanes and bike lane buffers on numerous Circulation Element roadways as part of the Pavement Rehabilitation Program. TransNet funds were also utilized in the design and environmental documentation phase of the Leucadia Streetscape Project.

B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017

1) ENC14: FY 2017 Annual Street Overlay Project - 6" dig outs, 1-1/2" polymer modified asphalt overlay, and preventative maintenance treatments.

2) ENC28: Fiber Optic Phase I and II. Fiber Optic was installed to improve communication between the City’s Traffic Management Center and the signalized intersections, improving the efficiency of the City’s roadway system.

3) ENC19 Urania Traffic Calming. Completed the installation of neighborhood traffic calming features that will improve walkability in the area.

C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year

1) ENC14: FY 2018 Annual Street Overlay Project.

2) ENC17: South Coast Highway 101 Pedestrian Improvements. This project includes sidewalk, pedestrian ramps, driveway replacements and landscaping, and will connect the existing pedestrian path on South Coast Highway 101 north from the Santa Fe Rail Crossing to 600’ north.

3) ENC17: B Street Sidewalk. This project will add sidewalk, curb, gutter, pedestrian ramps, and landscaping on the north side of B Street from South Coast Highway 101 to Moonlight Beach.
4) ENC17: Santa Fe Drive Sidewalk. This project will extend the existing pedestrian path along the south side of Santa Fe Drive connecting to a proposed sidewalk in Caltrans right-of-way.

Concerns/Challenges Related to Spending Down Local Street and Road Balances:

The City has no concerns related to spending down the Local Streets and Road balances. The Leucadia Streetscape Project (ENC20) will expend most of the fund balance, with construction planned to begin Fall 2018.

Other Comments/Notes:

The City continues to utilize funding from the City’s Pavement Rehabilitation Program to reutilize existing pavement to install facilities for use by people walking and using bicycles. The City also continues to enhance numerous existing bike lanes by the installation of buffers, increased bike lane width, and the simple rehabilitation of the pavement to make riding more enjoyable and safer for the bicyclist.
The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

### Jurisdiction Name: City of Escondido

Name of person filling out form: Matthew C. Souttere  
Phone Number of person filling out form: 760-839-4574  
Email Address of person filling out form: msouttere@escondido.org

#### A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

In FY 2017, major milestones for Local Street and Roads Program funded projects were reached on two projects. Local Street and Roads Program funds allowed completion of the ESC37 FY 16 Street Maintenance Project and ESC38 FY 16 Street Rehab Project, which allowed for maintenance of approximately 67 lane-miles, restriped or added 12,143 linear feet of new crosswalks or limit lines, and caused 5.4 miles of bike lanes to be restriped or bike lane/sharrows added, installed 46 new street trees, replaced or installed 56 new pedestrian ramps, and replaced or installed 15,968 square feet of sidewalk.

#### B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017

1) ESC38: FY 16 Street Rehab Project.  
2) ESC37: FY 16 Street Maintenance Project.

#### C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year

1) ESC06/ESC45 -Ped Signal using Active Transportation Grant Funds –Design for ESC06 is complete, and for ESC45 ins in the 100% design phase, to be completed FY 2018. We anticipate both projects to be in construction in FY 2019.  
2) ESC02A –East Valley Pkwy/Valley Center Rd widening -Project started Sept. 2017, is 44% complete, and is scheduled for completion in FY 2019.  
3) ESC38 -FY 17 Street Rehab Project –Project is 95% complete.  
4) ESC37 -FY 17 Street Maintenance Project –Project is 95% complete.  
5) ESC39/CAL347 –Traffic Signals at El Norte Parkway/ Fig Street and East Valley Parkway/Date Street using Highway Safety Improvement Program (HSIP) funds with TransNet matching funds –Designs complete, Authorization to Construct from Caltrans given, anticipate advertising for bids in Spring 2018, and construction in FY 2019.
Concerns/Challenges Related to Spending Down Local Street and Road Balances:

None to report.

Other Comments/Notes:

None to report.
The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

<table>
<thead>
<tr>
<th>Jurisdiction Name:</th>
<th>City of Imperial Beach</th>
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</thead>
<tbody>
<tr>
<td>Name of person filling out form:</td>
<td>Juan Larios</td>
</tr>
<tr>
<td>Phone Number of person filling out form:</td>
<td>(619) 424-2214</td>
</tr>
<tr>
<td>Email Address of person filling out form:</td>
<td><a href="mailto:jlarios@imperialbeachca.gov">jlarios@imperialbeachca.gov</a></td>
</tr>
</tbody>
</table>

A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

In FY 2017, the City of Imperial Beach constructed 250 LF of 6” curb and gutter, 4600 SF of colored 4” concrete sidewalk and placed 40 tons of hot mix asphalt for a new road section (City Project Number S17-101). City-wide

IB02 placed the equivalent of 1000 SF of cold mix asphalt for pothole repairs (1” depth), constructed 200 LF of curb and gutter, applied 26,000 LF of crack sealant, placed 21 tons of hot mix asphalt for street repairs, replaced 2500 SF of concrete sidewalk, installed 860 LF of 12” yellow and white thermal plastic, and painted/striped 149,000 SF of various color paints.

B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017

1) SR 75 Paving (S17-101). City-wide

2) IB02: Street Maintenance Projects. City-wide

C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year

1) RTIP FY 2017/18 Street Improvements – S18-101 Ped Ramp and Street Resurfacing Project which includes constructing new pedestrian ramps to be ADA compliant and 2” grind and overlay of streets around town. City-wide

2) IB02: Ongoing Street Maintenance Projects. City-wide

Concerns/Challenges Related to Spending Down Local Street and Road Balances:

None to report.

Other Comments/Notes:

None to report.
The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

Jurisdiction Name: City of La Mesa

Name of person filling out form: Jeffrey R Manchester
Phone Number of person filling out form: (619) 667-1152
Email Address of person filling out form: jmanchester@ci.la-mesa.ca.us

A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

Each year the City of La Mesa concentrates on roadway maintenance in one of seven maintenance zones. In FY 2017, the concentration was on Maintenance Zone 1. Typical maintenance includes corrections to any pavement trench failures, trimming of street trees, skin patching and pothole repairs to bring streets up to a condition where they may be slurry sealed; concrete curb, gutter, sidewalks, driveways and pedestrian ramp repairs, and pavement rehabilitation.

B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017

1) LAM40: King Street Improvements: grading, sidewalk, paving, lighting, and drainage improvements to support pedestrian safety.

2) LAM44: University Avenue Median Improvements: replacement of existing median hardscape, trees, and planting along the University Avenue Corridor with bio-retention basins. The improvements will treat storm water run-off and improve water quality in the University Avenue basin.

3) LAM44: Comanche Drive Storm Drain Improvements, Culowee Street Improvements: storm drain lining, replacement of curb, gutter, crosswalk, sidewalk and asphalt paving.

C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year

1) LAM48: West La Mesa Street Improvements: extension of Junior High Drive from Olive Avenue to Lowell Street; construct bulb-out’s at three intersections; resurface University Avenue from Allison Avenue to 69th Street; implement high visibility crosswalks and pedestrian facilities with rapid flashing beacons; and improve bike lanes and routes throughout West La Mesa neighborhoods.

2) LAM31 & LAM33: Street Maintenance Zone 1 and Zone 2: slurry coating two maintenance zones along various streets in La Mesa.

3) LAM40: North Spring Street Phase 1 Bike and Pedestrian Improvements: Various improvements to North Spring Street including pedestrian and bicycle routes, street improvements, grading, drainage, walls, landscaping, irrigation, traffic signals, fiber optics, and bridge improvements.
4) **LAM34**: Massachusetts Avenue and Waite Drive Street Lights: the project will install 24 new street lights with adaptive controls and new meter cabinets.

5) **LAM37**: Traffic Signal Improvements at the intersections of: Amaya Drive & Amaya Court, Center Drive & Entrance #6, and La Mesa Boulevard & Glen Street: replacement of traffic signals at the intersections of Amaya Drive and Amaya Court; Center Drive and Entrance #6; and La Mesa Boulevard and Glen Street.

6) **LAM39**: Traffic Calming on Howell Drive: community driven neighborhood traffic calming improvements on Howell Drive.

Concerns/Challenges Related to Spending Down Local Street and Road Balances:

None to report.

Other Comments/Notes:

None to report.
The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

Jurisdiction Name: City of Lemon Grove

Name of person filling out form: Stephanie Boyce
Phone Number of person filling out form: 619-825-3811
Email Address of person filling out form: sboyce@lemongrove.ca.gov

A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

The City of Lemon Grove concentrates on traffic, street and storm drain maintenance each year at multiple locations throughout the city. In FY 2017, the City of Lemon Grove completed 20 notable projects related to street, concrete and storm drain maintenance located at multiple locations through the City. The projects yielded 811,592 SQ FT of street treatment and repairs, 2,865 SQ FT of repaired sidewalk, 140 LF of storm drain pipe replacement, two storm drain inlets/outlets constructed, and 443 SQ FT of cross gutter improvements. In addition, 20,000 SQ FT of storm drain channel was cleared of non-native species, trash and debris, one catch basin was installed, four storm drain grates were installed, audible pedestrian push button signals were added to the intersection of Broadway and Main Street, and a blankout sign was added to the intersection of Broadway and Lemon Grove Avenue at the trolley crossing. Work continued on the Lemon Grove Avenue Realignment.

B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017

1) LG 14 – Traffic Improvements
2) LG 15 – Storm Drain Rehabilitation
3) LG 16 - Storm Drain Rehabilitation
4) LG 17 – Street Improvements
5) LG 18 – Traffic Improvements
6) LG 20 – Street Improvements

C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year

1) LG 13 – Lemon Grove Avenue (LGA) Realignment Project
2) LG 14 – Traffic Improvements
3) LG 15 – Storm Drain Rehabilitation
4) LG 16 - Storm Drain Rehabilitation
Concerns/Challenges Related to Spending Down Local Street and Road Balances:
None to report.

Other Comments/Notes:
The Lemon Grove Avenue Realignment Project is wrapping up and is anticipated to be completed in the Spring of 2018.
The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

Jurisdiction Name: City of National City

Name of person filling out form: Stephen Manganiello
Phone Number of person filling out form: 619-336-4380
Email Address of person filling out form: smanganiello@nationalcityca.gov

A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

In FY 2017, The City of National City completed construction of five local roadway projects (funded in part by TransNet) valued at approximately $6.6 million. Highlights include:

1) Completed construction for Phase I of Plaza Blvd Widening Project (“N” Ave to I-805)
2) Completed construction of approximately 0.8 centerline miles of roadway rehabilitation (Grind & Overlay ≥ 1.5")
3) Completed construction of traffic calming and pedestrian safety enhancements nearby several schools Citywide such as corner bulb-outs, raised crosswalk, pedestrian actuated flashing crosswalk signs and high intensity striping, and new pedestrian curb ramps for ADA compliance.

B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017

1) NC01: Plaza Blvd Widening – completed construction for Phase I of Plaza Blvd Widening. Phase I construction included utility undergrounding and widening of Plaza Boulevard between "N" Avenue and I-805 to expand roadway capacity and improve traffic flow. Other improvements included approximately 0.4 centerline miles of roadway rehabilitation (Grind & Overlay ≥ 1.5"), signing and striping, new sidewalks, ADA compliant curb ramps, street lights and traffic signal modifications.

2) NC03: Street Resurfacing – completed construction of approximately 0.4 centerline miles of roadway rehabilitation (Grind & Overlay ≥ 1.5") and approximately 0.2 centerline miles of roadway rehabilitation (Slurry < 1.5"), including new sidewalks, ADA compliant curb ramps, and signing and striping.

3) NC15: Citywide Safe Routes to School – Traffic calming and pedestrian safety enhancements nearby several schools Citywide such as corner bulb-outs, raised crosswalk, pedestrian actuated flashing crosswalk signs and high intensity striping, and new pedestrian curb ramps for ADA compliance.

C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year
1) NC01: Plaza Boulevard Widening – final design for Phase II of Plaza Blvd Widening (Highland Ave to “N” Ave) scheduled for completion in FY 2018; need additional funding for construction.

2) NC03: Street Resurfacing – street resurfacing for Division Street and 18th Street scheduled for completion in FY 2018.


1) NC15: Citywide Safe Routes to School – traffic calming, pedestrian and bicycle safety enhancements nearby several schools along Division Street and 18th Street scheduled for completion in FY 2018.

Concerns/Challenges Related to Spending Down Local Street and Road Balances:

None to report.

Other Comments/Notes:

None to report.
The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

Jurisdiction Name: City of Oceanside

Name of person filling out form: Gary Kellison
Phone Number of person filling out form: 760-435-5112
Email Address of person filling out form: gkellison@ci.oceanside.ca.us

A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

In FY 17, Oceanside began construction of the Lot 23 Transit Parking Structure (Project ID O41). The City also advertised for bid, the railroad crossing improvements along the City’s coastal rail corridor (O40). TransNet LSRP funded asphalt overlay work on 22 lane-miles of roadway, slurry sealing of 40 lane-miles of residential streets, two new traffic signals, and ten replacement CCTV cameras supporting our traffic operations center. Oceanside also completed an EIR for a future project to widen College Boulevard between Oceanside Blvd and College Ave (O22).

B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017

1) O43: New public bike storage completed for commuter, along with public bike safety campaign.
2) O42: Pedestrian safety improvement completed on Seagaze Drive, such as crosswalks and narrowing vehicle lane width at intersections.
3) O39: Storm drain improvements completed on Coco Palms Drive and on two intersections of Clementine St.

C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year

1) O45: New median on Douglas Drive will be under construction in FY 18 and finishing following year. TransNet LSRP is providing matching fund for this Federally-funded HSIP safety project.
2) O44: El Camino Real Guardrail construction was awarded in FY 17 and completion expected early FY 2018.
3) O18: Various in-fill sidewalk segment and several sidewalk corner access ramps are under construction.
Concerns/Challenges Related to Spending Down Local Street and Road Balances:
None to report.

Other Comments/Notes:
Looking ahead in the long-term, Oceanside is challenged to maintain high quality road surfaces with the limitation of using no more than 30% of its annual TransNet allocation for maintenance. Beginning with the upcoming year, the availability of new SB1 funds from the State will greatly help to fill our road maintenance needs.
The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

Jurisdiction Name: City of Poway

Name of person filling out form: Jeff Beers
Phone Number of person filling out form: 858-668-4624
Email Address of person filling out form: jbeers@poway.org

A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

In FY 2017, Street Overlay Project consisted of approximately 9,000 tons of asphalt concrete pavement rehabilitation on 3.8 center line miles of Scripps Poway Parkway from Pomerado Road to the east City limit. Tasks include milling and grinding, asphalt concrete inlay, utility lid raise to grade, and pedestrian ramp removal and replacement. Phase 2 of the project placed approximately 3,400 tons of AC on Poway Rd, Pomerado Rd and Scripps Poway Parkway.

FY 2017 Street Maintenance Project consisted of utility lid raise to grade and slurry seal within approximately 19.5 centerline miles of streets within Street Maintenance Zone 8, which includes Poway Rd and the residential neighborhoods west of Pomerado Rd, and south of Poway Rd and west of Community Rd.

B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017

1) POW20: FY 2017 Annual Street Overlay Project – Overlay and reconstruct streets greater than 1” thick overlay.
2) POW22: Poway Rd. Corridor Study.
3) POW28: FY 2017 Zone 8 Street Maintenance Project – construct slurry seals on City Streets annually.

C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year

1) POW31: FY 2018/19 Street Maintenance Project.
2) POW32: FY 2017/18 Annual Street Overlay Project.
3) POW 34: Neighborhood Sidewalk Project.
Concerns/Challenges Related to Spending Down Local Street and Road Balances:

None to report.

Other Comments/Notes:

None to report.
The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

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<tr>
<th>Jurisdiction Name:</th>
<th>City of San Diego</th>
</tr>
</thead>
</table>

Name of person filling out form: Aubrey Koehn
Phone Number of person filling out form: 858-541-4308
Email Address of person filling out form: akoehn@sandiego.gov

A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

In FY 2017, the following are highlights of the City of San Diego’s allocations:

1) $9.6 million for the maintenance of city streets (MPO ID SD176 – this allocation provided for minor street repairs including filling of potholes and minor asphalt and sidewalk repair performed by City staff.

2) $3.3 million for congestion relief activities (MPO ID SD188) such as corridor studies, preliminary engineering and project development for new sidewalk installation, intersection lighting, and traffic calming efforts, performed by City staff.

3) $5.0 million for Avenida De La Playa Infrastructure Project (MPO ID SD248) for storm drain system replacement.

4) $3.0 million to State Route 163 and Friars Road (MPO ID SD83) for construction and construction management per terms of Cooperative Agreement with CALTRANS.

5) $1.2 million to University Avenue Mobility Project Phase 1 (MPO ID SD129) for improvements to University Avenue transit corridors in North Park.

6) $1.1 million for SR94/Euclid Avenue Interchange Improvements (MPO ID SD200) for improvements to the interchange to enhance safety features through this corridor and the optimization of the level of service for both Euclid Avenue and SR 94.

B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017

1) Drainage Projects (MPO ID SD23):
   a. University City South SD Replace

2) Street Resurfacing Citywide (MPO ID SD96):
   a. FY13 Asphalt Overlay Group IV

3) Street Lights (MPO ID SD15)
   a. La Jolla Bl/Colima St & La Jolla Bl/Midway Install SLs
b. CD 8 Street Lights – 14 Locations

4) Sidewalks (MPO ID SD09)
   a. Castana St-Groveland to Euclid
   b. Federal Bl - 47th to 48th
   c. Jewell St – Oliver Dr to PB Dr
   d. 54th St – Chollas to Lea

5) School Traffic Safety Improvements (MPO ID SD99)
   a. La Jolla Mesa/Van Nuys Lighted Crosswalk
   b. Rectangular Flashing Beacons Group 1603

6) Traffic Calming Measures (MPO ID SD18)
   a. 13 Electronic Speed Monitor Signs V-Calm
   b. La Jolla Bl In Pavement Flashing Lights
   c. Orange Ave at Estrella St Popouts
   d. Electronic Speed Signs (8)
   e. Kettner Bl & F St Enhanced Ped Crossing
   f. Electronic Speed Signs Group 1601

7) Traffic Signals/Traffic Signal Modernization (MPO ID SD16A)
   a. Jackson Dr and Winding Creek Dr Traffic Signal
   b. Market St and 26th St Traffic Signal
   c. 28th St I-5 Traffic Signal Cabinet
   d. Traffic Signal Modifications FY2011

8) 38th Street Improvements (MPO ID SD173)

9) Laurel Street Bridge over Highway 163 (MPO ID SD139)

C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year
1) Sidewalks (MPO ID SD09):
   a. Fairmount Ave. - Thorn to Myrtle
   b. Saturn Blvd. - Palm to Boundary
   c. San Diego Ave-Wright to Noell
   d. Imperial Ave. - 17th to 19th
   e. Cordero Rd. - Boquita to Mira Montana
   f. S Boundary - Ocean View to T St.
   g. Coast Blvd. - Cuvier St. to Coast Blvd. S
   h. Seabreeze Dr. - Cumberland to Lauder
   i. 31st St. - Cedar to Elm
   j. Holabird St. - Rainier to Glacier
   k. Euclid Ave. - Home to Altadena
   l. Tourmaline and Pacific Beach Dr.
   m. Otay Mesa Rd. - Corporate Center @ Bus Stop
   n. N Harbor Dr. Pedestrian Access Improvements
   o. 63rd St. - Broadway to Imperial
   p. Altadena Ave. - Landis to Wightman
   q. 70th St. - Alvarado to Saranac
   r. Pacific Beach Dr. - Crown Point Dr. to Olney
   s. Ash St. and Richmond St.
   t. Gilman Dr. - Villa La Jolla to 300ft. N
   u. San Diego Mission Rd. without Fairmount Ave. S
   v. Market St. - Euclid to Pitta Pedestrian Improvement
   w. Academy St. and Catalina Blvd.
   x. Mission Village - Rhonda to Qualcomm
   y. Sparling St – Thorn to Streamview
   z. Linbrook Dr- Ulric St to Acari St
   aa. Chateau Dr – Derrick/Mt Abernathy
2) Street Lights (MPO ID SD15):
   a. Installation of New Street Light Citywide Groups 15, 17, 19, 25, 1601, 1701, 1702 (27, 16, 22, 33, 25 locations respectively).

3) Traffic Signals Citywide (MPO ID SD16A):

   Implementation of Traffic Signal Controller Master Plan Grouped Projects

   The enhancements to the system include upgrade of signal interconnect and fiber optic cables. The first round of implementation is primarily focused in the communities of Kearny Mesa, Clairemont Mesa, Mid City, and Mission Gorge/Navajo. The second round of implementation is focused in Carmel Valley, Mission Valley, and San Ysidro.

   a. 4th Ave. & Date St. Traffic Signal
   b. 36th St. & El Cajon Blvd. Traffic Signal
   c. Grove Ave./Ingrid Ave. @ Hollister St. Traffic Signal
   d. 31st St. @ Ocean View Blvd. Traffic Signal
   e. Beyer Blvd. @ Smythe Ave. Traffic Signal
   f. 41st St @ National Ave Traffic Signal
   g. 3rd Ave @ Washington St Traffic Signal
   h. Governor Dr. @ Lakewood St. Traffic Signal
   i. Averil Rd. @ W San Ysidro Traffic Signal
   j. Bernardo Heights Parkway @ Calle Pueblito Traffic Signal
   k. 31st St. @ National Ave. Traffic Signal
   l. Friars Rd. & Sea World Dr. Signal Mod.
   m. Campanile Dr. & Montezuma Rd. Signal Mod.
   n. Uptown Traffic Signal Upgrades
   o. Traffic Signal Upgrades Citywide FY 2014 (3 locations)
   p. Pedestrian Countdown Timers Group 15 (50 locations citywide)
   q. Signal Mods at Various Locations Group16 (7 locations)
   r. 31st & Imperial Traffic Signal
   s. 31st St & Market St School Traffic Signal
   t. FY07 Traffic Signal Mods Group 4
u. FY06 Traffic Signal Modification
v. Signal Mods Group 15
w. Top 15 Pedestrian Audibles
x. Harbor Drive TS Interconnect Upgrade
y. Balboa Ave TS Interconnect
z. Interconnect Upgrades by Streets
aa. PB TS Interconnect Upgrade
bb. TSCMP Group 1 Implementation
c. TSCMP Group 2

4) Traffic Control Measures (MPO ID SD18):
   a. Orange Ave between 49th & Winona Xwlk
   b. C St. - Park Blvd. to 16th-Pedestrian Improvements
   c. 38th / Wightman Popout
   d. Rectangular Flashing Beacons Group 1501 (5 locations)
   e. Rectangular Flashing Beacons Group 1701 (19 locations)
      f. 60th St. and Vale Way Traffic Circle
   g. Electronic Speed Signs Group 1701 (10 locations)
   h. India St at West Palm St Hybrid Beacon
   i. 50th St Road Humps
   j. Rectangular Flashing Beacons Group 1704
   k. University Ave – Fairmont/Euclid Complete Street

5) Storm Drains-Roadway Drainage (MPO ID SD23):
   a. Jean Drive Storm Drain
   b. Hornblend Storm Drain
   c. Burroughs and West Dunlap Storm Drain Replacement
   d. Otay Mesa Storm Drain Upgrade
   e. Clairemont Mesa Storm Drain Replacement
f. North Park Storm Drain Replacement

g. Avocado Brow Ditch

h. Huntington Ave

i. Mobley St. Storm Drain

j. Van Dyke Ave

k. Campus Point Dr

l. Adams Ave Storm Drain

m. Lobrico Ct Storm Drain

n. Rue Chantemar Storm Drain

o. Uptown Storm Drain

6) Median Improvements Citywide (MPO ID SD49):
   a. University Ave. – Winona to 50th

   b. Morena Blvd. and West Bernardo Dr.

   c. Adams and 49th Islands

   d. Skyline Median

   e. Beyer Median

   f. Pacific Highway-Cedar to Ash-Median

   g. Moraga Traffic Circles

7) Street Resurfacing Citywide (MPO ID SD96):
   a. Asphalt Overlay Groups 1501, 1511, 1601, 1704, and 1705

   b. Concrete Street Panel Replacement

8) School Traffic Safety Improvements (MPO ID SD97):
   a. Fairmount SR2S

9) Bridge Rehabilitation (MPO ID SD99):
   a. Voltaire St. Bridge

   b. Highway Bridge Program (HBP) Evaluation & Construction Group 15

   c. Fairmount Ave. Bridge Rehabilitation (East & West)

   d. Bridge Deck Rehab Grp 17
10) Minor Bicycle Facilities (MPO ID SD166):
   a. Camino Del Este Multi Use Path

   b. Bikeway Striping Improvements Citywide

   c. El Cajon Blvd. – 43rd to Montezuma

   d. University – Boundary & Winona – Complete Street

   e. Downtown Complete Street Implementation

   f. Mission Center Rd at SD River Path

   g. Video Bicycle Detectors/Counters

   h. Bike Stations Citywide Group 1501

11) Other Standalone Projects:
   a. San Diego River Multi-Use Bicycle & Ped Path (MPO ID SD120)

   b. SR163/Friars Rd. Interchange Modification (MPO ID SD83)

   c. SR163/Clairemont Mesa Blvd. Interchange (MPO ID SD90)

   d. Mission Beach Bulkhead Restoration (MPO ID SD106)

   e. Bayshore Bikeway (MPO ID SD108)

   f. I-5/Sorrento Valley Rd. (MPO ID SD113)

   g. Palm Ave. Improvements (MPO ID SD137)

   h. La Jolla Mesa Dr. Sidewalk (MPO ID SD154)

   i. Juan St. Reconstruction (MPO ID SD208)

   j. Torrey Pines Rd. Slope Restoration (MPO ID SD209)

   k. Washington/India/Five Points (MPO ID SD210)

   l. Old Otay Mesa Rd. Improvements (MPO ID SD226)

   m. Coastal Rail Trail (MPO ID SD237)

   n. Carroll Canyon Rd. (MPO ID SD32)

   o. Georgia St. Bridge Improvements (MPO ID SD38)

   p. Otay Truck Route Widening Phase 4 (MPO ID SD102A)

   q. University Ave. Mobility Phase 1 (MPO ID SD129)
r. Cherokee Street Improvements (MPO ID SD157)
s. Linda Vista Rd. at Genesee Ave. (MPO ID SD179)
t. Streamview Dr. (MPO ID SD19)
u. SR94/Euclid Ave Interchange Improvements (MPO ID SD200)
v. Torrey Pines Road Improvements Phase 2 (MPO ID SD235)
w. Avenida de la Playa Infrastructure Project (MPO ID SD248)
x. El Camino Real (MPO ID SD34)
y. North Torrey Pines Rd. Bridge (MPO ID SD51)
z. West Mission Bay Dr. Bridge (MPO ID SD70)
aa. Poway Road Bike Lane (MPO ID SD141)

Concerns/Challenges Related to Spending Down Local Street and Road Balances:

Due to the fact that spending of TransNet revenue does not have a deadline, this funding source has provided the City with the flexibility required to allow the leveraging of other funding opportunities and to prioritize the expenditure of funds to deliver projects while adhering to expenditure priority commitments. Since many TransNet funded projects utilize other funding with expenditure deadlines (such as bonds and grants), these other sources are the first to record expenses in the projects, leaving the TransNet funds to be expended as the projects near completion. In addition, spending of TransNet funding encumbered in large projects has to adhere to the project design and construction schedules. The City of San Diego has made great progress in spending down Local Street and Road Balances over the past year due to streamlining measures and cash management practices implemented Citywide.

Other Comments/Notes:

None to report.
The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

Jurisdiction Name: City of San Marcos

Name of person filling out form: Samantha Byfield
Phone Number of person filling out form: (760) 752-7550 ext. 3338
Email Address of person filling out form: sbyfield@san-marcos.net

A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

In FY 2017, the City of San Marcos worked on the following projects which are programmed to use TransNet Local Street and Road Program funds:

1) SM22 South Santa Fe – Smilax to Bosstick: $13k in TransNet Local Street Improvement funds was spent on preliminary design and construction services.

2) SM31 Discovery St. Widening & Flood Control Improvements: $134k in TransNet Local Street Improvement funds was spent on right-of-way and preliminary engineering and design services.

3) SM32 Via Vera Cruz Bridge & Improvements: $121k in TransNet Local Street Improvement funds was spent on right-of-way and preliminary engineering and design services.

4) SM48 San Marcos Creek Specific Plan: Creekside Drive and Pad Grading: $410k in TransNet Local Street and Road Program funds were spent on preliminary engineering, design and right-of-way services.

5) SM54 Regional Arterials Management Systems: $11k in TransNet Local Street and Road Program RAMS funds was spent on citywide traffic signals. This is a recurring annual amount.

6) SM56 Bent Ave Bridge & Improvements: $43k in TransNet Local Street Improvement funds was spent on right-of-way, preliminary engineering and design services.

7) SM58 Sidewalk Repair & Replacement: $103k in TransNet Local Street Improvement funds was spent on preliminary engineering and construction services.

8) SM59 Annual Street Overlay Project – 2017: $1k in TransNet Local Street Improvement funds was spent on right-of-way services.

9) SM60 Annual Surface Seal Project – 2017: $7k in TransNet Local Street Improvement funds was spent on right-of-way services.

10) SM61 Street Rehabilitation – 2015: $520k in TransNet Local Street Improvement funds was spent on construction services.
B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017

1) SM58 Sidewalk Repair & Replacement

C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year

1) SM60 Annual Surface Seal Project – 2017

2) SM61 Street Rehabilitation – 2015

Concerns/Challenges Related to Spending Down Local Street and Road Balances:
None to report.

Other Comments/Notes:
None to report.
The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

Jurisdiction Name: City of Santee

Name of person filling out form: Carl Schmitz
Phone Number of person filling out form: 619-258-4100 x 175
Email Address of person filling out form: cschmitz@cityofsantee.ca.gov

A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

In FY 2017, the City extended bids and awarded 3 projects and completed 3 street repair projects within SNT04 and SNT22: Santee Rehabilitation and Major Street Work. Overall, Local Street and Road Program funds allowed for the completion/pavement rehabilitation of 5.07 lane miles, Slurry sealing of 5.68 lane miles, 1945 square feet of sidewalk, 171 square feet of driveways, 78 pedestrian ramps, and 89 linear feet of curb/gutter.

B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017

1) SNT04: Santee Rehabilitation and Major Repair Work – reconstruction and rehabilitation in the form of removal and replacement of existing pavement sections 2” minimum, 1-½” minimum overlay, pedestrian ramps, sidewalk improvements, and drainage improvements.

2) SNT22: Maintenance repair in the form of grind and patch failed areas followed by Cape seal or Slurry seal of the street.

3) SNT27: Pavement Management Analysis Report was completed.

C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year

In FY 2017, the City plans to bid and award a street rehabilitation project within SNT04 and two maintenance projects within SNT22: Santee Rehabilitation and Major Street Work. SNT04 streets included are identified in our Pavement Management report and include multiple residential streets. The Santee Slurry Seal and Roadway Maintenance SNT22 streets which are included are also identified in our Pavement Management Report.
Concerns/Challenges Related to Spending Down Local Street and Road Balances:

The level of planned work for SNT04 and SNT22 is dependent on available funding and scheduling determined at the time of overall project implementation.

Other Comments/Notes:

None to report.
The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

Jurisdiction Name: City of Solana Beach

Name of person filling out form: Jim Greenstein
Phone Number of person filling out form: (858) 720-2476
Email Address of person filling out form: jgreenstein@cosb.org

A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

In FY 2017, the City of Solana Beach worked on the following projects which is programmed as part of the TransNet Local Street and Road Program:

1) SB16: Pavement Resurfacing project, completing approximately 250,000 square feet of 2” asphalt concrete overlays and traffic striping on various streets, funded with Gas Tax, TransNet and RTCIP funds. TransNet and RTCIP funds totaled $100,000.

2) SB17: Began construction of the Stevens/Valley Avenue Corridor Bicycle and Pedestrian Improvements, adding 1.1 miles of bike lanes, 2100 LF of sidewalks and an enhanced crosswalk with a median refuge. The project also overlays 1800 LF and slurry seals 2900 LF of roadway. The project was funded with an Active Transportation Planning (ATP) Grant, TransNet and local funds.

B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017

1) SB16: Pavement Resurfacing was completed for FY 2017; SB16 is programmed for multiple years of annual pavement resurfacing and will remain open.

C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year

1) SB16: Perform annual pavement resurfacing and traffic striping on various streets

2) SB17: Complete construction of the Stevens/Valley Avenue Corridor Bicycle and Pedestrian Improvements

3) SB18: Perform pavement maintenance slurry seals and traffic striping on various streets
Concerns/Challenges Related to Spending Down Local Street and Road Balances:

None to report.

Other Comments/Notes:

None to report.
The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

<table>
<thead>
<tr>
<th>Jurisdiction Name:</th>
<th>City of Vista</th>
</tr>
</thead>
</table>

Name of person filling out form: Timothy M. Shell  
Phone Number of person filling out form: 760-643-5410  
Email Address of person filling out form: tshell@cityofvista.com

A. TransNet Local Street and Road Program Highlights and Summary for FY 2017

In FY 2017, the City of Vista reached a key milestone in the completion of the environmental documentation, Right of Way acquisition, and final design for the Paseo Santa Fe Improvements Phase 2 project (VISTA54). The City also initiated the construction phase for the Paseo Santa Fe Improvements Phase 2 project; completed construction of traffic signal modifications and intersection improvements to reduce congestion as part of the Minor Traffic Signal Modifications project (VISTA51) and the Downtown Specific Plan Intersection Improvements project (VISTA52); rehabilitated a large number of street segments as part of the Bi-annual Street Construction and Overlay project (VISTA46); and provided new ADA-accessible sidewalks for pedestrians as part of the Pedestrian Mobility Sidewalks project (VISTA55). Overall, TransNet Local Street and Road Program funds allowed for the completion/pavement rehabilitation of 5.0 centerline miles of Vista’s streets, added or improved approximately 3.5 miles of bike lanes and shared-use bicycle facilities; added 9,300 sf of sidewalk and driveways, replaced or added 36 curb ramps; and upgraded/modified 8 traffic signals.

B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017

1) VISTA46: Bi-annual Street Construction and Overlay (CIP 8225).
2) VISTA51: Minor Traffic Signal Modifications (Citywide) (CIP 8142).
3) VISTA52: Downtown Specific Plan Intersection Improvements (CIP 8251).
4) VISTA54: Paseo Santa Fe Improvements Phase 2 CEQA, ROW, and PE (CIP 8232).
5) VISTA55: Pedestrian Mobility Sidewalks (CIP 8290).
C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year

1) VISTA53: Bi-annual Streets Maintenance/Slurry Seal (CIP 8262).
2) VISTA54: Paseo Santa Fe Improvements Phase 2 Construction (CIP 8232).
3) VISTA55: Pedestrian Mobility Sidewalks (CIP 8290).
4) VISTA56: Traffic Congestion Management Program (CIP 8294).

Concerns/Challenges Related to Spending Down Local Street and Road Balances:
None to report.

Other Comments/Notes:
The TransNet Local Streets and Roads funds continue to be essential to the City of Vista because they provide a dependable funding source for making improvements to transportation infrastructure and providing congestion relief.
The FY 2012 TransNet Triennial Performance Audit report included Recommendation Nos. 3 through 6, which proposes that SANDAG work with local agencies to take a greater role in monitoring and reporting on the TransNet Local Street and Road Program. Based on input from the Cities/County Transportation Advisory Committee, the Independent Taxpayer Oversight Committee (ITOC) directed that SANDAG work with local agencies to develop an annual report that summarizes major projects accomplished by each jurisdiction using TransNet funds. The following template will serve as the basis for collecting data and information on an annual basis every fiscal year and will include readily available performance data and statistics. Please submit completed templates to erik.mumm@sandag.org by Friday, February 16th, 2018 and use the following file naming convention “FY 2017 TransNet LSRP Annual Report Data Request Template Agency Name”.

<table>
<thead>
<tr>
<th>Jurisdiction Name:</th>
<th>County of San Diego</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of person filling out form:</td>
<td>Tony W. Potter</td>
</tr>
<tr>
<td>Phone Number of person filling out form:</td>
<td>(858) 694-2920</td>
</tr>
<tr>
<td>Email Address of person filling out form:</td>
<td><a href="mailto:Tony.Potter@sdcounty.ca.gov">Tony.Potter@sdcounty.ca.gov</a></td>
</tr>
</tbody>
</table>

**A. TransNet Local Street and Road Program Highlights and Summary for FY 2017**

In FY 2017, the County continued project development/design activities for Bradley Avenue Overpass at SR-67 (CNTY21), Stage Coach Lane/Reche Road (CNTY84), Cole Grade Road (CNTY24), South Santa Fe Avenue South (CNTY14A), Dye Road Extension (CNTY34), Ashwood Street Corridor (CNTY88), Camino Del Rey Drainage (CNTY90), and Ramona Street Extension (CNTY35). Construction began on East Vista Way at Gopher Canyon Intersection (CNTY89). Construction was completed for Bear Valley Parkway North (CNTY39) and San Vicente Road (CNTY36).

**B. Please List TransNet Local Street and Road Program Projects Completed in FY 2017**

In FY 2017, construction improvements for Bear Valley Parkway North (CNTY39) were completed, including underground utility work (water, gas, electric, telephone, cable), roadway widening and drainage, intersection improvements, and sidewalks and bike lanes. Construction improvements were also completed on San Vicente Road (CNTY36), including roadway widening and realignment (horizontal & vertical), underground utility work, drainage, and pathway and bike lanes construction.

**C. Please List TransNet Local Street and Road Program and Projects in Progress/Scheduled for Completion during next Fiscal Year**

Construction completion is anticipated for the following projects next year:

1) East Vista Way at Gopher Canyon Intersection (CNTY89). The project construction includes drainage improvements, waterline and gas line upgrades, new traffic signals and overhead utility relocation.

2) Alpine Boulevard Streetscape Improvements (CNTY82). The project includes the addition of missing sidewalks, curb and gutter, bike lanes, pedestrian ramps, retaining walls, on-street parking, and storm drain systems.

3) Roadway Maintenance and Overlay Fiscal Year 16/17 (CNTY86). Road maintenance activities, including asphalt concrete overlay and slurry seals, at various locations countywide.
Concerns/Challenges Related to Spending Down Local Street and Road Balances:
None to report.

Other Comments/Notes:
None to report.
GENERAL INFORMATION

Inactive Projects

Future Inactives should be billed within the specified and agreed upon timeframe to avoid a unilateral deobligation of funds.

Agencies with anticipated Inactive Future projects are:

San Diego County, Encinitas, National City, Carlsbad, Chula Vista, San Diego Unified Port District, and La Mesa. Please transmit all Inactive and Future Inactive invoices to the District Local Assistance Engineer (DLAE) in District 11 before **July 20, 2018**. This is District 11’s Deadline to avoid unilateral deobligation of federal funds! For exact Inactive Project dates verify on the Inactive link shown below. Note: An invoice is not cleared from the Inactive or future Inactive list until it has been paid by the State Controller’s Office.

A complete list of inactive projects can be found at the link provided below.

http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm

ATP Cycle 4 Call-For Projects

Caltrans anticipates the CTC will announce the 2019 (Cycle 4) call-for-projects in or around May 2018.

The Cycle 4 Call for Projects is expected to include about $440M in ATP funding made up of Federal funding and State SB1 and SHA funding. The funding/programming years are expected to include 19/20, 20/21, 21/22 and 22/23 funding years.

Potential applicants are encouraged to check the Caltrans and CTC ATP websites for future updates. There will be a video webinar available in the future. CTC – ATP website:

http://www.catc.ca.gov/programs/ATP.htm

For project specific and call for project questions, please contact Bryan Ott, District 11 ATP Coordinator at (619)220-5310 or via email at bryan.ott@dot.ca.gov

ATP Project Reporting Status

Upon acceptance into the Active Transportation Program (ATP), implementing agencies must submit semi-annual reports to Caltrans on the activities and progress made toward implementation of the project, and a final delivery report.

Reports were due on May 15, 2018 cover activities between October 16, 2017 and April 15, 2018. If your project’s initial FY of programmed funding is between this timeframe, a report is due, regardless of an approved time extension. Refer to the ATP Reporting Web page for the most current reporting forms and instructions:

http://www.localassistanceblog.com/2018/04/20/atp-project-reporting-status/

http://www.dot.ca.gov/hq/LocalPrograms/atp/proj_report.html
Highway Safety Improvement Program (HSIP)

The next call for projects (HSIP Cycle 9) was announced April 30, 2018. The application submittal deadline is Friday, August 31, 2018.

Please visit this website periodical for updates. A Webinar will be held within 2 to 3 weeks after the announcement of the Call for Projects that will provide an overview of the application process.

http://www.dot.ca.gov/hq/LocalPrograms/HSIP/apply_now.htm

For details, see the link below:

Or if you have any questions, you may contact Bryan Ott, District 11 HSIP Coordinator at (619) 220-5310 or via email at bryan.ott@dot.ca.gov

June 30, 2018 Deadline for “DBE Annual Submittal” and “ADA Annual Certification” Forms

Just a reminder, please submit both the “Local Agency Disadvantaged Business Enterprise (DBE) Annual Submittal Form” (Exhibit 9-B) and “Local Agency Americans with Disabilities Act (ADA) Annual Certification Form” (Exhibit 9-C) by June 30, 2018, for the next Federal Fiscal Year (October 1, 2018 to September 30, 2019) per Local Assistance Procedures Manual (LAPM) Chapter 9, sections 9.3 and 9.6. Include in your 9-B submittal an organizational chart showing the DBELO and his/her contact information.

Note: Failure to submit the completed forms will result in a delay of processing any Requests for Authorization (RFA).

Period of Performance

Office Bulletin (OB) 18-01 has been published to revise Office Bulletin 16-02, which established a procedure to identify a Period of Performance End Date (PPED), to establish when the Period of Performance ends, and an Agreement End Date (AED) to define when the project would close in the Federal Highway Administration's (FHWA) Fiscal Management Information System (FMIS). After having this procedure in practice for two years, and after review, FHWA and the Division of Local Assistance has determined that only one date will be used to define when the Period of Performance ends. OB 18-01 clarifies what the Period of Performance is, eliminates the Period of Performance End Date, and establishes that only one date will need to be established to identify the end of the Period of Performance. See Office Bulletin 18-01 below and linked here.
Division of Local Assistance Listserver Email Subscription
Sign up for a Division of Local Assistance “Listserver” to receive significant updates or additions to Local Assistance webpages, including changes to the Local Assistance Procedures Manual (LAPM) and Local Assistance Program Guidelines (LAPG), new Office Bulletins and Local Programs Procedures, as well as Calls for Projects.

http://lists.dot.ca.gov/mailman/listinfo/dla-website-updates-announce

Highway Bridge Program (HBP) Update
HBP October Survey-Agencies will be notified sometime in August and submittals will be due within two weeks.

Division of Local Assistance Blog (LAB)
The Caltrans Local Assistance Blog (LAB) provides clarity on issues and contributes to the successful delivery of transportation projects using federal resources. Categories covered by the LAB are: Subsidized Classes for Local Agencies, Policy/Procedures, Program Guidelines, Training, Environmental, and Right of Way.

http://www.localassistanceblog.com

Reminder: Local Assistance Customer Service Survey
This pilot program supports a Caltrans Strategic Management Plan Goal: Organizational Excellence. An external survey ranked Local Assistance as the Division of Caltrans that external agencies interact with most on a regular basis. HQ-Division of Local Assistance and District Offices will recognize employees who go “above and beyond,” document best practices and identify needed training.

So, how did we do? Help us serve you better! The Caltrans Local Assistance Customer Service Survey can be found at the link provided below.
https://www.surveymonkey.com/r/CTLocalAssistanceFeedback

LOCAL ASSISTANCE EVENTS

SAVE THE DATE: September 13, 2018 - Future SCLAMM
The SCLAMM Meeting will tentatively be taking place at the Caltrans, District 11 Office in the Garcia conference room on September 13, 2018. You will need to register with Alma Sanchez at (619) 278-3735 or via email at alma_sanchez@dot.ca.gov by September 6, 2018.

District 11, will request any topics/discussions as we approach the date.
TRAINING

For questions or to register for any training, you may contact Local Assistance Training Coordinator, Alma Sanchez at (619)278-3735 or via email at: Alma.Sanchez@dot.ca.gov

http://www.californialtap.org/index.cfm?pid=1077

May 24, 2018: Procuring Architectural & Engineering(A&E) Training-CLASS IS NOW FULL

There is new and updated Procuring A&E training that will be taking place in Caltrans, District 11, at 4050 Taylor Street, San Diego, CA in the Gallegos Conference room. Start time will be announced at a later date. There is limited space available. To register for this training, you may contact Alma Sanchez-Local Assistance Training Coordinator. We have three other locations this training will take place if your agency cannot attend the one on May 24th: REGISTRATION is now closed at:

http://www.californialtap.org/index.cfm?pid=1078 or

http://www.localassistanceblog.com/ae-training/.

If your agency was not able to register and/or attend this training, our HQ-Training Division will be breaking the session down into sections and record the training videos. These training videos should be released online sometime in June 2018.

October 2 & 3, 2018: Labor Compliance Training

This 2-day course is designed to teach local agency staff the basic requirements of prevailing wage requirements and how to apply these requirements, including reviewing and confirming certified payroll records and on-site documentation. Using hands-on exercises, and instructional aides, students will learn how to apply Davis-Bacon and Related Acts, the Code of Federal Regulations, the California Labor Code, and California Code of Regulations to all public works contracts. This 2-day training will be held in Caltrans, District 11, at 4050 Taylor Street, San Diego, CA in the Gallegos Conference room.

Registration is now open: http://www.californialtap.org/index.cfm?pid=1077

SAVE THE DATE - November 2, 2018: Bicycle Transportation: An Introduction to Planning and Design Training

Join the Active Transportation Resource Center (ATRC), in collaboration with Caltrans, for a new training course on Bicycle Transportation: An Introduction to Planning and Design. This hands-on course challenges you to explore the tools used to assess and evaluate the suitability of a transportation route and facilitate its use by all types of bicyclists. Participants will learn how to apply bicycle design concepts that best balance competing needs on a specific route. Current policy related to the future of active transportation will be discussed, and some visit supporting design documents will be identified. This 1-day training will be held in Caltrans, District 11, at at 4050 Taylor Street, San Diego, CA in the Gallegos Conference room. Start time will be announced at a later date. Registration is currently NOT open for San Diego. Below is the link for other locations: http://caatpresources.org/index.cfm?pid=1289

Subsidized Classes for Local Agencies

The California Local Technical Assistance Program is a jointly funded effort between FHWA and Caltrans to provide local governments with training, information, technology and direct assistance to help improve transportation infrastructure. Upcoming courses are listed at this link: registration.techtransfer.berkeley.edu/wconnect/ShowSchedule.awp?&Mode=GROUP&Group=:FULL&Title=Complete+Listing