2017 ACTIVE TRANSPORTATION PROGRAM
AUGMENTATION FUNDING RECOMMENDATIONS

Introduction

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

Discussion

ATP Background

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

Results of 2017 ATP

The most recent ATP allocations were adopted in 2017, and projects were selected to receive funding through the 2020-2021 fiscal year. The 2017 statewide ATP competition distributed approximately $132 million to 44 projects, including 1 project from the San Diego region (the SANDAG Imperial Avenue Bikeway project), and was adopted by the CTC at its meeting on December 7, 2016. The San Diego regional ATP competition distributed an additional $9.6 million to 5 projects submitted from the cities of National City, Escondido, and Carlsbad. The Board of Directors approved the results of the San Diego regional ATP competition on February 24, 2017, including the ranked list of projects to receive funding. The CTC adopted the San Diego regional competition results at its meeting on March 15, 2017.
**SB 1 Funding Distribution**

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

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

**2017 ATP Augmentation Process**

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

ATP Augmentation projects were sorted into the following Priority Orders:

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

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

Similar to previous ATP competitions, projects were selected for funding through the statewide competition first, followed by the regional competition.
Results of Statewide and Regional Components

Statewide ATP Competition

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

Regional ATP Competition

The San Diego regional competition received 15 project applications requesting a total of $23 million in ATP Augmentation funding. After removal of the five projects selected for Augmentation funding through the statewide component, ten projects remained eligible to receive Augmentation funding through the regional component. Additionally, the two projects selected in the 2017 ATP from the cities of National City and Carlsbad that did not apply for advancement in the 2017 ATP Augmentation, remained eligible to receive their original funding allocation, as shown in Table 1 below.

<table>
<thead>
<tr>
<th>Applicant Name</th>
<th>Project Name</th>
<th>Total Project Cost</th>
<th>Total Funding Request</th>
<th>Recommended ATP Funding</th>
<th>FY 19/20</th>
<th>FY 20/21</th>
</tr>
</thead>
<tbody>
<tr>
<td>National City</td>
<td>El Toyon - Las Palmas Regional Bicycle Boulevard</td>
<td>$1,919</td>
<td>$1,544</td>
<td>$1,544</td>
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<tr>
<td>Carlsbad</td>
<td>Avenida Encinas Coastal Rail Trail and Pedestrian Improvements</td>
<td>$9,095</td>
<td>$3,693</td>
<td>$1,776</td>
<td>$1,776</td>
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<tr>
<td></td>
<td></td>
<td>$11,014</td>
<td>$5,237</td>
<td>$3,320</td>
<td>$3,320</td>
<td>$0</td>
</tr>
</tbody>
</table>

Table 1
2017 ATP Funded Projects - Retain Funding Without Advancement ($1,000s)
As a result of the regional ATP Augmentation process, the projects in Table 2 are being recommended for advanced funding. The overall project funding amounts would not change; however, they would be eligible to receive funding as soon as FY 2017-2018, as opposed to FY 2019-2020. The projects in Table 3 are recommended to receive new funding that was made available as a result of the ATP Augmentation process: two are recommended for full funding (SANDAG and Chula Vista Elementary School District), and one is recommended for partial funding (County of San Diego).

### Table 2
2017 ATP Funded Projects – Recommended for Advancement ($1,000s)

<table>
<thead>
<tr>
<th>Applicant Name</th>
<th>Project Name</th>
<th>Total Project Cost</th>
<th>Total Funding Request</th>
<th>Recommended ATP Funding</th>
<th>FY 17/18</th>
<th>FY 18/19</th>
<th>FY 19/20</th>
<th>FY 20/21</th>
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</thead>
<tbody>
<tr>
<td>National City</td>
<td>Euclid Avenue Bicycle and Pedestrian Enhancements</td>
<td>$3,960</td>
<td>$3,335</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
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</tr>
<tr>
<td>Escondido</td>
<td>Juniper Elementary Bike/Pedestrian Improvements and SRTS Outreach</td>
<td>$1,386</td>
<td>$1,336</td>
<td>$1,336</td>
<td>$86</td>
<td>$93</td>
<td>$1,157</td>
<td>$0</td>
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<td>Escondido</td>
<td>Escondido Creek Trail Bike Path Improvements Project</td>
<td>$1,632</td>
<td>$1,632</td>
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<td>$90</td>
<td>$200</td>
<td>$1,342</td>
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</table>

**Total:** $6,978 $6,303 $6,303 $3,511 $293 $2,499 $0

### Table 3
New Projects Recommended for Funding ($1,000s)

<table>
<thead>
<tr>
<th>Applicant Name</th>
<th>Project Name</th>
<th>Total Project Cost</th>
<th>Total Funding Request</th>
<th>Recommended ATP Funding</th>
<th>FY 17/18</th>
<th>FY 18/19</th>
<th>FY 19/20</th>
<th>FY 20/21</th>
</tr>
</thead>
<tbody>
<tr>
<td>SANDAG</td>
<td>Inland Rail Trail – City of Vista Segment</td>
<td>$11,083</td>
<td>$5,603</td>
<td>$5,603</td>
<td>$0</td>
<td>$500</td>
<td>$5,103</td>
<td>$0</td>
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<tr>
<td>Chula Vista Elementary School District</td>
<td>Chula Vista Rides to School!</td>
<td>$202</td>
<td>$202</td>
<td>$202</td>
<td>$2</td>
<td>$200</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>San Diego County</td>
<td>Rock Springs Road SRTS Sidewalks and Bike Lanes</td>
<td>$1,717</td>
<td>$1,717</td>
<td>$1,160</td>
<td>$280</td>
<td>$880</td>
<td>$0</td>
<td>$0</td>
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</tbody>
</table>

**Total:** $13,002 $7,522 $6,965 $282 $1,580 $5,103 $0
Contracts and Procurement staff has confirmed with the County of San Diego that partial funding would be accepted, the funds could be used effectively on the project, and the scope of the project would remain the same as the scope of the project in the application. The complete ATP Augmentation Funding Recommendations for the San Diego regional component are included as Attachment 3.

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

**Next Steps**

Pending action by the Board of Directors to adopt Resolution No. 2018-04 (Attachment 4), SANDAG will submit its funding recommendations to the CTC. The CTC is scheduled to adopt the region’s funding recommendations and contingency project list at its meeting on December 6-7, 2017.

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

KIM KAWADA  
Chief Deputy Executive Director

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

Key Staff Contact: Jenny Russo, (619) 699-7314, jenny.russo@sandag.org
Final 2017 Active Transportation Program Augmentation Guidelines

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

I. Authority and Purpose

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

II. Funding and Programming Years

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

III. Distribution

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

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

IV. Schedule

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

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guidelines Development Workshop</td>
<td>June 9, 2017</td>
</tr>
<tr>
<td>2017 ATP Augmentation Guidelines presented to Commission</td>
<td>June 28, 2017</td>
</tr>
<tr>
<td>Commission hearing and adoption of 2017 ATP Augmentation Guidelines</td>
<td>June 28, 2017</td>
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<tr>
<td>Call for Projects</td>
<td>June 30, 2017</td>
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<tr>
<td>Project submittals to Commission (postmark date)</td>
<td>August 1, 2017</td>
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<tr>
<td>Staff recommendation for Statewide and Small Urban &amp; Rural Components posted</td>
<td>August 31, 2017</td>
</tr>
<tr>
<td>MPO project programming recommendations to Commission</td>
<td>October 19, 2017</td>
</tr>
</tbody>
</table>

June 29, 2017
V. Project Eligibility

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

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

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

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

A. Statewide and Small Urban & Rural Components

1) Projects that were awarded funds in the 2017 ATP Statewide and Small Urban & Rural Components may apply to advance one or more of their project components into the 2017-18 and/or 2018-19 programming years.

2) Projects that applied for funding in the 2017 ATP but were not selected for funding.

Scores can be found at the following link:

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

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

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

2) Projects on the MPO 2017 ATP contingency list.

The following policies will apply only for the MPO Component:

- For the 2017 ATP Augmentation MPO Component, the Commission will allow the supplanting of funds at the MPO’s discretion. The supplanting of funds only applies to projects that received less ATP funding than requested in the 2017 ATP.

- Projects that applied for funding through construction in the Statewide Component but which received only preconstruction funding through the MPO Component may apply for funding through construction (the unfunded phases) in the Statewide Component.

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

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

VI. Project Selection Process

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

A. Supplemental Application Material

1) Updated Schedule and Funding Plan

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

2) Authorization Letter

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

In addition to the two required documents above, applicants may submit a one-page application update that explains any significant changes to the project since the original application submittal. This updated information will be used for project scope clarifications only and not
result in a revised score. Project must deliver the same or greater benefits than proposed in the original application.

B. Criteria and Evaluation

1) Projects will be selected for the 2017 ATP Augmentation based on the project’s 2017 ATP score and project deliverability according to the following priority order.
   a. Projects that can deliver all components in 2017-18 and 2018-19.
   b. Projects that can deliver one or more but not all of their components in 2017-18 and 2018-19. The capacity to program all components of these projects will depend on fiscal year 2019-20 and 2020-21 programming capacity becoming available as previously programmed projects are advanced.
   c. Some fiscal year 2019-20 and 2020-21 programming capacity may become available as previously programmed projects request advancement into fiscal years 2017-18 and 2018-19. Therefore, other projects that applied for funding in the 2017 ATP (those that cannot deliver one or more of their project components in the 2017-18 or 2018-19 programming years) may compete for funding in the 2017 Augmentation.

2) As potential applicants review their projects schedules when they consider applying for the 2017 ATP Augmentation they should keep in mind that most of the available funding will be in fiscal years 2017-18 and 2018-19. Therefore, projects that can be delivered using these earlier year funds are more likely to be successful in the 2017 ATP Augmentation.

C. Submittal of Supplemental Application Material

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

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

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

VII. SB 1 Accountability

Implementing agencies receiving ATP funds through the RMRA must follow the project reporting requirements detailed in Section 24 of the 2017 ATP Guidelines. In addition, implementing agencies must include project information signage stating that the project was made possible by SB 1 – The Road Repair and Accountability Act of 2017.
<table>
<thead>
<tr>
<th>Application ID</th>
<th>Co</th>
<th>Project Title</th>
<th>DAC</th>
<th>Total Project Cost</th>
<th>Recommended ATP Funding</th>
<th>17-18</th>
<th>18-19</th>
<th>19-20</th>
<th>20-21</th>
<th>CON</th>
<th>CON Ni</th>
<th>PA&amp;ED</th>
<th>PS&amp;E</th>
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<tr>
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<td>Eleventh Avenue Pedestrian and Bicyclist Route Improvements</td>
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<td>8-La Quinta-1</td>
<td>RIV</td>
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* Applicant received $19,000 less than requested in the 2017 ATP. This $19,000 was restored from 2017 ATP Augmentation Funds.

### New Projects Recommended for Funding

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## 2017 Active Transportation Program Augmentation - Statewide Component
### Staff Recommendations

**($1,000's)**

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**Totals New Projects**

| 134,547 | 98,284 | 12,739 | 35,869 | 30,702 | 18,974 | 84,557 | 2,581 | 1,644 | 6,579 | 1,861 | 0 |

**Notable Abbreviations:**
- **CON**: Construction Phase
- **DAC**: Benefit to Disadvantaged Communities
- **PA&E**: Environmental Phase
- **Plan**: Active Transportation Plan
- **PS&E**: Plans, Specifications & Estimate Phase
- **REC TR**: Recreational Trails Eligible
- **ROW**: Right-of-Way Phase
- **SRTS**: Safe Routes to School
### 2017 ATP Funded Projects - Retain Funding Without Advancement

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<th>Total Funding Request</th>
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<th>Fiscal Year 17-18 Allocation</th>
<th>Fiscal Year 18-19 Allocation</th>
<th>Fiscal Year 19-20 Allocation</th>
<th>Fiscal Year 20-21 Allocation</th>
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### 2017 ATP Funded Projects - Recommended for Advancement

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<th>Fiscal Year 18-19 Allocation</th>
<th>Fiscal Year 19-20 Allocation</th>
<th>Fiscal Year 20-21 Allocation</th>
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### New Projects Recommended for Funding

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<th>Fiscal Year 18-19 Allocation</th>
<th>Fiscal Year 19-20 Allocation</th>
<th>Fiscal Year 20-21 Allocation</th>
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### Projects Recommended as Contingency Projects

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Projects recommended for full funding
Projects recommended for partial funding
Projects that did not apply for advancement
RESOLUTION NO. 2018-04

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

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

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

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

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

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

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

BE IT RESOLVED that the SANDAG Board of Directors:

1. Certifies that the San Diego Regional ATP selection process was conducted in accordance with the 2017 ATP Program Guidelines and 2017 ATP Augmentation Guidelines adopted by the CTC; and

2. Attests the projects recommended for ATP funding from the San Diego Regional ATP component include projects benefitting pedestrians and bicyclists, including students walking and cycling to school; and

3. Approves the proposed ATP Augmentation Funding Recommendations for submittal to the CTC; and
4. Recommends the Contingency List of projects be used to reallocate ATP funds in the event a project recommended for funding is unable to allocate the awarded funds or obtain an extension within the timeframe identified by the CTC.

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

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CHAIR                                    SECRETARY

ATTEST:

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.