1. Have you heard any discussion/talk about increased liability with implementing this type of pilot (e.g., from potential accidents)?

SANDAG has not heard of anything anecdotally, but we encourage applicants to confer with their city attorney or other legal counsel on this matter.

2. Are tribal governments or business improvement districts eligible to apply for this pilot program?

Only the 18 incorporated cities or the County of San Diego are eligible to submit one application each for the Shared Streets Pilot Program funding. While only local jurisdictions are eligible to apply, agencies may partner with other groups (e.g., non-profit, advocacy, or community-based organizations). Additionally, tribal governments may partner with the County of San Diego and together submit an application.

3. Can we be reimbursed for funds spent on a “Shared Streets” project implemented in April or May, prior to the RFA?

Per the Request for Applications (RFA), pre-award costs that are necessary for efficient and timely performance of the Project which are incurred prior to the effective date of the Agreement in anticipation of the funding award are allowable costs only to the extent that they are otherwise allowable under 2 CFR 200 and the program requirements. Because pre-award costs must have been incurred in anticipation of the funding award, only those eligible costs incurred after award notification would be allowable.

4. Our city is examining reducing travel lanes in our historic downtown to allow businesses (especially restaurants) to expand in response to social distancing rules without negatively impacting people’s abilities to walk or bike. Would it be possible to use SANDAG Shared Streets Pilot Program funds to pay for planning work needed to carry this out? Additionally, we may leverage another funding source for the physical improvements necessary to adapt and begin to recover from the pandemic.

The objective of the Shared Streets Pilot Program is to fund projects that promote Bike Month objectives, by creating streets where users of all ages and abilities feel comfortable riding. Eligible projects must be open to the public and fund one or more physical alterations to streets on or before June 30, 2020. It is permissible to combine Shared Streets Pilot Program funds with other funds but only if this results in an implemented project by June 30, 2020. Due to limitations of the Shared Streets Pilot Program funding source, the award cannot be used to pay for any planning work other than to produce a traffic control plan that may be necessary for pilot project implementation.

5. Would a City have to close the entire street for it to work? Are there examples of partial closures?

It is up to each city how much of a particular street segment would be closed to through-traffic. So far, many places are placing signage on one side of the street so residents, essential deliveries, and people walking/rolling can still get through (i.e., it’s not a full closure). Please refer to this tweeted image sample of Diamond Street in Pacific Beach: https://twitter.com/SidewalkStarts/status/1257375453221969920/photo/1

Additional local and non-local examples are listed in this summary featured on the Shared Streets Pilot Program webpage: sandag.org/uploads/projectid/projectid_599_27454.pdf
6. We are seeing a challenge in submitting an application on such short notice because closing or limiting street access would likely require City Council approval. Does the application require Council approval or a resolution?

The Shared Streets Pilot Program application does not require any jurisdiction to seek council approval. SANDAG defers to each jurisdiction to determine whether proposed pilot improvements would require governing body or other approvals, in order to meet the project implementation deadline of June 30, 2020. Please note the RFA requires the signature from an authorized representative of the applicant, such as the city manager or other authorized individual under the applicant’s policies and procedures.

7. Can the project be located on tribal land? Or does it need to be completely within an area under county jurisdiction (i.e., county right-of-way)?

Shared Streets Pilot Program funding could be applied on tribal lands if the roadway(s) are both publicly accessible and free of charge to access. However, tribes would need to partner with the County of San Diego as the applying agency.

8. If the City has a need for more than $5,000, should we integrate this into our application (i.e., request more than $5,000)?

Each jurisdiction is eligible to submit one application for up to $5,000 in funding, but applicants are encouraged to submit a supplemental project description and project budget to be considered if any funding remains after the initial solicitation. The application’s “Project Budget Estimate” section enables each applicant to describe how supplemental program funding, if available, would be used to support the project. Jurisdictions are encouraged to expand their project or propose new ideas for a project in the event supplemental funding becomes available.