

M e m o r a n d u m**To:** CHAIR AND COMMISSIONERS**CTC Meeting:** December 10, 2014**Reference No.:** 4.10
Action**From:** ANDRE BOUTROS
Executive Director**Subject:** ADOPTION OF THE SAN DIEGO ASSOCIATION OF GOVERNMENTS' (SANDAG) 2014 ACTIVE TRANSPORTATION PROGRAM (ATP) METROPOLITAN PLANNING ORGANIZATION (MPO) COMPONENT RESOLUTION G-14-27**ISSUE:**

Should the Commission adopt the San Diego Association of Governments' (SANDAG) 2014 Active Transportation Program (ATP) Metropolitan Planning Organization (MPO) component as recommended by staff?

RECOMMENDATION:

Commission staff recommends that the Commission adopt the SANDAG 2014 ATP MPO component in accordance with the attached resolution and the staff recommendations, noting any specific changes, corrections, or exceptions to staff recommendations. The Commission adopted the other eight large MPO ATP programs at its November 12, 2014 meeting. With the adoption of SANDAG's MPO component, the 2014 ATP will be fully programmed.

The staff recommendations are consistent with the ATP MPO competitive program project selection criteria set forth in the 2014 ATP Guidelines and the following:

- Funding levels identified in the 2014 ATP Fund Estimate;
- Eligibility for the program;
- MPO multidisciplinary advisory group scores; and
- Statutory requirements

In summary, staff recommends that ATP funds of \$13,410,000 be programmed to two projects valued at \$20,884,000. This recommendation includes \$12,385,000 of ATP funds that will benefit disadvantaged communities.

These recommendations are not authorization to begin work on a project. Contracts may not be awarded and/or work cannot begin until an allocation is approved by the Commission for a project in the adopted program.

BACKGROUND:

Legislation creating and requiring the Commission to adopt the ATP was signed by the Governor on September 26, 2013. The Commission adopted the Fund Estimate for the 2014 ATP in December 2013 (updated in August 2014) and program guidelines in March 2014. The 2014 ATP includes two years of programming, 2014-15 and 2015-16, with \$368.1 million in funding capacity for the following program components:

- Statewide (50% or \$184.05 million)
 - Safe-Routes-to-School (\$72 million with \$21.6 million for non-infrastructure)
- Small Urban & Rural (10% or \$36.81 million)
- Large MPO (40% or \$147.24 million)

* A minimum 25% (\$92.02 million) of all ATP funds must benefit disadvantaged communities.

The Commission adopted the Statewide (50%) and Small Urban and Rural (10%) ATP components on August 20, 2014. Projects not programmed in the statewide competitive component were distributed to large MPOs based on location. MPOs were required to submit their programming recommendations to the Commission by September 30, 2014. The Commission adopted the MPO component of the ATP program on November 12, 2014 with the exception of SANDAG's program.

In accordance with statutory requirements and the ATP guidelines, SANDAG conducted a regional competitive project selection process to recommend a program of projects for SANDAG Board adoption and Commission consideration. On September 26, 2014, SANDAG submitted the SANDAG Board approved recommendations for Commission approval. This submittal recommended that ATP funds be awarded to ten projects throughout the SANDAG region.

On October 24, 2014, SANDAG submitted a revised submittal recommending ATP funding for two projects instead of the original ten. SANDAG informed the Commission that, to consolidate federal ATP funds to fewer projects, eight projects identified on September 26, 2014 for ATP funding would receive local *TransNet* funds in lieu of ATP funds. Commission staff agreed to this revised recommendation only upon formal notification from each project applicant of their ATP project application withdrawal.

On October 30, 2014, SANDAG staff reached agreement with all affected project applicants on the funding exchange strategy. Subsequent to this meeting, the Commission received formal requests from each project applicant to withdraw their project application from consideration for inclusion in the ATP program. On November 21, 2014, the Commission received SANDAG Board resolutions approving the revised ATP funding recommendations and exchange of *TransNet* funds.

Commission staff reviewed SANDAG's program submittal for consistency with the ATP guidelines and overall project eligibility. The program recommendations were supported by an explanation of the project selection methodology applied and a list of the multidisciplinary advisory group members that assisted in project evaluations. SANDAG provided a project contingency list adopted in the event of project delivery failure. To be eligible for ATP funds, upon MPO notification of project

delivery failure, the Commission must first approve an amendment to delete the programmed project and add a project identified on the contingency list into the MPO program. Projects identified on an MPO adopted contingency list are valid for consideration by the Commission only until the next project cycle application deadline.

The SANDAG program recommendation includes two significant active transportation projects as follows:

- The SR 15 Commuter Bike Facility - \$12,385,000. This project will provide the most direct route connecting the disadvantaged communities in the Mid-City area of the City of San Diego with the major retail, commercial, education, and entertainment destinations in the City's Mission Valley area. Currently, the only commuter bike route access between these areas is Fairmount Avenue, which has high speed conflicts, and Texas Street, which has high speed conflicts, narrow right-of-way, and a very steep, sustained grade. This project will benefit disadvantaged communities.
- The Coastal Rail Trail: Chesterfield Drive to G Street - \$1,025,000. As part of the 44-mile Coastal Rail Trail (CRT) regional bikeway system, this project constructs approximately two miles of Class I bicycle facility connecting Downtown Cardiff-by-the-Sea with Downtown Encinitas. Additionally, on-road facilities and intersection improvements are proposed at the north and south ends of the project area to facilitate smooth, safe transitions from the shared use path to other facilities.

The following tables identify the summary of proposed programming recommendations:

Overall Programming Recommendation (Amounts in \$1000s)						
MPO	Projects	14-15	15-16	Total	Fund Est Target	Under (Over) Target
FCOG	15	1,679	2,254	3,933	4,031	98
KCOG	8	949	2,689	3,638	3,638	-
MTC	11	6,534	24,445	30,979	30,980	1
SACOG	11	2,032	7,768	9,800	9,855	55
SANDAG	2	12,385	1,025	13,410	13,410	-
SCAG	54	12,949	65,257	78,206	78,205	(1)
SJCOG	5	204	2,765	2,969	2,969	-
StanCOG	4	157	2,072	2,229	2,229	-
TCAG	7	1,037	879	1,916	1,916	-
Total	117	37,926	109,154	147,080	147,233	153
Cumulative Programmed		37,926	147,080			
Cumulative Capacity		99,352	147,233			
Cumulative Under (Over) Fund Estimate		61,426	153			

DAC Requirements (Amounts in \$1000s)				
MPO	Projects	Total	Fund Est Target	Under (Over) Target
FCOG	13	3,498	1,008	(2,490)
KCOG	7	3,326	910	(2,416)
MTC	10	21,668	7,744	(13,924)
SACOG	6	7,608	2,464	(5,144)
SANDAG	1	12,385	3,352	(9,033)
SCAG	38	64,654	19,551	(45,103)
SJCOG	4	2,458	742	(1,716)
StanCOG	4	2,229	557	(1,672)
TCAG	7	1,916	479	(1,437)
Total	90	119,742	36,807	(82,935)

FUND ESTIMATE AND GUIDELINES FOR THE 2014 ATP

The development of the 2014 ATP began with the Commission's adoption of the 2014 ATP Fund Estimate on December 13, 2013, the adoption of the ATP guidelines on March 20, 2014, and a Fund Estimate amendment (adding \$9 million) adopted on August 20, 2014.

2014 ATP Fund Estimate

The 2014 ATP Fund Estimate covered the two-year period of the 2014 ATP, 2014-15 and 2015-16, with an estimated total new programming capacity of \$359.1 million. This capacity includes three years (2013-14, 2014-15, and 2015-16) of estimated state and federal funds. The amended 2014 ATP Fund Estimate adds \$9 million to the original estimate, for a new total program capacity of \$368.1 million. Fifty percent of the total (\$184.05) is set aside for the statewide competitive component, ten percent (\$36.81) is set aside for the small urban and rural competitive component, and forty percent (\$147.24) is set aside for the large MPO competitive component.

SUMMARY OF 2014 ATP CAPACITY

(\$ in millions)

	New Capacity	Added Capacity	Total
State Highway Account	\$102,600	\$9,000	\$111,600
Federal Transportation Alternative Program (TAP)	190,950		190,950
Federal TAP Recreational Trails	5,700		5,700
Other Federal	59,850		59,850
Total (may not match FE due to rounding)	\$ 359,100	\$9,000	\$368,100

ATP Guidelines
Policies and Procedures Specific to the 2014 ATP

The following specific policies and procedures address the particular circumstances of the 2014 ATP:

Schedule. The following schedule lists the major milestones for the development and adoption of the 2014 ATP:

Commission adopts Fund Estimate	December 11, 2013
Commission adopts ATP Guidelines	March 20, 2014
Call for projects	March 21, 2014
Applications due to Caltrans	May 21, 2014
Commission Approves/Rejects MPO Optional Guidelines	June 25, 2014
CTC Staff recommendations for Statewide and Small Urban and Rural Components	August 8, 2014
Commission adopts Statewide and Small Urban and Rural Components	August 20, 2014
MPO programming recommendations to CTC	September 30, 2014
Commission adopts MPO selected projects	November 12, 2014
Commission adopts MPO (SANDAG) selected projects	December 10, 2014

ATP Fund Estimate. The program capacity for the 2014 ATP Fund Estimate was based on Senate Bill 99 and Assembly Bill 101, along with the Federal Highway Administration, Commission and California State Transportation Agency Guidance. The Administration proposed the ATP in the January 2013 Governor's Budget proposal, but due to the complex nature of the program, and the scope of the changes proposed, the Legislature chose to defer action on this proposal when adopting the June 15th Budget package and instead froze funds for these purposes and inserted intent language that the ATP would be developed before the end of the 2014 legislative session.

In addition, an amended Fund Estimate was adopted at the August 20, 2014 CTC meeting to include the addition of \$9 million in state funds identified for the program in the 2014-15 state budget.

ATTACHMENTS TO SANDAG 2014 ATP MPO COMPONENT

STAFF RECOMMENDATIONS

- **SANDAG MPO Component, Staff Recommendation.** Includes the proposed new programming for SANDAG's MPO component.
- **MPO Submittals**
 - San Diego Association of Governments

December 10, 2014

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of San Diego Association of Governments' 2014 Active Transportation Program
Metropolitan Planning Organization Component

Resolution No. G-14-27

- 2.1 WHEREAS Streets and Highways Code Section 2384 requires the California Transportation Commission to adopt a program of projects to receive allocations under the Active Transportation Program (ATP), and
- 2.2 WHEREAS pursuant to Section 2384, the 2014 ATP is a two-year program covering program years 2014-15 and 2015-16, and
- 2.3 WHEREAS pursuant to Section 2381, the program will be funded by state and federal funds from appropriations in the annual budget, as estimated in the ATP Fund Estimate adopted by the Commission on December 13, 2013, with an amendment adopted on August 20, 2014, and
- 2.4 WHEREAS pursuant to Section 2382, the Commission adopted ATP guidelines, to be applicable to the 2014 ATP development process on March 20, 2014, and adopted Metropolitan Planning Organization (MPO) amended guidelines on May 21, 2014 and June 25, 2014, and
- 2.5 WHEREAS the 2014 ATP Fund Estimate (with amendment) provided \$368.079 million in ATP programming capacity to be apportioned to Statewide (50%), Small Urban & Rural (10%) and MPO (40%) components, and
- 2.6 WHEREAS pursuant to Section 2382(c), no less than 25% of overall program funds will benefit disadvantaged communities during each program cycle, and
- 2.7 WHEREAS the total amount programmed in each fiscal year may not exceed the amount specified in the adopted Fund Estimate, and
- 2.8 WHEREAS the Commission adopted the 2014 ATP, Statewide and Small Urban & Rural components on August 20, 2014 consisting of 148 projects totaling \$220,848,000 of ATP funds, and
- 2.9 WHEREAS the Commission adopted the 2014 ATP MPO component (8 of 9 MPOs) on November 12, 2014 consisting of 115 projects totaling \$133,670 of ATP funds, and
- 2.10 WHEREAS the San Diego Association of Governments (SANDAG) requested their program recommendations be deferred to a the December 10, 2014 meeting, and
- 2.11 WHEREAS the staff recommendations conform to the Fund Estimate and other requirements of statute for the ATP.
- 2.12 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission hereby adopts SANDAG's 2014 ATP MPO component, to include the program described in the staff recommendations, including the attachments to this resolution, and

- 2.13 BE IT FURTHER RESOLVED that having a project included in the adopted SANDAG 2014 ATP MPO component is not authorization to begin work on that project. Contracts may not be awarded and/or work cannot begin until an allocation is approved by the Commission for a project in the adopted program, and
- 2.14 BE IT FURTHER RESOLVED that designation of State-only funding applies only to 2014 ATP funds, and
- 2.15 BE IT FURTHER RESOLVED that the MPO contingency lists are not recommended for programming and are included for information only, and
- 2.16 BE IT FURTHER RESOLVED that if available funding is less than assumed in the Fund Estimate, the Commission may be forced to delay or restrict allocations using interim allocation plans, or, if available funding proves to be greater than assumed, it may be possible to allocate funding to some projects earlier than the year programmed.

SANDAG
MPO COMPONENT
STAFF RECOMMENDATION

2014 Active Transportation Program - SANDAG MPO Component
CTC STAFF RECOMMENDATION
(\$1,000s)

ID	MPO	Co	Agency	Project Title	Total Project Cost	Total Fund Request	SOF	14-15	15-16	RW	CON	PAED	PSE	DAC	Plan	SRTS	SRTS-NI
0692	SANDAG SD	SANDAG	SANDAG	SANDAG Coastal Rail Trail - Chesterfield Drive to G Street	6,419	1,025	SOF		1,025		1,025						
0694	SANDAG SD	SANDAG	SANDAG	SANDAG State Route 15 Commuter Bike Facility	14,465	12,385		12,385			12,385			12,385			
TOTAL					20,884	13,410		12,385	1,025	-	13,410	-	-	12,385	-	-	-

SOF: State-only Funding. Designations apply only to 2014 ATP funds programmed on this list. Future phases may be designated differently.
RW: Right of Way Phase
CON: Construction Phase
PAED: Project Approval/Environmental Document Phase
PSE: Plans, Specifications & Estimate Phase
DAC: Benefit to Disadvantaged Communities
Plan: Active Transportation Plan
SRTS: Safe Routes to School
NI: Non-Infrastructure

SANDAGS'
SUBMITTAL

2014 Active Transportation Program Regional Call for Projects
 Updated SANDAG Regional Application Funding Recommendations

CTC ID #	MPID #	Applicant	Project Title	Total Project Cost	Total Fund Request	FY 14-15 ATP Allocation	FY 15-16 ATP Allocation	RV	CON	PKED	PSF	DAC	State ATP	Federal ATP	
0697	56	SANDAG	SANDAG Coastal Rail Trail - Deerfield Drive to G Street	\$ 6,410,000	\$ 1,075,000	\$ 1,075,000	\$ 1,075,000						\$ 1,075,000		
0698	57	SANDAG	SANDAG Coastal Rail Trail - Deerfield Drive to G Street	\$ 1,075,000	\$ 171,250	\$ 171,250	\$ 171,250						\$ 171,250		
0699	58	SANDAG	SANDAG State Route 15 Commuter Bus Facility	\$ 1,075,000	\$ 171,250	\$ 171,250	\$ 171,250						\$ 171,250		
			Total ATP Funding:	\$ 20,884,000	\$ 3,121,500	\$ 3,121,500	\$ 3,121,500						\$ 3,121,500	\$ 10,065,000	
0655	8	City of Chula Vista	Camino Del Mar Complete Streets Pedestrian, Bicycle & Intersection Safety	\$ 1,075,000	\$ 171,250	\$ 171,250	\$ 171,250							\$ 171,250	
0656	9	City of San Diego	San Diego State University - San Diego State University	\$ 1,075,000	\$ 171,250	\$ 171,250	\$ 171,250							\$ 171,250	
0657	10	City of San Diego	SANMETS - San Diego State University	\$ 1,075,000	\$ 171,250	\$ 171,250	\$ 171,250							\$ 171,250	
0672	41	City of Vista	City of Vista - Pedestrian Master Plan	\$ 150,000	\$ 23,250	\$ 23,250	\$ 23,250							\$ 23,250	
0689	31	City of San Marcos	City of San Marcos - Bicycle Detection Enhancement Project	\$ 600,000	\$ 90,000	\$ 90,000	\$ 90,000							\$ 90,000	
0690	35	City of San Marcos	City of San Marcos - CHSEM Bike and Pedestrian Urban Trail at Fair Oaks Valley Road	\$ 750,000	\$ 112,500	\$ 112,500	\$ 112,500							\$ 112,500	
0691	17	City of Escondido	City of Escondido - El Portal Pedestrian and Bike Underpass Project	\$ 500,000	\$ 75,000	\$ 75,000	\$ 75,000							\$ 75,000	
0692	19	City of Imperial Beach	City of Imperial Beach - San Clemente Park to Highway 101 and 101 to Community Center	\$ 248,126	\$ 37,219	\$ 37,219	\$ 37,219							\$ 37,219	
0693	34	City of San Diego	Streamway Drive Improvement Project	\$ 1,597,000	\$ 239,550	\$ 239,550	\$ 239,550							\$ 239,550	
0671	21	City of La Mesa	Junior High Drive Pedestrian & Bicycle Improvements	\$ 1,100,000	\$ 165,000	\$ 165,000	\$ 165,000							\$ 165,000	
0660	13	City of Escondido	City of Escondido - Teusada Boulevard Roundabout SLP - Routes to School Project	\$ 1,175,000	\$ 176,250	\$ 176,250	\$ 176,250							\$ 176,250	
0685	60	Urban Corps of San Diego County	Chula Vista, Oak Park Branch Trail	\$ 365,000	\$ 54,750	\$ 54,750	\$ 54,750							\$ 54,750	
N/A	7	City of Coronado	Marathon Run	\$ 537,000	\$ 80,550	\$ 80,550	\$ 80,550							\$ 80,550	
0688	40	City of Chula Vista	City of Chula Vista - Streets Avenue Safe Routes to School Improvements	\$ 550,000	\$ 82,500	\$ 82,500	\$ 82,500							\$ 82,500	
0655	4	Escondido Union School District	Escondido Safe Routes to Schools Program	\$ 790,000	\$ 118,500	\$ 118,500	\$ 118,500							\$ 118,500	
0645	50	City of Escondido	Escondido Safe Routes to Schools Program	\$ 1,845,000	\$ 276,750	\$ 276,750	\$ 276,750							\$ 276,750	
0677	29	City of Escondido	Escondido Safe Routes to Schools Program	\$ 1,337,000	\$ 200,550	\$ 200,550	\$ 200,550							\$ 200,550	
0681	14	City of Escondido	Escondido Safe Routes to Schools Program	\$ 365,000	\$ 54,750	\$ 54,750	\$ 54,750							\$ 54,750	
0658	41	City of Escondido	Escondido Safe Routes to Schools Program	\$ 644,000	\$ 96,600	\$ 96,600	\$ 96,600							\$ 96,600	
0658	41	City of Escondido	Escondido Safe Routes to Schools Program	\$ 644,000	\$ 96,600	\$ 96,600	\$ 96,600							\$ 96,600	
0695	37	City of Sanee	Chase Avenue Elementary School (City of El Cajon)	\$ 497,000	\$ 74,550	\$ 74,550	\$ 74,550							\$ 74,550	
0679	30	City of Poway	Beverly Drive Pedestrian Crossing Project	\$ 717,000	\$ 107,550	\$ 107,550	\$ 107,550							\$ 107,550	
0651	5	City of Chula Vista	Escondido Safe Routes to Schools Program	\$ 1,351,000	\$ 202,650	\$ 202,650	\$ 202,650							\$ 202,650	
0651	5	City of Chula Vista	Escondido Safe Routes to Schools Program	\$ 1,351,000	\$ 202,650	\$ 202,650	\$ 202,650							\$ 202,650	
0697	36	City of San Diego	Escondido Safe Routes to Schools Program	\$ 467,000	\$ 70,050	\$ 70,050	\$ 70,050							\$ 70,050	
0650	2	City of Chula Vista	Escondido Safe Routes to Schools Program	\$ 980,000	\$ 147,000	\$ 147,000	\$ 147,000							\$ 147,000	
0643	49	County of San Diego	Escondido Safe Routes to Schools Program	\$ 540,000	\$ 81,000	\$ 81,000	\$ 81,000							\$ 81,000	
0687	48	County of San Diego	Escondido Safe Routes to Schools Program	\$ 354,000	\$ 53,100	\$ 53,100	\$ 53,100							\$ 53,100	
0699	59	Steele Canyon High School	Escondido Safe Routes to Schools Program	\$ 1,430,000	\$ 214,500	\$ 214,500	\$ 214,500							\$ 214,500	
			Pedestrian Safety Improvements 3024 State Street Canyon High School	\$ 44,955,120	\$ 6,743,280	\$ 6,743,280	\$ 6,743,280							\$ 6,743,280	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

General Instructions

<input checked="" type="checkbox"/> Amendment (Existing Project)					Date:	4/23/14
District	EA	Project ID		PPNO	MPO ID	TCRP No.
11				7421Y	SAN156	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SD				San Diego Association of Governments (SANDAG)		
				MPO	Element	
				SANDAG	LA	
Project Manager/Contact		Phone		E-mail Address		
Chris Carterette		(619) 699-7319		ccar@sandag.org		
Project Title						
Coastal Rail Trail: Chesterfield Drive to G Street						
Location, Project Limits, Description, Scope of Work						
In the City of Encinitas, construct approx. 1.8 miles of Class I bike path from Chesterfield Dr. northward to G St. The path is proposed in North County Transit District (NCTD) ROW and planned to be approx. 8 ft. wide with 2 ft. shoulders on either side and with a natural surface walking path on the western side. A 4 ft. post and cable fence as required by NCTD is proposed between the path and the railroad tracks. The project connects to neighborhoods along the route and to a pedestrian undercrossing of the busy rail corridor. Intersection improvements will be implemented where the bikeway transitions to on-road facilities.						
<input checked="" type="checkbox"/> Includes ADA Improvements <input checked="" type="checkbox"/> Includes Bike/Ped Improvements						
Component		Implementing Agency				
PA&ED		San Diego Association of Governments (SANDAG)				
PS&E		San Diego Association of Governments (SANDAG)				
Right of Way		San Diego Association of Governments (SANDAG)				
Construction		San Diego Association of Governments (SANDAG)				
Purpose and Need						
The project purpose is to positively transform the current biking and walking environment in the project area with its heavy, high-speed motor-vehicle traffic. The project is needed because the adjacent local streets lack formal bike and ped accomodation and traffic volumes and speeds are high, 35 to 40 miles per hour (MPH). The narrow, two-lane roadway configuration of San Elijo Dr. and Vulcan Ave. poses difficulties for bikers and users on foot. The project is also needed to contribute another segment to the 44-mile regional Coastal Rail Trail, linking Oceanside to San Diego.						
Project Benefits						
The project provides greenhouse gas reduction through reduced vehicle miles traveled and the project serves both commuter and recreational needs and provides a safe comfortable place for people of all ages and abilities to ride and walk for everyday trips such as going to the library, market and school. The project promotes connectivity to other bike routes, and numerous destinations including schools and transit.						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals <input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions						
Project Milestone					Existing	Proposed
Project Study Report Approved					10/01/01	
Begin Environmental (PA&ED) Phase					//	04/01/13
Circulate Draft Environmental Document					Document Type ND/CE	05/01/15
Draft Project Report					//	05/01/15
End Environmental Phase (PA&ED Milestone)					//	09/01/15
Begin Design (PS&E) Phase					//	09/01/15
End Design Phase (Ready to List for Advertisement Milestone)					//	05/01/16
Begin Right of Way Phase					//	09/01/15
End Right of Way Phase (Right of Way Certification Milestone)					//	05/01/16
Begin Construction Phase (Contract Award Milestone)					//	11/01/16
End Construction Phase (Construction Contract Acceptance Milestone)					//	06/30/17
Begin Closeout Phase					//	07/01/17
End Closeout Phase (Closeout Report)					//	12/01/17

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 4/23/14

Additional Information

The project supports the following SCS goals in the San Diego Regional Transportation Plan: 1) provides mobility; 2) provides a reliable transportation network; 3) preserves the transportation system by absorbing additional load onto a low-maintenance network; 4) is socially equitable - bicycling is an affordable means of efficient transportation; 5) promotes a healthy environment by reducing greenhouse gas emissions; 6) improves the standard of living for the community and can also be an economic prosperity generator in its own right; 7) promotes greater public health by providing an active transportation alternative to the private automobile. A greenhouse gas reduction analysis yielded the following conclusion for this project: annual CO₂e reduction of 111 metric tons, a daily vehicle miles travelled (VMT) reduction of 963 miles, an annual (255 work days) VMT reduction of 245,565 miles, and an annual savings of 13,153 gallons of fuel valued at \$51,164 (at \$3.89 per gallon).

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 4/23/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
11	SD				7421Y	
Project Title: Coastal Rail Trail: Chesterfield Drive to G Street						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)	234							234	San Diego Association of
PS&E									San Diego Association of
R/W SUP (CT)									San Diego Association of
CON SUP (CT)									San Diego Association of
R/W									San Diego Association of
CON									San Diego Association of
TOTAL	234							234	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)	234							234	
PS&E			1,055					1,055	
R/W SUP (CT)									
CON SUP (CT)			462					462	
R/W									
CON			4,668					4,668	
TOTAL	234		6,185					6,419	

Fund No. 1:	RIP - STP Enhancements (STPE)								Program Code	
Existing Funding (\$1,000s)									20.30.600.731	
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)	234							234	San Diego Association of Governm	
PS&E									\$234 PAED voted 05/23/12*	
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	234							234		
Proposed Funding (\$1,000s)									Notes	
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total		
E&P (PA&ED)	234							234		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	234							234		

Fund No. 2:	ATP Funds - State (\$1.025M)								Program Code	
Existing Funding (\$1,000s)										
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency	
E&P (PA&ED)									State	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total		
E&P (PA&ED)									ATP Funds: State \$1.025M	
PS&E										
R/W SUP (CT)										
CON SUP (CT)			92					92		
R/W										
CON			933					933		
TOTAL			1,025					1,025		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Date: 4/23/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
11	SD				7421Y	
Project Title: Coastal Rail Trail: Chesterfield Drive to G Street						

Fund No. 3:	Transnet								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)									San Diego Association of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			1,055					1,055	
R/W SUP (CT)									
CON SUP (CT)			370					370	
R/W									
CON			3,735					3,735	
TOTAL			5,160					5,160	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised September 2013)

Complete this page for amendments only

Date: 4/23/14

District	County	Route	EA	Project ID	PPNO	TCRP No.
11	SD				7421Y	

SECTION 1 - All Projects

Project Background

Project currently in environmental phase. Design phase is funded with local funds.

Programming Change Requested

Programming of construction funds.

Reason for Proposed Change

Successful application for Cycle 1 ATP funding.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

N/A

Other Significant Information

SECTION 2 - For TCRP Projects Only

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)

Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date
Chris Carterette		Associate Active Transportation Planner	11/21/14

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	11/21/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
11	2T190	1100020291	1126	CAL330		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SD	15	M5.6	R6.0	SANDAG		
				MPO	Element	
				SANDAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Andrew Rice		(619) 688-3284		Andrew.Rice@dot.ca.gov		
Project Title						
State Route 15 Commuter Bike Facility						
Location, Project Limits, Description, Scope of Work						<input type="checkbox"/> See page 2
In San Diego County in San Diego from Adams Avenue Overcrossing to Camino Del Rio South Undercrossing. Construct one mile Class I bicycle facility.						
<input type="checkbox"/> Includes ADA Improvements			<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Purpose and Need						<input type="checkbox"/> See page 2
The only current bike route access between Mission Valley and Mid City is on Fairmount Avenue, which has high speed conflicts, and Texas Street, which has high speed conflicts, narrow R/W, and a very steep, sustained grade. Neither route provides a convenient link for bicycle commuters between Mission Valley and Mid City and both routes result in out of direction travel. The proposed bike facility would be the most direct and shortest route connecting the urban communities of San Diego Mesa and would establish a safe commuter bike route from bicycle facilities in Mid City to bicycle facilities in Mission Valley.						
Project Benefits						<input type="checkbox"/> See page 2
This project would add one mile of Class I bicycle access and close a gap between bicycle facilities in Mid City and Mission Valley.						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals			<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions			
Project Milestone						Proposed
Project Study Report Approved						08/01/00
Begin Environmental (PA&ED) Phase						02/20/11
Circulate Draft Environmental Document				Document Type	CE	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						06/28/12
Begin Design (PS&E) Phase						06/29/12
End Design Phase (Ready to List for Advertisement Milestone)						12/01/14
Begin Right of Way Phase						06/10/13
End Right of Way Phase (Right of Way Certification Milestone)						10/22/14
Begin Construction Phase (Contract Award Milestone)						07/27/15
End Construction Phase (Construction Contract Acceptance Milestone)						02/13/18
Begin Closeout Phase						02/14/20
End Closeout Phase (Closeout Report)						07/01/21

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised May 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	11/21/14
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
11	2T190	1100020291	1126	CAL330		
Project Title						
State Route 15 Commuter Bike Facility						
Additional Information						
<p>The project supports the following SCS goals in the San Diego Regional Transportation Plan: 1) provides mobility; 2) provides a reliable transportation network; 3) preserves the transportation system by absorbing additional load onto a low-maintenance network; 4) is socially equitable - bicycling is an affordable means of efficient transportation; 5) promotes a healthy environment by reducing greenhouse gas emissions; 6) improves the standard of living for the community and can also be an economic prosperity generator in its own right; 7) promotes greater public health by providing an active transportation alternative to the private automobile. A greenhouse gas reduction analysis yielded the following conclusion for this project: annual CO2e reduction of 53 metric tons, a daily vehicle miles travelled (VMT) reduction of 454 miles, an annual (255 work days) VMT reduction of 115,668 miles, and an annual savings of 6,195 gallons of fuel valued at \$24,000 (at \$3.89 per gallon).</p> <p>There will be two years of plant establishment after acceptance of the primary construction contract. This plant establishment work is expected to be performed by the conservation corps.</p>						



401 B Street, Suite 800
San Diego, CA 92101
Phone (619) 699-1900
Fax (619) 699-1905
www.sandag.org

RESOLUTION NO. RTC-2015-02

APPROVING THE PROPOSED LIST OF ACTIVE TRANSPORTATION PROGRAM PROJECTS AND FUNDING RECOMMENDATIONS TO THE CALIFORNIA TRANSPORTATION COMMISSION

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, and

Assembly Bill 101, Chapter 354; and

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

WHEREAS, the CTC has required in its ATP Program 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 San Diego Association of Governments (SANDAG), as the MPO for the San Diego region, conducted a competitive selection process for the distribution of ATP funds in the San Diego region; and

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

WHEREAS, SANDAG and the successful ATP regional applicants have determined that consolidation of Regional ATP funds to as few projects as practicable in exchange for TransNet funding is consistent with CTC Guidelines; and

WHEREAS, per TransNet Extension Ordinance, Section 7. Cooperative Fund Agreements, SANDAG may exchange revenues for federal, state, or other local funds allocated or granted to any public agency to maximize effectiveness in the use of revenues; and

WHEREAS, SANDAG has worked with project applicants to determine interest in exchanging ATP funds for TransNet funds and eight project applicants have submitted letters to the CTC stating their interest in withdrawing their projects from consideration for ATP funding, and

WHEREAS, the CTC requires the Governing Body of the MPO to approve the proposed ranked list of Regional ATP projects and funding recommendations to the California Transportation Commission; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors, also acting as the San Diego County Regional Transportation Commission:

1. The San Diego Regional ATP competitive selection process was conducted in accordance with the CTC ATP Program Guidelines, including the use of a multidisciplinary advisory group as application evaluators
2. The projects recommended for ATP and TransNet funding per the San Diego Regional ATP competition include projects benefitting pedestrians and bicyclists, including students walking and cycling to school
3. The proposed list of ATP projects are hereby recommended to the CTC for funding
4. The contingent project list is recommended to be used by the CTC to reallocate ATP funds in the event a project initially 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 21st of November, 2014.

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

NOES: None.

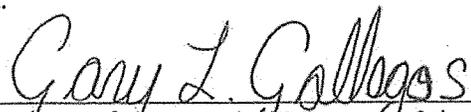
ABSENT: Oceanside.



Chair of the Board of Directors
of the San Diego County Regional
Transportation Commission

[Seal]

Attest:


Secretary of the Board of Directors of the
San Diego County Regional Transportation
Commission



**BOARD OF DIRECTORS
NOVEMBER 21, 2014**

ACTION REQUESTED – APPROVE

**PROPOSED ACTIVE TRANSPORTATION PROGRAM
AND *TransNet* PROGRAM FUNDS EXCHANGE**

File Number 1500000

Introduction

On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (ATP) (Senate Bill 99 and Assembly Bill 202) to encourage increased use of active modes of transportation such as bicycling and walking. As a requirement of the new legislation, the California Transportation Commission (CTC) adopted guidelines and project selection criteria for its use in administering the ATP Program. Funding was awarded, beginning with the statewide competition in August 2014. The regional competition funding is scheduled for award at the November 12, 2014, and December 10, 2014, CTC meetings. Given the mix of funds available within the recommended set of projects, there is a unique opportunity to implement a funding exchange for regional projects and reduce the administrative burden associated with federal funding requirements. The proposed funding exchange only would apply to the regional competition; not the statewide competition.

Recommendation

The Transportation Committee recommends that the Board of Directors: (1) recommend that the California Transportation Commission fund the updated list of San Diego Regional Active Transportation Program (ATP) projects consistent with Attachment 2; and (2) adopt Regional Transportation Commission (RTC) Resolution No. RTC 2015-02, in substantially the same form as attached, to exchange ATP funds for *TransNet* Program funds (Attachment 4).

SANDAG is both an eligible applicant as a Regional Transportation Planning Agency and has a role as a Metropolitan Planning Organizations (MPO) to administer the regional program. On September 26, 2014, the SANDAG Board of Directors approved the San Diego Regional ATP results for CTC consideration (Attachment 1). SANDAG worked with successful applicants recommended for funding as part of the regional competition to determine their interest in exchanging ATP funding for *TransNet* Program funds. SANDAG staff confirmed with CTC staff that the proposed funding exchange would be acceptable. This action would consolidate the allocation of federal ATP funds in accordance with CTC Guidelines and resulted in an updated list of San Diego Regional ATP projects that would be recommended for CTC adoption (Attachment 2). At its November 12, 2014, meeting, the Independent Taxpayer Oversight Committee (ITOC) strongly supported the proposed fund exchange. On November 14, 2014, the Transportation Committee reviewed the proposed funding exchange and recommended approval by the Board of Directors.

Discussion

ATP Background

Approximately \$368 million statewide was budgeted for the program over two years, beginning with FY 2014. Fifty percent of the funding was competitively awarded for projects selected by the CTC on a statewide basis and 10 percent of the funding was distributed to small urban and rural regions. The remaining 40 percent of the funding will be allocated for projects selected through competitive regional processes administered by large urban MPOs. The estimated funding available for the San Diego regional competition is about \$9 million in the first year of the program and \$4.4 million for the second year of the program, for a total of \$13.4 million.

Regional ATP Competition

Consistent with its role as the administrator for the regional competition, in September 2014 the SANDAG Board of Directors approved recommending nine projects for full ATP funding and one project, the State Route 15 (SR 15) Commuter Bike Facility, for partial funding. On October 24, 2014, the Board approved an amendment to the FY 2015 Program Budget to fully fund the SR 15 Commuter Bike Facility Project, with \$1.8 million in Regional ATP funds and \$11.33 million in *TransNet* Bicycle, Pedestrian, and Neighborhood Safety Program funding.

Proposed Exchange of Funds

Section 7 of the *TransNet* Extension Ordinance includes a provision regarding Cooperative Fund Agreements, which states that SANDAG may exchange revenues for federal, state, or other local funds allocated or granted to any public agency to maximize effectiveness in the use of revenues. On October 30, 2014, SANDAG staff met with regional applicants to determine interest in the proposed exchange of funds and to coordinate next steps in the process. The eight project applicants that would exchange their ATP funding for *TransNet* funding have submitted letters to the CTC stating their intent to withdraw their projects from consideration for ATP funds and to exchange *TransNet* funds in lieu of ATP funding (Attachment 3).

The updated regional ATP project and funding recommendations are shown in Attachment 2. To consolidate the allocation of federal ATP funds, the SR 15 Commuter Bike Facility and Coastal Rail Trail: Chesterfield Drive to G Street projects are proposed for ATP funding. *TransNet* would fund the remaining projects based on the original ATP amount requested. The contingent project list would be used by the CTC to reallocate ATP funding in the event a project recommended for funding is unable to allocate awarded funds or obtain an extension within the timeframe allowed by the CTC. There would be no change to the contingency project listing.

Regional ATP Monitoring and Oversight

Regional ATP projects would be reviewed on a regular basis consistent with the *TransNet* Active Transportation Grant Program provisions to ensure applicants receiving *TransNet* funding in lieu of regional ATP funds are making timely progress in accordance with SANDAG Board Policy No. 035: Competitive Grant Program Procedures (Attachment 4). Status updates would be presented to the ITOC and the Transportation and Regional Planning Committees on a quarterly basis, which is consistent with the current practice for *TransNet* Active Transportation Grant Program projects.

Next Steps

Pending Board approval of the proposed fund exchange and Resolution No. RTC 2015-02 (Attachment 5), SANDAG will submit its recommendations for adoption at the December 10, 2014, meeting, in lieu of the November 12, 2014, CTC meeting. Deferring CTC adoption to the December meeting would not cause a delay to project programming schedules. An amendment to the Regional Transportation Improvement Program to program *TransNet* and Regional ATP funds would be brought back for Transportation Committee consideration in January 2015. Budget amendments for the Coastal Rail Trail: Chesterfield Drive to G Street and Bayshore Bikeway: Barrio Logan Segment projects would be reflected as part of the upcoming FY 2016 SANDAG Program Budget update, scheduled for Board approval in spring 2015.

GARY L. GALLEGOS
Executive Director

Attachments: 1. September 2014 Regional Application Rankings and Funding Recommendation
2. Updated Regional ATP Project and Funding Recommendations
3. Exchange of Funds Letters
4. Board Policy No. 035: Competitive Grant Program Procedures
5. Resolution No. RTC 2015-02

Key Staff Contact: Ariana zur Nieden, (619) 699-6961, ariana.zurnieden@sandag.org

2014 Active Transportation Program Regional Call for Projects
Regional Application Rankings and Funding Recommendation

Attachment 1

CTC ID #	MPO ID #	Applicant	Project Title	Requested Grant Amount	Funding Recommendation	Fiscal Year 14-15 Allocation	Fiscal Year 15-16 Allocation	Final Sum of Ranks	Overall Rank
0653	3	City of Chula Vista	F Street Promenade Streetscape Master Plan	\$491,000	\$491,000	\$491,000	\$0	4	1
0685	45	County of San Diego	County of San Diego - Active Transportation Plan	\$500,000	\$500,000	\$330,000	\$170,000	7	2
0691	55	SANDAG	SANDAG Bayshore Bikeway, Barrio Logan Segment	\$1,470,000	\$1,470,000	\$0	\$1,470,000	15	3
0668	18	City of Imperial Beach	Bikeway Village Bayshore Bikeway Access Enhancement Project	\$1,800,000	\$1,800,000	\$1,000,000	\$800,000	24	4
0657	9	City of Del Mar	Pedestrian & Bicycle Facilities Along Camino del Mar, Jimmy Durante and Via de la Valle	\$812,000	\$812,000	\$0	\$812,000	16	5
0692	56	SANDAG	SANDAG Coastal Rail Trail - Chesterfield Drive to G Street	\$4,104,000	\$4,104,000	\$0	\$4,104,000	29	6
0675	25	City of National City	Division Street Road Diet	\$875,000	\$875,000	\$143,000	\$732,000	34	7
0663	15	City of Escondido	Escondido Creek Bikeway Missing Link	\$1,092,000	\$1,092,000	\$172,000	\$920,000	38	8
0674	27	City of National City	Euclid Avenue Bicycle and Pedestrian Enhancements	\$425,000	\$425,000	\$350,000	\$75,000	43	9
0694	58	SANDAG	SANDAG State Route 15 Commuter Bike Facility	\$9,720,000	\$1,841,000	\$1,841,000	\$0	43	9
				\$13,410,000	\$4,327,000				
Projects Recommended as Contingency Projects									
0656	8	City of Del Mar	Camino Del Mar Complete Streets: Pedestrian, Bicycle, & Intersection Safety	\$362,000	\$0	\$0	\$0	53	11
0696	38	City of Santee	San Diego River Bike Path Design Project	\$366,000	\$0	\$0	\$0	56	12
0693	57	SANDAG	SANDAG Coastal Rail Trail - Rose Creek Bikeway	\$8,604,000	\$0	\$0	\$0	57	13
0772	41	City of Vista	City of Vista - Pedestrian Master Plan	\$150,000	\$0	\$0	\$0	58	14
0689	35	City of San Marcos	City of San Marcos - Bicycle Detection Enhancement Project	\$531,000	\$0	\$0	\$0	59	15
0690	36	City of San Marcos	City of San Marcos - CSUSM Bike and Pedestrian Urban Trail at Twin Oaks Valley Road	\$614,000	\$0	\$0	\$0	60	16
0661	12	City of Encinitas	City of Encinitas - El Portal Pedestrian and Bike Underpass Project	\$5,401,000	\$0	\$0	\$0	61	17
0667	19	City of Imperial Beach	City of Imperial Beach Complete Streets Plan for Safe Routes to School and Community	\$750,000	\$0	\$0	\$0	64	18
0649	28	City of Oceanside	City of Oceanside Elementary School Bike/Walk Encouragement Project	\$238,120	\$0	\$0	\$0	67	19
0682	34	City of San Diego	Streamview Drive Improvement Project	\$1,592,000	\$0	\$0	\$0	68	20
0671	21	City of La Mesa	Junior High Drive Pedestrian & Bicycle Improvements	\$1,100,000	\$0	\$0	\$0	69	21
0660	13	City of Encinitas	City of Encinitas - Leucadia Boulevard Roundabout Safe Routes to School Project	\$1,375,000	\$0	\$0	\$0	70	22
0686	60	Urban Corps of San Diego County	Chollas Creek, Oak Park Branch Trail	\$963,944	\$0	\$0	\$0	75	23
N/A	7	City of Coronado	Implementing the Coronado Bicycle Master Plan - Bundle of Projects	\$319,552	\$0	\$0	\$0	80	24
0678	31	City of Poway	Midland Road Improvements	\$437,000	\$0	\$0	\$0	80	24
0698	40	City of Solana Beach	City of Solana Beach - Stevens Avenue Safe Routes to School Improvements	\$550,000	\$0	\$0	\$0	81	26
0652	4	City of Chula Vista	Industrial Boulevard Pedestrian and Bicycle Improvements	\$790,000	\$0	\$0	\$0	84	27
0665	50	Escondido Union School District	Escondido Safe Routes to Schools Program	\$1,845,000	\$0	\$0	\$0	86	28
0664	16	City of Escondido	Juniper Elementary School Safe Routes to School	\$1,337,000	\$0	\$0	\$0	88	29
0677	29	City of Encinitas	Nicols Elementary Safe Routes to School Project	\$550,000	\$0	\$0	\$0	90	30
0662	14	City of Encinitas	City of Encinitas - Montgomery Ave Pedestrian and Bike Undercrossing	\$6,641,000	\$0	\$0	\$0	99	31
0701	43	City of Vista	City of Vista - Bobler Elementary Pedestrian Mobility Improvements	\$447,000	\$0	\$0	\$0	101	32
0658	11	City of El Cajon	Chase Avenue Elementary School (City of El Cajon)	\$397,000	\$0	\$0	\$0	114	33
0695	37	City of Santee	Riverwalk Drive Pedestrian Crossing Project	\$217,000	\$0	\$0	\$0	116	34
0679	30	City of Poway	Escola Road Improvements	\$1,201,000	\$0	\$0	\$0	120	35
0651	5	City of Chula Vista	Lauderbach ES Pedestrian Improvements	\$291,000	\$0	\$0	\$0	135	36
0684	46	County of San Diego	Installation of a Traffic Signal at Discovery Street/San Pablo Drive	\$467,000	\$0	\$0	\$0	136	37
0697	39	City of Santee	School Area ADA Pedestrian Ramp Installation Project	\$980,000	\$0	\$0	\$0	140	38
0650	2	City of Chula Vista	Cook Elementary School Safety Pedestrian Improvements	\$407,000	\$0	\$0	\$0	147	39
0683	49	County of San Diego	Valley Vista Elementary - SRTS Sidewalk Improvements	\$364,000	\$0	\$0	\$0	150	40
0687	48	County of San Diego	Tierra del Sol Middle and Lindo Park Elementary - Julian Avenue SRTS Improvements	\$1,313,000	\$0	\$0	\$0	151	41
0699	59	Steele Canyon High School	Pedestrian Safety Enhancements SR94 near Steele Canyon High School	\$1,680,000	\$0	\$0	\$0	156	42

2014 Active Transportation Program Regional Call for Projects
 Updated Regional Application Funding Recommendation

CTC ID #	MPO ID #	Applicant	Project Title	Type	ATP Requested Grant Amount	ATP Funding Recommendation	TransNet Funding	Fiscal Year 14-15 ATP Allocation	Fiscal Year 15-16 ATP Allocation	Final Sum of Ranks	Overall Rank
Projects Recommended for Funding											
0653	4	City of Chula Vista	F Street Promenade Streetscape Master Plan	Planning	\$491,000	\$0	\$491,000	\$0	\$0	4	1
0685	5	County of San Diego	County of San Diego - Active Transportation Plan	Planning	\$500,000	\$0	\$500,000	\$0	\$0	7	2
0691	55	SANDAG	SANDAG Bayshore Bikeway: Barrio Logan Segment	Capital	\$1,470,000	\$0	\$1,470,000	\$0	\$0	15	3
0668	18	City of Imperial Beach	Bikeway Village Bayshore Bikeway Access Enhancement Project	Capital	\$1,800,000	\$0	\$1,800,000	\$0	\$0	16	4
0657	9	City of Del Mar	Pedestrian & Bicycle Facilities Along Camino del Mar, Jimmy Durante and Via de la Valle	Capital	\$812,000	\$0	\$812,000	\$0	\$0	24	5
0692	56	SANDAG	SANDAG Coastal Rail Trail - Chesterfield Drive to G Street	Capital	\$4,104,000	\$1,025,000	\$3,079,000	\$0	\$1,025,000	29	6
0675	25	City of National City	Division Street Road Diet	Capital	\$875,000	\$0	\$875,000	\$0	\$0	34	7
0663	15	City of Escondido	Escondido Creek Bikeway Missing Link	Capital	\$1,092,000	\$0	\$1,092,000	\$0	\$0	38	8
0674	27	City of National City	Euclid Avenue Bicycle and Pedestrian Enhancements	Capital	\$425,000	\$0	\$425,000	\$0	\$0	43	9
0694	58	SANDAG	SANDAG State Route 15 Commuter Bike Facility	Capital	\$9720,000	\$12,385,000	\$786,000	\$12,385,000	\$0	43	9
					\$13,410,000		\$11,390,000	\$12,385,000	\$1,025,000		
Projects Recommended as Contingency Projects											
0656	8	City of Del Mar	Camino Del Mar Complete Streets: Pedestrian, Bicycle, & Intersection Safety	Capital	\$362,000	\$0	\$362,000	\$0	\$0	53	11
0696	38	City of Santee	San Diego River Bike Path Design Project	Capital	\$366,000	\$0	\$366,000	\$0	\$0	56	12
0693	57	SANDAG	SANDAG Coastal Rail Trail - Rose Creek Bikeway	Capital	\$6,604,000	\$0	\$6,604,000	\$0	\$0	57	13
0772	41	City of Vista	City of Vista - Pedestrian Master Plan	Planning	\$150,000	\$0	\$150,000	\$0	\$0	58	14
0689	35	City of San Marcos	City of San Marcos - Bicycle Detection Enhancement Project	Capital	\$531,000	\$0	\$531,000	\$0	\$0	59	15
0690	36	City of San Marcos	City of San Marcos - CUSM Bike and Pedestrian Urban Trail at Twin Oaks Valley Road	Capital	\$614,000	\$0	\$614,000	\$0	\$0	60	16
0661	12	City of Encinitas	City of Encinitas - El Portal Pedestrian and Bike Underpass Project	Capital	\$5,401,000	\$0	\$5,401,000	\$0	\$0	61	17
0667	19	City of Imperial Beach	City of Imperial Beach Complete Streets Plan for Safe Routes to School and Community	Planning	\$750,000	\$0	\$750,000	\$0	\$0	64	18
0649	28	City of Oceanside	City of Oceanside Elementary School Biker/Walk Encouragement Project	4Es	\$238,120	\$0	\$238,120	\$0	\$0	67	19
0682	34	City of San Diego	Streamview Drive Improvement Project	Capital	\$1,592,000	\$0	\$1,592,000	\$0	\$0	68	20
0671	21	City of La Mesa	Junior High Drive Pedestrian & Bicycle Improvements	Capital	\$1,100,000	\$0	\$1,100,000	\$0	\$0	69	21
0660	13	City of Encinitas	City of Encinitas - Leucadia Boulevard Roundabout Safe Routes to School Project	Capital	\$1,375,000	\$0	\$1,375,000	\$0	\$0	70	22
0686	60	Urban Corps of San Diego County	Chollas Creek, Oak Park Branch Trail	Capital	\$963,944	\$0	\$963,944	\$0	\$0	75	23
N/A	7	City of Coronado	Implementing the Coronado Bicycle Master Plan - Bundle of Projects	Capital	\$319,552	\$0	\$319,552	\$0	\$0	80	24
0678	31	City of Poway	Midland Road Improvements	Capital	\$437,000	\$0	\$437,000	\$0	\$0	80	24
0698	40	City of Solana Beach	City of Solana Beach - Stevens Avenue Safe Routes to School Improvements	Capital	\$550,000	\$0	\$550,000	\$0	\$0	81	26
0652	4	City of Chula Vista	Industrial Boulevard Pedestrian and Bicycle Improvements	Capital	\$790,000	\$0	\$790,000	\$0	\$0	84	27
0655	50	Escondido Union School District	Escondido Safe Routes to Schools Program	4Es	\$1,845,000	\$0	\$1,845,000	\$0	\$0	86	28
0664	16	City of Escondido	Juniper Elementary School Safe Routes to School	Capital	\$1,337,000	\$0	\$1,337,000	\$0	\$0	88	29
0677	29	City of Oceanside	Nicol's Elementary Safe Routes to School Project	Capital	\$550,000	\$0	\$550,000	\$0	\$0	90	30
0662	14	City of Encinitas	City of Encinitas - Montgomery Ave Pedestrian and Bike Undercrossing	Capital	\$6,641,000	\$0	\$6,641,000	\$0	\$0	99	31
0701	43	City of Vista	City of Vista - Bobler Elementary Pedestrian Mobility Improvements	Capital	\$447,000	\$0	\$447,000	\$0	\$0	101	32
0658	11	City of El Cajon	Chase Avenue Elementary School (City of El Cajon)	Capital	\$397,000	\$0	\$397,000	\$0	\$0	114	33
0695	37	City of Santee	Riverwalk Drive Pedestrian Crossing Project	Capital	\$217,000	\$0	\$217,000	\$0	\$0	116	34
0679	30	City of Poway	Epola Road Improvements	Capital	\$1,201,000	\$0	\$1,201,000	\$0	\$0	120	35
0651	5	City of Chula Vista	Lauderbach ES Pedestrian Improvements	Capital	\$291,000	\$0	\$291,000	\$0	\$0	135	36
0684	46	County of San Diego	Installation of a Traffic Signal at Discovery Street/San Pablo Drive	Capital	\$467,000	\$0	\$467,000	\$0	\$0	136	37
0697	39	City of Santee	School Area ADA Pedestrian Ramp Installation Project	Capital	\$960,000	\$0	\$960,000	\$0	\$0	140	38
0650	2	City of Chula Vista	Cook Elementary School Safety Pedestrian Improvements	Capital	\$407,000	\$0	\$407,000	\$0	\$0	147	39
0683	49	County of San Diego	Valley Vista Elementary - SRTS Sidewalk Improvements	Capital	\$364,000	\$0	\$364,000	\$0	\$0	150	40
0687	48	County of San Diego	Tierra del Sol Middle and Lindo Park Elementary - Julian Avenue SRTS Improvements	Capital	\$1,313,000	\$0	\$1,313,000	\$0	\$0	151	41
0699	59	Steele Canyon High School	Pedestrian Safety Enhancements SR94 near Steele Canyon High School	Capital	\$1,660,000	\$0	\$1,660,000	\$0	\$0	156	42



City of Del Mar



November 5, 2014

Mr. Andre Boutros
Executive Director
California Transportation Commission
1120 N Street, Room 2221 (Mail Stop 52)
Sacramento, CA 95814

Dear Mr. Boutros:

SUBJECT: San Diego Regional Active Transportation Program Proposed Exchange of Funds

On September 26, 2014, the San Diego Association of Governments (SANDAG) approved the results of the San Diego Regional Active Transportation Program (ATP) competition for California Transportation Commission (CTC) consideration, including the selection of the City of Del Mar's *Pedestrian & Bicycle Facilities Along Camino del Mar, Jimmy Durante and Via de la Valle* project. Consistent with its role as the Metropolitan Planning Organization responsible for overseeing the regional ATP project selection process, SANDAG intends to work with successful applicants previously selected as part of the regional competition to determine their interest in exchanging ATP funding for local *TransNet* funds.

In accordance with CTC Guidelines, this would consolidate the allocation of federal ATP funds to as few projects as practicable, which would include the State Route 15 Commuter Bike Facility and the Coastal Rail Trail: Chesterfield Drive to G Street projects, and may include others depending on final regional applicant participation in the proposed fund exchange.

For the *Pedestrian & Bicycle Facilities Along Camino del Mar, Jimmy Durante and Via de la Valle* project, the City of Del Mar intends to exchange ATP funding for local *TransNet* funds and respectfully requests that the *Pedestrian & Bicycle Facilities Along Camino del Mar, Jimmy Durante and Via de la Valle* project be withdrawn from the ATP. The *Pedestrian & Bicycle Facilities Along Camino del Mar, Jimmy Durante and Via de la Valle* project will be subject to *TransNet* ATP reporting and monitoring requirements.

Please contact Jon Terwilliger, Senior Management Analyst, at jterwilliger@delmar.ca.us or (858) 755-9313 with any questions.

Sincerely,

Scott W. Huth
City Manager

cc: Laurel Janssen, David Giongco, Laurie Waters – CTC
Ariana zur Nieden, SANDAG





Department of Public Works

November 5, 2014

Mr. Andre Boutros
Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Dear Mr. Boutros:

SUBJECT: San Diego Regional Active Transportation Program
Proposed Exchange of Funds

On September 26, 2014, the San Diego Association of Governments (SANDAG) approved the results of the San Diego Regional Active Transportation Program (ATP) competition for California Transportation Commission (CTC) consideration, including the selection of the F Street Promenade Streetscape Master Plan.

The City of Chula Vista intends to work with SANDAG to exchange ATP funding for local *TransNet* funds and respectfully requests that the F Street Promenade Streetscape Master Plan project be withdrawn from the Active Transportation Program. The F Street Promenade Streetscape Master Plan will be subject to *TransNet* Active Transportation Program reporting and monitoring requirements.

Please contact David Taylor at (619) 691-5098 with any questions.

Sincerely,

RICHARD A. HOPKINS
Director of Public Works

cc: Ms. Laurel Janssen
Mr. David Giongco
Ms. Laurie Waters



County of San Diego

MARK WARDLAW
DIRECTOR
PHONE (858) 694-2962
FAX (858) 694-2555

PLANNING & DEVELOPMENT SERVICES
5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123
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DARREN GRETLER
ASSISTANT DIRECTOR
PHONE (858) 694-2962
FAX (858) 694-2555

November 5, 2014

Mr. Andre Boutros
Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Dear Mr. Boutros:

SUBJECT: San Diego Regional Active Transportation Program Proposed Exchange of Funds

On September 26, 2014, the San Diego Association of Governments (SANDAG) approved the results of the San Diego Regional Active Transportation Program (ATP) competition for California Transportation Commission (CTC) consideration, including the selection of the County of San Diego - Active Transportation Plan. On October 30, 2014 SANDAG approached approved local recipients, including the County, to consider exchanging funding sources. Consistent with its role as the Metropolitan Planning Organization (MPO) responsible for overseeing the regional ATP project selection process, SANDAG intends to work with successful applicants previously selected as part of the regional competition to exchange ATP funding for local *TransNet* funds.

In accordance with CTC Guidelines, this would consolidate the allocation of federal ATP funds to as few projects as practicable, which would include the State Route 15 Commuter Bike Facility and the Coastal Rail Trail: Chesterfield Drive to G Street projects, and may include others depending on final regional applicant participation in the proposed fund exchange.

The County of San Diego intends to work with SANDAG to exchange ATP funding for local *TransNet* funds and respectfully requests that the County of San Diego - Active Transportation Plan project be withdrawn from the Active Transportation Program. SANDAG anticipates their BOD considering for approval the funding exchange at their November 21, 2014 meeting. The County will then enter into a grant agreement with SANDAG and the Active Transportation Plan will be subject to *TransNet* ATP reporting and monitoring requirements.

Please contact Project Manager, Everett Hauser at 858-694-2412 or Everett.Hauser@sdcounty.ca.gov with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Wardlaw", written over a white background.

MARK WARDLAW
Director of Planning & Development Services

cc: Laurel Janssen, David Giongco, Laurie Waters, CTC
Ariana zur Nieden, SANDAG



Edward N. Domingue, P.E.
Public Works Director/City Engineer
201 North Broadway, Escondido, CA 92025
Phone: 760-839-4813 Fax: 760-839-4597

November 3, 2014

Mr. Andre Boutros
Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Dear Mr. Boutros:

SUBJECT: San Diego Regional Active Transportation Program
Proposed Exchange of Funds

On September 26, 2014, the San Diego Association of Governments (SANDAG) approved the results of the San Diego Regional Active Transportation Program (ATP) competition for California Transportation Commission (CTC) consideration, including the selection of the Escondido Creek Bikeway Missing Link.

The City of Escondido intends to work with SANDAG to exchange ATP funding for local *TransNet* funds and respectfully requests that the Escondido Creek Bikeway Missing Link project be withdrawn from the Active Transportation Program. The Escondido Creek Bikeway Missing Link will be subject to *TransNet* Active Transportation Program reporting and monitoring requirements.

Please contact Julie Procopio at 760-839-4001 or JProcopio@escondido.org with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Edward N. Domingue".

Edward N. Domingue
Public Works Director/City Engineer

cc: Ms. Laurel Janssen
Mr. David Giongco
Ms. Laurie Waters



City of Imperial Beach, California

OFFICE OF THE CITY MANAGER

825 Imperial Beach Blvd., Imperial Beach, CA 91932 Tel: (619) 423-8303 Fax: (619) 628-1395

November 5, 2014

Mr. Andre Boutros
Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Dear Mr. Boutros:

SUBJECT: San Diego Regional Active Transportation Program Exchange of Funds

On September 26, 2014, the San Diego Association of Governments (SANDAG) approved the results of the San Diego Regional Active Transportation Program (ATP) competition for California Transportation Commission (CTC) consideration, including the selection of the City of Imperial Beach's Bikeway Village Bayshore Bikeway Access Enhancement Project.

The City of Imperial Beach intends to work with SANDAG to exchange ATP funding for local *TransNet* funds. It is our understanding that this funding exchange is subject to approval by the SANDAG Board of Directors and the CTC. Assuming these approvals are granted, Imperial Beach respectfully requests that the Bikeway Village Bayshore Bikeway Access Enhancement Project be withdrawn from the Active Transportation Program. The Bikeway Village Bayshore Bikeway Access Enhancement Project will be subject to *TransNet* Active Transportation Program reporting and monitoring requirements.

If you have any questions regarding this information, Please contact Gregory Wade at (619) 628-1354 or gwade@imperialbeachca.gov.

Sincerely,

Gregory Wade
Assistant City Manager/
Community Development Director

C: Ms. Laurel Janssen
Mr. David Giongco
Ms. Laurie Waters



November 5, 2014

Mr. Andre Boutros
Executive Director
California Transportation Commission
1120 N Street, Room 2221 (Mail Stop 52)
Sacramento, CA 95814

Dear Mr. Boutros:

SUBJECT: San Diego Regional Active Transportation Program Proposed Exchange of Funds

On September 26, 2014, the San Diego Association of Governments (SANDAG) approved the results of the San Diego Regional Active Transportation Program (ATP) competition for California Transportation Commission (CTC) consideration, including the selection of the Division Street Road Diet and Euclid Avenue Bicycle and Pedestrian Enhancements. Consistent with its role as the Metropolitan Planning Organization responsible for overseeing the regional ATP project selection process, SANDAG intends to work with successful applicants previously selected as part of the regional competition to determine their interest in exchanging ATP funding for local *TransNet* funds.

In accordance with CTC Guidelines, this would consolidate the allocation of federal ATP funds to as few projects as practicable, which would include the State Route 15 Commuter Bike Facility and the Coastal Rail Trail: Chesterfield Drive to G Street projects, and may include others depending on final regional applicant participation in the proposed fund exchange.

For the Division Street Road Diet and Euclid Avenue Bicycle and Pedestrian Enhancements, City of National City intends to exchange ATP funding for local *TransNet* funds and respectfully requests that the Division Street Road Diet and Euclid Avenue Bicycle and Pedestrian Enhancements be withdrawn from the ATP. The Division Street Road Diet and Euclid Avenue Bicycle and Pedestrian Enhancements will be subject to *TransNet* ATP reporting and monitoring requirements.

Please contact me at kmuthusamy@nationalcityca.gov or 619-336-4380 with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Kuna Muthusamy".

Kuna Muthusamy, P.E.
Assistant Director of Engineering & Public Works

cc: Laurel Janssen, David Giongco, Laurie Waters – CTC
Ariana zur Nieden, SANDAG

Engineering Department
1243 National City Boulevard, National City, CA 91950-4301
619/336-4380 Fax 619/336-4397 www.nationalcityca.gov



401 B Street, Suite 800
 San Diego, CA 92101-4231
 (619) 699-1900
 Fax (619) 699-1905
 sandag.org

November 5, 2014

File Number 1223055

Mr. Andre Boutros
 Executive Director
 California Transportation Commission
 1120 N Street, Room 2221 (Mail Stop 52)
 Sacramento, CA 95814

MEMBER AGENCIES

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

ADVISORY MEMBERS

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

Dear Mr. Boutros:

SUBJECT: San Diego Regional Active Transportation Program Proposed Exchange of Funds

On September 26, 2014, the San Diego Association of Governments (SANDAG) approved the results of the San Diego Regional Active Transportation Program (ATP) competition for California Transportation Commission (CTC) consideration, including the selection of the Bayshore Bikeway: Barrio Logan Segment Project. Consistent with its role as the Metropolitan Planning Organization responsible for overseeing the regional ATP project selection process, SANDAG intends to work with successful applicants previously selected as part of the regional competition to determine their interest in exchanging ATP funding for local *TransNet* funds.

In accordance with CTC Guidelines, this would consolidate the allocation of federal ATP funds to as few projects as practicable, which would include the State Route 15 Commuter Bike Facility and the Coastal Rail Trail: Chesterfield Drive to G Street projects, and may include others depending on final regional applicant participation in the proposed fund exchange.

For the Bayshore Bikeway: Barrio Logan Segment Project, SANDAG intends to exchange ATP funding for local *TransNet* funds and respectfully requests that the Bayshore Bikeway: Barrio Logan Segment Project be withdrawn from the ATP. The Bayshore Bikeway Barrio Logan Segment will be subject to *TransNet* ATP reporting and monitoring requirements.

Please contact Linda Culp, Principal Regional Planner, at linda.culp@sandag.org or (619) 699-6957 with any questions.

Sincerely,


 GARY L. GALLEGOS
 Executive Director

GG/LCU/bga

cc: Laurel Janssen, David Giongco, Laurie Waters - CTC



BOARD POLICY NO. **035**

COMPETITIVE GRANT PROGRAM PROCEDURES

Applicability and Purpose of Policy

This Policy applies to the following grant programs administered through SANDAG, whether from *TransNet* or another source: Smart Growth Incentive Program, Environmental Mitigation Program, Bike and Pedestrian Program, Senior Mini Grant Program, Job Access Reverse Commute, New Freedom, and Section 5310 Elderly & Persons with Disabilities Transportation Program.

Nothing in this Policy is intended to supersede federal or state grant rules, regulations, statutes, or contract documents that conflict with the requirements in this Policy. There are never enough government grant funds to pay for all of the projects worthy of funding in the San Diego region. For this reason, SANDAG awards grant funds on a competitive basis that takes the grantees' ability to perform their proposed project on a timely basis into account. SANDAG intends to hold grantees accountable to the project schedules they have proposed in order to ensure fairness in the competitive process and encourage grantees to get their projects implemented quickly so that the public can benefit from the project deliverables as soon as possible.

Procedures

1. Project Milestone and Completion Deadlines

1.1. When signing a grant agreement for a competitive program funded and/or administered by SANDAG, grant recipients must agree to the project delivery objectives and schedules in the agreement. In addition, a grantee's proposal must contain a schedule that falls within the following deadlines. Failure to meet the deadlines below may result in revocation of all grant funds not already expended. The final invoice for capital, planning, or operations grants must be submitted prior to the applicable deadline.

1.1.1. Funding for Capital Projects. If the grant will fund a capital project, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary construction contract must be awarded within two years following execution of the grant agreement, and construction must be completed within eighteen months following award of the construction contract. Completion of construction for purposes of this policy shall be when the prime construction contractor is relieved from its maintenance responsibilities. If no construction contract award is necessary, the construction project must be complete within eighteen months following execution of the grant agreement.

1.1.2. Funding for Planning Grants. If the grant will fund planning, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary consultant contract must be awarded within one year following execution of the grant agreement, and the planning project must be complete within two years following award of the consultant contract. Completion of planning for purposes of this policy shall be when grantee approves the final planning project deliverable. If no consultant contract award is necessary, the

planning project must be complete within two years of execution of the grant agreement.

1.1.3 Funding for Operations Grants. If the grant will fund operations, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary services contract for operations must be awarded within one year following execution of the grant agreement, and the operations must commence within six months following award of the operations contract. If no services contract for operations is necessary, the operations project must commence within one year of execution of the grant agreement.

1.1.4 Funding for Equipment or Vehicles Grants. If the grant will fund equipment or vehicles, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary purchase contracts for equipment or vehicles must be awarded within one year following execution of the grant agreement, and use of the equipment or vehicles for the benefit of the public must commence within six months following award of the purchase contract.

2. Project Milestone and Completion Deadline Extensions

2.1. Schedules within grant agreements may include project scopes and schedules that will identify interim milestones in addition to those described in Section 1 of this Policy. Grant recipients may receive extensions on their project schedules of up to six months for good cause. Extensions of up to six months aggregate that would not cause the project to miss a completion deadline in Section 1 may be approved by the SANDAG Executive Director. Extensions beyond six months aggregate or that would cause the project to miss a completion deadline in Section 1 must be approved by the Policy Advisory Committee that has been delegated the necessary authority by the Board. For an extension to be granted under this Section 2, the following conditions must be met:

2.1.1. For extension requests of up to six months, the grantee must request the extension in writing to the SANDAG Program Manager at least two weeks prior to the earliest project schedule milestone deadline for which an extension is being requested. The Executive Director or designee will determine whether the extension should be granted. The Executive Director's action will be reported out to the Board in following month's report of delegated actions.

2.1.2. A grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended time frame the grantee proposes.

2.1.3. If the Executive Director denies an extension request under this Section 2, the grantee may appeal within ten business days of receiving the Executive Director's response to the responsible Policy Advisory Committee by sending the appeal to the SANDAG Program Manager.

2.1.4. Extension requests that are rejected by the Policy Advisory Committee will result in termination of the grant agreement and obligation by the grantee to return to SANDAG any unexpended funds within 30 days. Unexpended funds are funds for project costs not incurred prior to rejection of the extension request by the Policy Advisory Committee.

3. Project Delays and Extensions in Excess of Six Months

3.1. Requests for extensions in excess of six months, or that will cause a project to miss a completion deadline in Section 1 (including those projects that were already granted extensions by the Executive Director and are again falling behind schedule), will be considered by the Policy Advisory Committee upon request to the SANDAG Program Manager.

3.2 A grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended time frame the grantee proposes. The grantee must provide the necessary information to SANDAG staff to place in a report to the Policy Advisory Committee. If sufficient time is available, and the grant utilized *TransNet* funds, the request will first be taken to the Independent Taxpayer Advisory Committee (ITOC) for a recommendation. The grantee should make a representative available at the meeting to present the information to, and/or answer questions from, the ITOC and Policy Advisory Committee.

3.3 The Policy Advisory Committee will only grant an extension under this Section 3 for extenuating circumstances that the grantee could not have reasonably foreseen.

4. Resolution and Execution of the Grant Agreement

4.1 Two weeks prior to the review by the Policy Advisory Committee of the proposed grants, prospective grantees must submit a resolution from their authorized governing body that includes the provisions in this Subsection 4.1. Failure to provide a resolution that meets the requirements in this Subsection 4.1 will result in rejection of the application and the application will be dropped from consideration with funding going to the next project as scored by the evaluation committee. In order to assist grantees in meeting this resolution deadline, when SANDAG issues the call for projects it will allow at least 90 days for grant application submission.

4.1.1 Grantee governing body commits to providing the amount of matching funds set forth in the grant application.

4.1.2 Grantee governing body authorizes staff to accept the grant funding and execute a grant agreement if an award is made by SANDAG.

4.2 Grantee's authorized representative must execute the grant agreement within 45 days from the date SANDAG presents the grant agreement to the prospective grantee for execution. Failure to meet the requirements in this Subsection 4.2 may result in revocation of the grant award.

5. Increased Availability of Funding Under this Policy

5.1. Grant funds made available as a result of the procedures in this Policy may be awarded to the next project on the recommended project priority list from the most recent project selection process, or may be added to the funds available for the next project funding cycle, at the responsible Policy Advisory Committee's discretion. Any project that loses funding due to failure to meet the deadlines specified in this Policy may be resubmitted to compete for funding in a future call for grant applications.

Adopted: January 2010

**This relates to Agenda Item No. 5
Board of Directors
November 21, 2014**



401 B Street, Suite 800
San Diego, CA 92101
Phone (619) 699-1900
Fax (619) 699-1905
www.sandag.org

RESOLUTION NO. RTC-2015-02

APPROVING THE PROPOSED LIST OF ACTIVE TRANSPORTATION PROGRAM PROJECTS AND FUNDING RECOMMENDATIONS TO THE CALIFORNIA TRANSPORTATION COMMISSION

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, and

Assembly Bill 101, Chapter 354; and

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

WHEREAS, the CTC has required in its ATP Program 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 San Diego Association of Governments (SANDAG), as the MPO for the San Diego region, conducted a competitive selection process for the distribution of ATP funds in the San Diego region; and

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

WHEREAS, SANDAG and the successful ATP regional applicants have determined that consolidation of Regional ATP funds to as few projects as practicable in exchange for TransNet funding is consistent with CTC Guidelines; and

WHEREAS, per TransNet Extension Ordinance, Section 7. Cooperative Fund Agreements, SANDAG may exchange revenues for federal, state, or other local funds allocated or granted to any public agency to maximize effectiveness in the use of revenues; and

WHEREAS, SANDAG has worked with project applicants to determine interest in exchanging ATP funds for TransNet funds and eight project applicants have submitted letters to the CTC stating their interest in withdrawing their projects from consideration for ATP funding, and

WHEREAS, the CTC requires the Governing Body of the MPO to approve the proposed ranked list of Regional ATP projects and funding recommendations to the California Transportation Commission; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors, also acting as its Governing Body the San Diego County Regional Transportation Commission:

1. The San Diego Regional ATP competitive selection process was conducted in accordance with the CTC ATP Program Guidelines, including the use of a multidisciplinary advisory group as application evaluators
2. The projects recommended for ATP and TransNet funding per the San Diego Regional ATP competition include projects benefitting pedestrians and bicyclists, including students walking and cycling to school
3. The proposed list of ATP projects are hereby recommended to the CTC for funding
4. The contingent project list is recommended to be used by the CTC to reallocate ATP funds in the event a project initially 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 21st of November, 2014.

AYES:

NOES:

ABSENT:

Chair of the Board of Directors
of the San Diego County Regional
Transportation Commission

[Seal]

Attest:

Secretary of the Board of Directors of the
San Diego County Regional Transportation
Commission