



***TransNet* SMART GROWTH INCENTIVE PROGRAM AND ACTIVE TRANSPORTATION GRANT PROGRAM:
DRAFT PROJECT RANKINGS AND FUNDING RECOMMENDATIONS
FOR THIRD CYCLE OF GRANT FUNDING** File Numbers 3300100/3300300

Introduction

Last December, the SANDAG Board of Directors approved the criteria and released the call for projects for the *TransNet* Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP). This is the third cycle of funding available for these two grant programs. In total, \$15 million is available for this grant cycle: \$12 million for the SGIP and \$3 million for the ATGP.¹

SANDAG received 28 applications for each program in March, for a combined sum of 56 applications. One application was found to be ineligible, reducing the total eligible applications to fifty-five. Two applications were submitted under both programs. The applications are listed in Attachment 1 by jurisdiction and by program.

Eligible applicants include the local cities and the County of San Diego. A competitive selection process, described below, is used to award funding. The purpose of this report is to provide information on the draft project rankings and funding recommendations for the third cycle of grant funding for the *TransNet* SGIP and ATGP. Next month, the Transportation and Regional Planning Committees will be requested to recommend that the SANDAG Board of Directors approve the recommended list of SGIP and ATGP projects for funding.

Discussion

Competitive Selection Process

On December 19, 2014, the Board of Directors approved the criteria and call for projects for the *TransNet* SGIP and ATGP. Staff posted the call for projects for each program onto the SANDAG website at sandag.org/cycle3grants.

As with prior calls for projects, evaluation panels were assembled to assist in the review of grant applications. The SGIP Evaluation Panel consisted of one member of the Regional Planning Technical Working Group (TWG) and two members of the Cities/County Transportation Advisory Committee (CTAC) that did not compete for funds, an academic representative, and staff from

¹ As approved in the FY 2016 Program Budget, Cycle 3 for the SGIP and ATGP includes funding from three fiscal years (FY 2014 through FY 2016).

SANDAG, Caltrans, and the North County Transit District. The ATGP Evaluation Panel consisted of two members of the Active Transportation Working Group (ATWG) that did not compete for funds, an academic representative, and staff from SANDAG and Caltrans.

The application period closed on March 20, 2015. Staff provided the proposals electronically to each evaluation panel member to evaluate independently.

On April 16 and April 20, 2015, SGIP and ATGP applicants presented summaries of their projects to the SGIP and ATGP Evaluation Panels, respectively. On April 24, 2015, each evaluation panel met individually to review and discuss the applications. Per the approved criteria for both programs, a "Sum of Ranks"² scoring approach was used. Draft project rankings and funding recommendations for each program are shown in Attachment 2. Detailed spreadsheets showing the quantitative and qualitative scores for each project are available on the grant website at sandag.org/cycle3grants.

In cases where partial funding is recommended, SANDAG staff spoke to the grant applicants by phone to confirm whether they would be able to accept reduced funding and still complete their projects successfully.

Smart Growth Incentive Program

Under the *TransNet* Extension Ordinance, the SGIP provides funding for local transportation-related infrastructure and planning efforts that support smart growth development in the region. Applicants may submit funding requests for two types of projects: capital and planning. Per the criteria approved by the Board of Directors, 80 percent of funding is allocated to capital projects, and the remaining 20 percent is designated for planning projects. As referenced above, \$12 million is available for this cycle.

Of the 28 SGIP applications received, one in National City was deemed ineligible because it did not sufficiently relate to transportation-related infrastructure, as required by the Ordinance. The remaining 27 applications (13 capital projects and 14 planning projects) were scored and ranked according to the approved criteria. Descriptions of all eligible SGIP project applications are included in Attachment 3.

The projects recommended for funding are summarized below. The SANDAG Technical Services Department performed an independent review, checking for consistency with the evaluation panel score sheets, and correct formulas and calculations used for scores. The independent review confirmed the accuracy of the formulas, calculations, scores, and project rankings. In addition, staff performed a social equity analysis to ensure that the funding for projects recommended for award would be distributed such that low-income and minority communities would receive an equitable proportion of the benefits. The analysis confirmed that the SGIP funds would be distributed in an equitable manner based on the recommended funding allocations.

² Project rankings were produced using a "Sum of Ranks" approach. Using this approach, projects received two scores: one based on objective, formula-based points calculated by SANDAG staff, and another based on subjective, quality-based points awarded by each evaluation panel member. The objective points earned were added to the subjective points awarded by each evaluator on the panel, and then translated into project rankings for each evaluator. The rankings from each individual evaluator were then summed for each project to produce a "Sum of Ranks." The Sum of Ranks was then translated into an overall project ranking. The top-ranking projects (or the projects with the lowest overall sum of ranks) are those recommended for funding.

SGIP Project Rankings and Funding Recommendations

In total, 17 SGIP projects are recommended to receive funding as described below.

Capital Projects

Local jurisdictions submitted 13 eligible capital grant project applications requesting approximately \$13 million in SGIP funding. There is \$9.6 million (representing 80% of the total SGIP funding) available to fund capital projects for this cycle. Based on the project rankings and available funding, eight capital projects are recommended to receive full funding (shown in green) and one project is recommended to receive partial funding (shown in orange).

SGIP Capital Projects Recommended for Funding:

| Rank | Jurisdiction | Project Title – SGIP Capital | Funding Request | Funding Recommendation |
|---|-----------------------------------|---|--|-------------------------------|
| 1 | National City | Downtown-Westside Wayfinding and Community Gateways | Request: \$825,000 Match: \$200,000 Total: \$1,025,000 | \$825,000 |
| 2 (tie) | Oceanside | Seagaze Drive Downtown Mobility Project | Request: \$357,497 Match: \$63,000 Total: \$420,497 | \$357,497 |
| 2 (tie) | National City | Westside Mobility Improvement Project | Request: \$2,000,000 Match: \$200,000 Total: \$2,200,000 | \$2,000,000 |
| 4 | Civic San Diego/City of San Diego | 14th Street Pedestrian Promenade Demonstration Block | Request: \$1,000,000 Match: \$250,000 Total: \$1,250,000 | \$1,000,000 |
| 5 | Lemon Grove | Lemon Grove Avenue Realignment Project | Request: \$805,000 Match: \$4,200,000 Total: \$5,005,000 | \$805,000 |
| 6 | City of San Diego | San Ysidro Wayfinding Signs | Request: \$350,000 Match: \$0 Total: \$350,000 | \$350,000 |
| 7 | Escondido | Escondido Transit Center Active Transportation Connections | Request: \$1,270,000 Match: \$0 Total: \$1,270,000 | \$1,270,000 |
| 8 | Vista | Paseo Santa Fe Phase II | Request: \$2,000,000 Match: \$5,000,000 Total: \$7,000,000 | \$2,000,000 |
| 9 | La Mesa | North Spring Street Smart Growth Corridor (Partial Funding) | Request: \$1,300,000 Match: \$606,000 Total: \$1,906,000 | \$992,503 |
| Total Funding Recommended for SGIP Capital Projects: | | | | \$9,600,000 |

Discussions have been held with the City of La Mesa regarding the North Spring Street project recommended for partial funding. La Mesa has indicated that it is willing to accept partial funding and can complete the project as proposed in the application.

Planning Projects

Local jurisdictions submitted 14 eligible planning grant applications requesting approximately \$4.2 million in SGIP funding. There is \$2.4 million (representing 20% of the total SGIP funding) available to fund planning projects for this cycle. Based on the project rankings, seven planning projects are recommended to receive full funding and one project is recommended to receive partial funding.

SGIP Planning Projects Recommended for Funding:

| Rank | Jurisdiction | Project Title – SGIP Planning | Funding Request | Funding Recommendation |
|--|-----------------------------------|---|--|---|
| 1 | National City | Downtown Specific Plan Update | Request: \$320,000 Match: \$50,000 Total: \$370,000 | \$320,000 |
| 2 | City of San Diego | Grantville Trolley Station/Alvarado Creek Enhancement Project | Request: \$400,000 Match: \$100,000 Total: \$500,000 | \$400,000 |
| 3 | El Cajon | El Cajon Transit Center Transit-Supportive Land Use and Mobility Plan | Request: \$400,000 Match: \$70,000 Total: \$470,000 | \$400,000 |
| 4 | Civic San Diego/City of San Diego | 6th Avenue Bridge Promenade Feasibility and Conceptual Design | Request: \$200,000 Match: \$50,000 Total: \$250,000 | \$200,000 |
| 5 | Lemon Grove | Broadway Downtown Village Specific Plan (DVSP) Expansion | Request: \$175,000 Match: \$50,000 Total: \$225,000 | \$175,000 |
| 6 | Imperial Beach | Palm Avenue Mixed-Use and Commercial Corridor Master Plan | Request: \$400,000 Match: \$100,000 Total: \$500,000 | \$400,000 |
| 7 | City of San Diego | Pacific Beach Greenways, Parks and Transit | Request: \$400,000 Match: \$40,000 Total: \$440,000 | \$400,000 |
| 8 | Oceanside | Coastal Rail Trail Extension (Partial Funding) | Request: \$340,000 Match: \$60,000 Total: \$400,000 | \$105,000 (partial funding declined) |
| 9 (tie) | El Cajon | Gillespie Field/Aerotropolis (Partial Funding) | Request: \$400,000 Match: \$65,600 Total: \$465,600 | \$105,000 (partial funding declined) |
| 9 (tie) | City of San Diego | Kearny Mesa Smart Growth Employment Area Plan (Partial Funding) | Request: \$400,000 Match: \$200,000 Total: \$600,000 | \$105,000 |
| Total Funding Recommended for SGIP Planning Projects: | | | | \$2,400,000 |

Discussions were held with the City of Oceanside regarding the Coastal Rail Trail Extension project recommended for partial funding. The City of Oceanside declined the partial funding. Because the next two projects were tied, partial funding was offered to both the City of El Cajon for the Gillespie Field/Aerotropolis project and the City of San Diego for the Kearny Mesa Smart Growth Employment Area Plan. The City of El Cajon declined the partial funding; the City of San Diego indicated that it would be willing to accept the partial funding and could complete the project as proposed in the application. As a result, \$105,000 is recommended as partial funding for the City of San Diego Kearny Mesa project.

Active Transportation Grant Program

Under the *TransNet* Extension Ordinance, the ATGP provides funding for infrastructure improvements related to active transportation; planning programs related to active transportation; and for programs that seek to educate, encourage, and/or raise awareness about bicycle and pedestrian oriented facilities. Applicants may submit requests for funding for two types of projects: capital and non-capital. Per the criteria approved by the Board of Directors, 75 percent of funding is allocated to capital projects, with a maximum of 60 percent for large projects over \$500,000. The remaining 25 percent is designated for non-capital projects. The non-capital projects fall into three subcategories: Planning (15%); Education/Encouragement/Awareness (5%); and Bicycle Parking (5%). A total of \$3 million is available for this cycle.

All 28 applications (16 capital projects and 12 non-capital projects) were deemed eligible, and were scored and ranked according to the approved criteria. Descriptions of all ATGP project applications are included in Attachment 4.

The projects recommended for funding are summarized below. It should be noted that, based on a recommendation by the ATGP Evaluation Panel, the funding recommendation varies slightly from the 75/25 percent allocation called for in the criteria. The Evaluation Panel's funding recommendation reflects a 77/23 percent allocation, and is explained further below in the non-capital projects section of the report. If the Transportation Committee prefers to strictly adhere to the allocation specified in the criteria, the Committee could recommend a modification to the Evaluation Panel's recommendation.

The SANDAG Technical Services Department performed an independent review of the Panel's funding recommendation, checking for consistency with the Evaluation Panel score sheets, and correct formulas and calculations used for scores. The independent review confirmed the accuracy of the formulas, calculations, scores, and project rankings. In addition, staff performed a social equity analysis to ensure that the funding for projects recommended for award would be distributed such that low-income and minority communities would receive an equitable proportion of the benefits. The analysis confirmed that the ATGP funds would be distributed in an equitable manner based on the recommended funding allocations.

ATGP Project Rankings and Funding Recommendations

In total, 12 ATGP projects are recommended to receive funding. There is \$3 million in Transportation Development Act (TDA) funding available for this call for projects.

Capital Projects

Local jurisdictions submitted 16 eligible capital grant project applications requesting approximately \$8.1 million in ATGP funding. There is \$2.25 million (representing 75% of the total ATGP funding) available to fund large and small-category capital projects for this cycle. Large category projects are those over \$500,000. Based on the project rankings, four capital projects are recommended to receive full funding and two projects are recommended to receive partial funding.

It should also be noted that one project, the Oceanside Seagaze Drive Downtown Mobility Project, was submitted under both the SGIP and ATGP capital programs (the ATGP "Small-Category" Program). This project ranked high in both grant programs. Since it ranked well enough to be

recommended for funding under the SGIP, it was removed from the ATGP Small-Category Projects, thus freeing up funding for other ATGP Small-Category Projects.

ATGP “Large Category” Capital Projects Recommended for Funding:

| Rank | Jurisdiction | Project Title – ATGP Capital – Large Category | Funding Request | Funding Recommendation |
|--|---------------|---|---|------------------------|
| 1 | National City | Sweetwater River Bikeway/ 30th Street Bicycle Facility Improvements | Request: \$1,000,000 Match: \$55,000 Total: \$1,055,000 | \$1,000,000 |
| 2 | Solana Beach | Stevens/Valley Avenue Corridor – Bicycle and Pedestrian Improvement Project (Partial Funding) | Request: \$500,000 Match: \$100,000 Total: \$600,000 | \$420,000 |
| Total Funding Recommended for ATGP “Large Category” Capital Projects: | | | | \$1,420,000 |

ATGP “Small Category” Capital Projects Recommended for Funding:

| Rank | Jurisdiction | Project Title – ATGP Capital – Small Category | Funding Request | Funding Recommendation |
|--|--------------|---|---|------------------------|
| 1 | Escondido | Escondido Creek Trail Signalized Bike/Ped Crossing at El Norte Parkway Project | Request: \$335,000 Match: \$340,000 Total: \$675,000 | \$335,000 |
| 2 | Oceanside* | Seagaze Drive Downtown Mobility Project | Request: \$357,497 Match: \$63,000 Total: \$420,497 | \$0 |
| 3 | Santee | Riverwalk Drive Crossing Project | Request: \$216,900 Match: \$24,100 Total: \$241,000 | \$216,900 |
| 4 | Santee | Citywide Bike Lanes Project | Request: \$156,000 Match: \$0 Total: \$156,000 | \$156,000 |
| 5 | Carlsbad | Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project (Partial Funding) | Request: \$270,000 Match: \$726,000 Total: \$996,000 | \$192,100 |
| Total Funding Recommended for ATGP “Small Category” Capital Projects: | | | | \$900,000 |
| Total Funding Recommended for All ATGP Capital Projects: | | | | \$2,320,000 |

* The Seagaze Drive Downtown Mobility Project is being recommended for funding through the SGIP Capital Grant Program, and is therefore recommended to be removed from the ATGP competition.

Discussions have been held with the Cities of Solana Beach and Carlsbad regarding the Stevens/Valley Avenue Corridor and Carlsbad Boulevard/Tamarack Avenue projects recommended for partial funding. Both cities have indicated that they would be willing to accept partial funding and could complete their projects as proposed.

Non-Capital Projects

Local jurisdictions submitted 12 eligible planning grant applications requesting approximately \$1.5 million in ATGP funding. A total of \$750,000 (representing 25% of the total ATGP funding) is available to fund non-capital projects for this cycle. Based on the project rankings and recommendations

of the ATGP Evaluation Panel, six projects in the non-capital categories are recommended to receive full funding.

ATGP Planning Projects Recommended for Funding:

| Rank | Jurisdiction | Project Title – ATGP Non-Capital – Planning | Funding Request | Funding Recommendation |
|--|---------------------------------------|--|--|------------------------|
| 1 | Coronado | Comprehensive Active Transportation Strategy | Request: \$90,000 Match: \$90,000 Total: \$180,000 | \$90,000 |
| 2 | Civic San Diego/ City of San Diego | Euclid and Market Complete Streets Master Plan | Request: \$300,000 Match: \$100,000 Total: \$400,000 | \$300,000 |
| Total Funding Recommended for ATGP “Planning” Projects: | | | | \$390,000 |

ATGP Education, Encouragement, Awareness Programs (EEA) Recommended for Funding:

| Rank | Jurisdiction | Project Title – ATGP Non-Capital – EEA | Funding Request | Funding Recommendation |
|---|--------------|--|---|------------------------|
| 1 | El Cajon | Be Safe, El Cajon | Request: \$50,000 Match: \$5,000 Total: \$55,000 | \$50,000 |
| 2 | Chula Vista | Walk + Bike Chula Vista Education Encouragement Awareness Campaign | Request: \$100,000 Match: \$20,000 Total: \$120,000 | \$100,000 |
| 3 | Oceanside | Bike/Bus Safety Public Outreach Project | Request: \$90,000 Match: \$10,000 Total: \$100,000 | \$90,000 |
| Total Funding Recommended for ATGP “EEA” Programs: | | | | \$240,000 |

ATGP Bike Parking Projects Recommended for Funding:

| Rank | Jurisdiction | Project Title – ATGP Non-Capital – Bike Parking | Funding Request | Funding Recommendation |
|--|---------------|---|---|------------------------|
| 1 | National City | National City Bicycle Parking Enhancements | Request: \$50,000 Match: \$10,000 Total: \$60,000 | \$50,000 |
| Total Funding Recommended for ATGP “Bike Parking” Projects: | | | | \$50,000 |
| Total Funding Recommended for All ATGP <u>Non-Capital</u> Projects: | | | | \$680,000 |

The ATGP Evaluation Panel recommended only \$680,000 (23%) for non-capital projects based on the following reasons. The Bike Parking category allows for up to \$150,000 (or 5% of the non-capital funds). However, only one bike parking application was submitted for a total of \$50,000 (representing 1.7% of the funds). As a result, the Evaluation Panel recommended rolling the remaining \$100,000 of bike parking funding into the EEA category to fully fund the three EEA applications for a total of \$240,000. This increased the EEA category from 5 percent of the non-capital funds to 8 percent of the funds. This left a remaining balance of \$10,000 in the EEA program. In addition, the two top-ranked projects in the Planning category summed up to

\$390,000. As noted above, \$450,000 was available in the Planning category. The Panel recommended funding only 13 percent (versus 15%) of the Planning category; therefore, combining the remaining \$60,000 from the Planning category with the remaining \$10,000 from the EEA category, and rolling a total of \$70,000 back into the Capital Large-Category Projects to fund a greater percentage of the Solana Beach project, which was recommended for partial funding. With this recommended rollover, the overall ATGP funding allocations represent 77 percent for capital projects and 23 percent for non-capital projects.

Next Steps

Today's report is presented to the Transportation Committee for information. Since the Regional Planning Committee meeting that was originally-scheduled in early June was cancelled, this report also will be emailed for information to the Regional Planning Committee. During July, the report will be presented to the Regional Planning Technical Working Group, the Cities/County Transportation Advisory Committee, and the Active Transportation Working Group for information and discussion, and to the *TransNet* Independent Taxpayer Oversight Committee to confirm that the grant funding recommendations are consistent with *TransNet* Extension Ordinance funding eligibility requirements.

Next month, at the Joint meeting of the Transportation and Regional Planning Committees scheduled for July 17, 2015, the Transportation Committee will be asked to recommend that the SANDAG Board of Directors approve the SGIP and ATGP project awards, and the Regional Planning Committee will be asked to recommend that the SANDAG Board approve the SGIP project awards. The Board will be asked to approve the funding recommendations on July 24, 2015.

Upon approval by the Board, the SGIP projects would be amended into the 2014 Regional Transportation Improvement Program at its earliest opportunity, and SANDAG will prepare a TDA claim for the ATGP projects. The selected grantees will be issued a Notice to Award and will be invited to participate in a kick-off meeting with SANDAG staff to initiate the process of executing grant agreements. If the Board takes action at its July meeting, grant agreement executions are anticipated in fall 2015.

CHARLES "MUGGS" STOLL

Director, Land Use and Transportation Planning

- Attachments:
1. Cycle 3 Applications Submitted by Jurisdiction – SGIP and ATGP
 2. Draft Project Rankings and Funding Recommendations
 - 2a. SGIP Capital Grants
 - 2b. SGIP Planning Grants
 - 2c. ATGP Capital Grants
 - 2d. ATGP Non-Capital Grants
 3. SGIP Project Application Descriptions (in order of ranking)
 4. ATGP Project Application Descriptions (in order of ranking)

Key Staff Contact: Carolina I. Gregor, (619) 699-1989; carolina.gregor@sandag.org

Cycle 3 Applications Submitted by Jurisdiction
TransNet Smart Growth Incentive Program and Active Transportation Grant Program

| Jurisdiction | Smart Growth Incentive Program | Capital | Planning | Active Transportation Grant Program | Capital | Non-Capital |
|----------------|---|---------|----------|--|---------|-------------|
| Carlsbad | N/A | | | Carlsbad Blvd and Tamarack Ave Pedestrian Improvement Project (\$270,000) | • | |
| Chula Vista | N/A | | | Industrial Boulevard Pedestrian and Bicycle Improvements (\$544,500) | • | |
| | | | | Main Street Corridor Pedestrian Improvements (\$497,000) | • | |
| | | | | Multi-Modal Pedestrian / Bikeway Master Plan (\$250,000 – Planning) | | • |
| | | | | Walk+Bike Chula Vista Education Encouragement Awareness Campaign (\$100,000 – EEA) | | • |
| Coronado | N/A | | | Coronado Comprehensive Active Transportation Strategy (\$90,000 – Planning) | | • |
| Del Mar | N/A | | | Coast to Crest Trail Railroad Underpass Design Study (\$70,000 – Planning) | | • |
| | | | | Comprehensive Active Transportation Master Plan (\$85,000 – Planning) | | • |
| El Cajon | Gillespie Field Aerotropolis (\$400,000) | | • | City of El Cajon Pedestrian Undercrossing Improvements at I-8 (\$1,049,220) | • | |
| | El Cajon Transit Center Transit-Supportive Land Use and Mobility Plan (\$400,000) | | • | Be Safe, El Cajon (\$50,000 – EEA) | | • |
| Encinitas | N/A | | | N/A | | |
| Escondido | Escondido Transit Center Active Transportation Connections (\$1,270,000) | • | | Escondido Creek Trail Signalized Bike/Ped Crossing at El Norte Parkway Project (\$335,000) | • | |
| Imperial Beach | Palm Avenue Mixed Use and Commercial Corridor Plan West End Sector (\$400,000) | | • | Bernardo Shores Bayshore Bikeway to Rainbow Avenue Class I Bicycle Link (\$700,000) | • | |
| | | | | Fern Avenue Pedestrian and Mobility Improvement Project (\$400,000) | • | |
| La Mesa | North Spring Street Smart Growth Corridor (\$1,300,000) | • | | N/A | | |
| Lemon Grove | Construct Connect Main Street Segment (\$409,700) | • | | ADA Transition Plan (\$150,000 – Planning) | | • |

| Jurisdiction | Smart Growth Incentive Program | Capital | Planning | Active Transportation Grant Program | Capital | Non-Capital |
|----------------------------|---|----------------------------|----------|--|---------|-------------|
| Lemon Grove (cont.) | Broadway / Olive Street Intersection Improvements (\$200,000) | • | | | | |
| | Lemon Grove Avenue Realignment (\$805,000) | • | | | | |
| | ADA Transition Plan (\$150,000 – Planning) | | • | | | |
| | Broadway Downtown Village Specific Plan (DVSP) Expansion (\$175,000) | | • | | | |
| | Trolley Grade Separation Study (\$175,000) | | • | | | |
| | Massachusetts Station Specific Plan (\$175,000) | | • | | | |
| | Complete Streets Mobility Plan (Mobility Element Update) (\$225,000) | | • | | | |
| National City | Downtown Specific Plan Update (\$320,000) | | • | Sweetwater River Bikeway/30th Street Bicycle Facility Improvements (\$1,000,000) | • | |
| | Downtown - Westside Wayfinding and Community Gateways (\$825,000) | • | | Citywide Midblock Crossing Enhancements Project (\$625,000) | • | |
| | Kimball Park Smart Growth Improvements (\$2,000,000) (Deemed Ineligible) | <i>(Deemed Ineligible)</i> | | National City Bicycle Parking Enhancements (\$50,000 – Bike Parking) | | • |
| | N Avenue Improvements (\$500,000) | • | | | | |
| | Westside Mobility Improvement Project (\$2,000,000) | • | | | | |
| Oceanside | Seagaze Drive Downtown Mobility Project (\$357,497) | • | | Seagaze Drive Downtown Mobility Project (\$357,497) | • | |
| | Coastal Rail Trail Extension (Oceanside Blvd Across Loma Alta Marsh) (\$340,000) | | • | Bike/Bus Safety Public Outreach Project (\$90,000 – EEA) | | • |
| Poway | N/A | | | Comprehensive Active Transportation Strategy (\$160,000 – Planning) | | • |
| City of San Diego | 14th Street Pedestrian Promenade Demonstration Block (\$1,000,000 – Civic San Diego) | • | | Euclid and Market Complete Streets Master Plan (\$300,000 – Planning) | | • |
| | San Ysidro Wayfinding Signs (\$350,000 – Civic Center) | • | | | | |
| | Sixth Avenue Bridge Promenade Feasibility and Conceptual Design (\$200,000) | | • | | | |

| Jurisdiction | Smart Growth Incentive Program | Capital | Planning | Active Transportation Grant Program | Capital | Non-Capital |
|---|--|--|-------------|--|-------------|-------------|
| City of San Diego (cont.) | Pacific Beach Greenways, Parks and Transit (\$400,000) | | • | | | |
| | Grantville Trolley Station/Alvarado Creek Enhancement Project (\$400,000) | | • | | | |
| | Kearny Mesa Smart Growth Employment Area Plan (\$400,000) | | • | | | |
| County of San Diego | N/A | | | San Diego Coastal Bike Path Safety Improvements - Las Flores Creek Constriction (\$576,240) | • | |
| | N/A | | | San Diego Coastal Bike Path Safety Improvements - Stuart Mesa/41 Area Constriction (\$477,640) | • | |
| San Marcos | N/A | | | N/A | | |
| Santee | N/A | | | Citywide Bike Lanes Project (\$156,000) | • | |
| | | | | Riverwalk Drive Crossing Project (\$216,900) | • | |
| | | | | San Diego River Trail Design Project (\$414,000) | • | |
| | | | | Santee Bicycle Master Plan Update (\$125,000 – Planning) | | • |
| Solana Beach | Traffic Calming & Active Transportation Facilities for the Solana Beach Transit Station Transit-Oriented Development (\$1,900,000) | • | | Stevens/Valley Ave Corridor-Bicycle & Pedestrian Improvements (\$500,000) | • | |
| Vista | Paseo Santa Fe - Phase II (\$2,000,000) | • | | N/A | | |
| TOTAL ELIGIBLE APPLICATIONS SUBMITTED | 27 SGIP Total | 13 | 14 | 28 ATGP Total | 16 | 12 |
| TOTAL ELIGIBLE FUNDING REQUESTS BY CATEGORY | | \$12,917,197 | \$4,160,000 | | \$8,118,997 | \$1,520,000 |
| TOTAL ELIGIBLE FUNDING REQUEST BY PROGRAM | | \$17,077,197 | | | \$9,638,997 | |
| TOTAL ELIGIBLE FUNDING REQUEST FOR BOTH PROGRAMS | 55 Total Eligible Applications | \$26,716,194 Total Eligible Funding Request | | | | |

SGIP CAPITAL GRANTS
PROJECT RANKINGS AND FUNDING RECOMMENDATIONS

| Applicant | Project Title | SGIP Funds Requested | Cumulative Funds Requested | Recommended Project Funding | Sum of Ranks | Overall Rank | | | |
|--|--|----------------------|----------------------------------|-----------------------------|--------------------|--------------|--------------------------|-----------------------------|-------------------------|
| National City | Downtown Westside Wayfinding and Community Gateways | \$825,000 | \$825,000 | \$825,000 | 25 | 1 | | | |
| Oceanside | Seagaze Drive Downtown Mobility Project | \$357,497 | \$1,182,497 | \$357,497 | 28 | 2 | | | |
| National City | Westside Mobility Improvements | \$2,000,000 | \$3,182,497 | \$2,000,000 | 28 | 2 | | | |
| Civic San Diego/City of San Diego | 14th Street Pedestrian Promenade Demonstration Block | \$1,000,000 | \$4,182,497 | \$1,000,000 | 35 | 4 | | | |
| Lemon Grove | Lemon Grove Avenue Realignment | \$805,000 | \$4,987,497 | \$805,000 | 36 | 5 | | | |
| City of San Diego | San Ysidro Wayfinding Signs | \$350,000 | \$5,337,497 | \$350,000 | 61 | 6 | | | |
| Escondido | Transit Center Active Transportation Connections | \$1,270,000 | \$6,607,497 | \$1,270,000 | 69 | 7 | | | |
| Vista | Paseo Santa Fe Phase II | \$2,000,000 | \$8,607,497 | \$2,000,000 | 71 | 8 | | | |
| La Mesa | North Spring Street Smart Growth Corridor | \$1,300,000 | \$9,907,497 | \$992,503 | 80 | 9 | | | |
| Lemon Grove | Broadway/Olive Street Intersection Improvements | \$200,000 | \$10,107,497 | \$0 | 92 | 10 | | | |
| National City | N Avenue Improvements | \$500,000 | \$10,607,497 | \$0 | 93 | 11 | | | |
| Lemon Grove | Construct Connect Main Street Segment | \$409,700 | \$11,017,197 | \$0 | 98 | 12 | | | |
| Solana Beach | Traffic Calming & AT Facilities for SB Transit Station TOD | \$1,900,000 | \$12,917,197 | \$0 | 103 | 13 | | | |
| Total Available Funding | | \$9,600,000 | Total Recommended Funding | | \$9,600,000 | | | | |
| Total Funding Requested | | \$12,917,197 | Percent of Total SGIP Fund (12M) | | 80% | | | | |
| Funding Deficit | | (\$3,317,197) | | | | | | | |
| <table border="1"> <tr> <td>FULL FUNDING RECOMMENDED</td> </tr> <tr> <td>PARTIAL FUNDING RECOMMENDED</td> </tr> <tr> <td>FUNDING NOT RECOMMENDED</td> </tr> </table> | | | | | | | FULL FUNDING RECOMMENDED | PARTIAL FUNDING RECOMMENDED | FUNDING NOT RECOMMENDED |
| FULL FUNDING RECOMMENDED | | | | | | | | | |
| PARTIAL FUNDING RECOMMENDED | | | | | | | | | |
| FUNDING NOT RECOMMENDED | | | | | | | | | |

SGIP PLANNING GRANTS
PROJECT RANKINGS AND FUNDING RECOMMENDATIONS

| Applicant | Project Title | SGIP Funds Requested | Cumulative Funds Requested | Recommended Project Funding | Sum of Ranks | Overall Rank |
|------------------------------------|---|----------------------|----------------------------------|-----------------------------------|--------------|--------------|
| National City | Downtown Specific Plan Update | \$320,000 | \$320,000 | \$320,000 | 24 | 1 |
| City of San Diego | Grantville Trolley Station/Alvarado Creek Enhancement Project | \$400,000 | \$720,000 | \$400,000 | 32 | 2 |
| El Cajon | El Cajon Transit Center Transit-Supportive Land Use and Mobility Plan | \$400,000 | \$1,120,000 | \$400,000 | 37 | 3 |
| Civic San Diego/ City of San Diego | Sixth Avenue Bridge Promenade Feasibility and Conceptual Design | \$200,000 | \$1,320,000 | \$200,000 | 45 | 4 |
| Lemon Grove | Broadway Downtown Village Specific (DVSP) Expansion | \$175,000 | \$1,495,000 | \$175,000 | 64 | 5 |
| Imperial Beach | Palm Avenue Mixed Use and Commercial Corridor Plan West End Sector | \$400,000 | \$1,895,000 | \$400,000 | 66 | 6 |
| City of San Diego | Pacific Beach Greenways, Parks and Transit | \$400,000 | \$2,295,000 | \$400,000 | 68 | 7 |
| Oceanside | Coastal Rail Trail Extension (Oceanside Blvd across Loma Alta Marsh) | \$340,000 | \$2,635,000 | \$0 (Partial Funding Declined) | 71 | 8 |
| El Cajon | Gillespie Field Aerotropolis | \$400,000 | \$3,035,000 | \$0 (Partial Funding Declined) | 73 | 9 |
| City of San Diego | Kearny Mesa Smart Growth Employment Area Plan | \$400,000 | \$3,435,000 | \$105,000 | 73 | 9 |
| Lemon Grove | Complete Streets Mobility Plan (Mobility Element Update) | \$225,000 | \$3,660,000 | \$0 | 75 | 11 |
| Lemon Grove | Massachusetts Station Specific Plan | \$175,000 | \$3,835,000 | \$0 | 85 | 12 |
| Lemon Grove | Trolley Grade Separation Study | \$175,000 | \$4,010,000 | \$0 | 113 | 13 |
| Lemon Grove | ADA Transition Plan | \$150,000 | \$4,160,000 | \$0 | 116 | 14 |
| Total Available Funding | | \$2,400,000 | Total Recommended Funding | | \$2,400,000 | |
| Total Funding Requested | | \$4,160,000 | Percent of Total SGIP Fund (12M) | | 20% | |
| Funding Deficit | | (\$1,760,000) | | | | |

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| FULL FUNDING RECOMMENDED |
| PARTIAL FUNDING RECOMMENDED |
| FUNDING NOT RECOMMENDED |

**ATGP CAPITAL GRANTS
PROJECT RANKINGS AND FUNDING RECOMMENDATIONS**

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|--|------------|
| Percent of Total ATGP Fund Allocated to Capital Projects (3M) | 77% |
|--|------------|

Capital ATGP Grant Proposals Requesting \$500,000 Or More

| Applicant | Project Title | ATGP Funds Requested | Cumulative Funds Requested | Recommended Project Funding | Sum of Ranks | Overall Rank |
|---------------------|---|---------------------------------|----------------------------|----------------------------------|--------------------|--------------|
| National City | Sweetwater River Bikeway/30th Street Bicycle Facility Improvements | \$1,000,000 | \$1,000,000 | \$1,000,000 | 19 | 1 |
| Solana Beach | Stevens/Valley Avenue Corridor - Bicycle and Pedestrian Improvement Project | \$500,000 | \$1,500,000 | \$420,000 | 29 | 2 |
| National City | Citywide Midblock Crossing Enhancements Project | \$625,000 | \$2,125,000 | \$0 | 34 | 3 |
| Imperial Beach | Bernardo Shores Bayshore Bikeway to Rainbow Avenue Class I Bicycle Link | \$700,000 | \$2,825,000 | \$0 | 52 | 4 |
| Chula Vista | Industrial Boulevard Pedestrian and Bicycle Improvements | \$544,500 | \$3,369,500 | \$0 | 62 | 5 |
| El Cajon | El Cajon Pedestrian Under Crossing Improvements at I-8 | \$1,049,220 | \$4,418,720 | \$0 | 74 | 6 |
| County of San Diego | San Diego Coastal Bike Path Safety Improvements - Las Flores Creek Constriction | \$576,240 | \$4,994,960 | \$0 | 108 | 7 |
| | | *Total Available Funding | \$1,420,000 | Total Recommended Funding | \$1,420,000 | |
| | | Total Funding Requested | \$4,994,960 | Percent of Capital Funds | 61% | |
| | | Funding Deficit | (\$3,574,960) | | | |

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| FULL FUNDING RECOMMENDED |
| PARTIAL FUNDING RECOMMENDED |
| FUNDING NOT RECOMMENDED |

*Total Available Funding includes \$70,000 rollover from Non-Capital projects.

Capital ATGP Grant Proposals Requesting Less Than \$500,000

| Applicant | Project Title | ATGP Funds Requested | Cumulative Funds Requested | Recommended Project Funding | Sum of Ranks | Overall Rank |
|---------------------|---|--------------------------------|----------------------------|----------------------------------|------------------|--------------|
| Escondido | Escondido Creek Trail Signalized Bike/Pedestrian Crossing at El Norte Parkway Project | \$335,000 | \$335,000 | \$335,000 | 23 | 1 |
| * Oceanside | Seagaze Drive Downtown Mobility Project | \$357,497 | — | \$0 | 31 | 2 |
| Santee | Riverwalk Drive Crossing Project | \$216,900 | \$551,900 | \$216,900 | 41 | 3 |
| Santee | Citywide Bike Lanes Project | \$156,000 | \$707,900 | \$156,000 | 60 | 4 |
| Carlsbad | Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project | \$270,000 | \$977,900 | \$192,100 | 67 | 5 |
| Chula Vista | Main Street Corridor Pedestrian Improvements | \$497,000 | \$1,474,900 | \$0 | 75 | 6 |
| Santee | San Diego River Trail Design Project | \$414,000 | \$1,888,900 | \$0 | 76 | 7 |
| Imperial Beach | Fern Avenue Pedestrian and Mobility Improvement Project | \$400,000 | \$2,288,900 | \$0 | 92 | 8 |
| County of San Diego | San Diego Coastal Bike Path Safety Improvements - Stuart Mesa/41 Area Constriction | \$477,640 | \$2,766,540 | \$0 | 109 | 9 |
| | | Total Available Funding | \$900,000 | Total Recommended Funding | \$900,000 | |
| | | Total Funding Requested | \$3,124,037 | Percent of Capital Funds | 39% | |
| | | Funding Deficit | (\$2,224,037) | | | |

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| FULL FUNDING RECOMMENDED |
| PARTIAL FUNDING RECOMMENDED |
| FUNDING NOT RECOMMENDED |

* The Seagaze Drive Downtown Mobility Project is being recommended for funding through the SGIP Capital Grant Program, and is therefore recommended to be removed from the ATGP competition

**ATGP NON-CAPITAL GRANTS
PROJECT RANKINGS AND FUNDING RECOMMENDATIONS**

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| Percent of Total ATGP Funds Allocated to Non-Capital Projects | 23% |
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ATGP Planning Proposals

| Applicant | Project Title | ATGP Funds Requested | Cumulative Funds Requested | Recommended Project Funding | Sum of Ranks | Overall Rank |
|------------------------------------|---|---------------------------------|----------------------------|-------------------------------------|------------------|--------------|
| Coronado | Coronado Comprehensive Active Transportation Strategy | \$90,000 | \$90,000 | \$90,000 | 7 | 1 |
| Civic San Diego/ City of San Diego | Euclid and Market Complete Streets Master Plan | \$300,000 | \$390,000 | \$300,000 | 16 | 2 |
| Chula Vista | Multi-Modal Pedestrian / Bikeway Master Plan | \$250,000 | \$640,000 | \$0 | 21 | 3 |
| Santee | Santee Bike Master Plan Update | \$125,000 | \$765,000 | \$0 | 31 | 4 |
| Lemon Grove | ADA Transition Plan | \$150,000 | \$915,000 | \$0 | 35 | 5 |
| Del Mar | Coast to Crest Trail Railroad Underpass Design Study | \$70,000 | \$985,000 | \$0 | 39 | 6 |
| Del Mar | Del Mar Comprehensive Active Transportation Master Plan | \$85,000 | \$1,070,000 | \$0 | 51 | 7 |
| Poway | Poway Comprehensive Active Transportation Strategy | \$160,000 | \$1,230,000 | \$0 | 52 | 8 |
| | | *Total Available Funding | \$460,000 | Total Recommended Funding | \$390,000 | |
| | | Total Funding Requested | \$1,230,000 | Percent of Non-Capital Funds | 57% | |
| | | Funding Deficit | (\$770,000) | | | |
| | | **Funding Rollover | \$70,000 | | | |

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| FULL FUNDING RECOMMENDED |
| PARTIAL FUNDING RECOMMENDED |
| FUNDING NOT RECOMMENDED |

*Total Available Funding includes \$10,000 rollover from EEA Program category.
 **Assumes \$70,000 rollover into ATGP Large Capital category.

ATGP Education, Encouragement, Awareness Program Proposals

| Applicant | Project Title | ATGP Funds Requested | Cumulative Funds Requested | Recommended Project Funding | Sum of Ranks | Overall Rank |
|-------------|--|---------------------------------|----------------------------|-------------------------------------|------------------|--------------|
| El Cajon | Be Safe, El Cajon | \$50,000 | \$50,000 | \$50,000 | 9 | 1 |
| Chula Vista | Walk+Bike Chula Vista Education Encouragement Awareness Campaign | \$100,000 | \$150,000 | \$100,000 | 16 | 2 |
| Oceanside | Bike/Bus Safety Public Outreach Project | \$90,000 | \$240,000 | \$90,000 | 17 | 3 |
| | | *Total Available Funding | \$250,000 | Total Recommended Funding | \$240,000 | |
| | | Total Funding Requested | \$240,000 | Percent of Non-Capital Funds | 35% | |
| | | **Funding Rollover | \$10,000 | | | |

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| FULL FUNDING RECOMMENDED |
| PARTIAL FUNDING RECOMMENDED |
| FUNDING NOT RECOMMENDED |

*Total Available Funding includes \$100,000 rollover from Parking category.
 **Assumes \$10,000 rollover into Planning category.

ATGP Bike Parking Proposals

| Applicant | Project Title | ATGP Funds Requested | Cumulative Funds Requested | Recommended Project Funding | Sum of Ranks | Overall Rank |
|---------------|---|--------------------------------|----------------------------|-------------------------------------|-----------------|--------------|
| National City | National City Bicycle Parking Enhancements (Bike Parking) | \$50,000 | \$50,000 | \$50,000 | 7 | 1 |
| | | Total Available Funding | \$150,000 | Total Recommended Funding | \$50,000 | |
| | | Total Funding Requested | \$50,000 | Percent of Non-Capital Funds | 7% | |
| | | *Funding Rollover | \$100,000 | | | |

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| FULL FUNDING RECOMMENDED |
| PARTIAL FUNDING RECOMMENDED |
| FUNDING NOT RECOMMENDED |

*Assumes \$100,000 rollover into EEA Program category.

**Smart Growth Incentive Program Project Application Descriptions
(for Eligible Cycle 3 Applications in Order of Project Rankings)**

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| RECOMMENDED FOR FULL FUNDING |
| RECOMMENDED FOR PARTIAL FUNDING |
| NOT RECOMMENDED FOR FUNDING |

Capital Projects

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|-----------------|---------------------|---|--|---|
| 1 | National City | Downtown-Westside Wayfinding and Community Gateways | Request: \$825,000 Match: \$200,000 Total: \$1,025,000 | The project includes the installation of new wayfinding/gateway signs throughout the Downtown and Westside Communities. The goal of the primarily pedestrian-oriented signs is to direct area residents, visitors, and workers to popular destinations, schools, transit stations, and parks. Sign system types include gateway, orientation, decision point, banners, education/interpretive, historic, and arrival. This project will create a more lively, pedestrian-friendly environment, encouraging community members to travel via foot or bicycle, reducing greenhouse gas emissions. The visually unified street space will attract and support future development and serve as a model example for smart growth in the region. |
| 2 - tied | Oceanside | Seagaze Drive Downtown Mobility Project | Request: \$357,497 Match: \$63,000 Total: \$420,497 | As part of the Mission Avenue Project, Mission Avenue and Seagaze Drive were converted to one-way streets. Raised channelizers have been recently installed on Seagaze Drive as a temporary measure for the curb bulb-outs with success. This project will make the temporary improvements permanent. This project will enhance the quality of Seagaze Drive and provide much needed continuity with Mission Avenue through innovative smart growth supporting infrastructure including: pedestrian bulb-outs, ADA ramps with truncated domes, rectangular rapid flashing beacons, enhanced crosswalks, and a raised pork-chop median. |
| 2 -tied | National City | Westside Mobility Improvement Project | Request: \$2,000,000 Match: \$200,000 Total: \$2,200,000 | The proposed project enhances bicycling and pedestrian connections in the Downtown and Westside Specific Plan areas and encourages smart growth development through the following improvements: completing the missing Class II bicycle facilities, bicycle racks, trash/recycling receptacles, intersection curb bulb-outs at key intersections, ADA-compliant curb ramps at intersections with improved crosswalks, traffic circles at ten intersections, public art within the traffic circles, decorative street lighting along the Wilson Avenue and 14th Street community corridors, and communications support system. All improvements are consistent with the build out of the Westside Specific Plan, which will support the future mixed-use developments in the area through the redevelopment process. |

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| RECOMMENDED FOR FULL FUNDING |
| RECOMMENDED FOR PARTIAL FUNDING |
| NOT RECOMMENDED FOR FUNDING |

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|------|------------------------------------|--|--|--|
| 4 | Civic San Diego/ City of San Diego | 14th Street Pedestrian Promenade Demonstration Block | Request: \$1,000,000 Match: \$250,000 Total: \$1,250,000 | Design and construction of the first block of the 14th Street Promenade adjacent to the San Diego Police Headquarters. The promenade would create an approximately 30-foot wide pedestrian promenade/linear park by eliminating a parking lane and narrowing two travel lanes. It will link City College to Barrio Logan through East Village, including connecting several existing and future park sites. The pilot block continues the work of a previous SGIP planning grant, the 14th Street Promenade Master Plan, by implementing its first segment. In addition, this project would be the first portion of a proposed conversion of approximately four miles of existing downtown rights-of-way and traffic lanes into a 10-acre public open space network. This network is aptly nicknamed "G.R.O.W." (Green Rights of Way) and will serve to connect Downtown's densely populated neighborhoods with enhanced landscaped corridors focused on improving pedestrian and other non-vehicular circulation. |
| 5 | Lemon Grove | Lemon Grove Avenue Realignment Project | Request: \$805,000 Match: \$4,200,000 Total: \$5,005,000 | The "Project" realigns and reconstructs segments of Lemon Grove (LGA) and North Avenues, trolley/railroad crossing and the LGA State Route 94 (SR 94) entrance/exit. The Project will construct the following: LGA from North Avenue to SR 94; reconstruct North Avenue between Olive Street and LGA; install new striping on Olive Street between North Avenue and Broadway; install traffic signals at the intersections of North Avenue and LGA, North Avenue and Olive Street; upgrade existing substandard improvements at the trolley/railroad crossing; water and storm drains; and underground SDG&E, Cox and AT&T transmission and/or distribution overhead lines. |
| 6 | City of San Diego | San Ysidro Wayfinding Signs | Request: \$350,000 Match: \$0 Total: \$350,000 | The project includes the design and installation of wayfinding signs in the San Ysidro Port of Entry District to improve the area's mobility and respond to changes in the configuration of the Port of Entry. Signs will help visitors easily locate public services, popular destinations, and transportation options. The project will build on the current Community Plan Update with additional opportunities for focused public involvement, and it will serve as a pilot project for planned signage unifying the entire community. The City of San Diego will implement the project through an innovative public-private partnership supporting at-risk youth in the Urban Corps of San Diego County's workforce development program. |
| 7 | Escondido | Escondido Transit Center Active Transportation Connections | Request: \$1,270,000 Match: \$0 Total: \$1,270,000 | The project fills important gaps in the Active Transportation network immediately adjacent to the Escondido Transit Center (ETC) where active transportation demand is the highest. The project connects the ETC to grocery, commercial, residential and office centers to the west by constructing a bridge for pedestrians over the Spruce Street Creek and by providing bike lanes between Tulip and Quince Street. The project connects the ETC to the Mercado/Grand Avenue Smart Growth Project Area to the southeast with bike lanes along Quince Street. |
| 8 | Vista | Paseo Santa Fe Phase II | Request: \$2,000,000 Match: \$5,000,000 | Paseo Santa Fe Phase II is an infrastructure and street scape project located in Vista's Town Center on South Santa Fe Avenue. It is a complete and livable streets revitalization project that includes a road diet that will reduce the street width |

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| RECOMMENDED FOR FULL FUNDING |
| RECOMMENDED FOR PARTIAL FUNDING |
| NOT RECOMMENDED FOR FUNDING |

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|------|---------------|---|--|--|
| | | | Total: \$7,000,000 | from five lanes to two lanes; install new curbs, gutters, and enhanced sidewalks; construction of roundabouts at key intersections; and, install decorative elements such as landscaping, street lights, street signs, and pedestrian furniture. The project will slow traffic and improve multi-modal mobility within the Town Center. The project will transform mobility within the Town Center by addressing the needs of pedestrians and bicyclists to access downtown and the improved amenities in retail, housing, recreation, and transportation. |
| 9 | La Mesa | North Spring Street Smart Growth Corridor | Request: \$1,300,000 Match: \$606,000 Total: \$1,906,000 | <p>North Spring Street is a four-lane arterial connecting Downtown La Mesa, a regional transit center, a proposed private development and a major commercial/industrial center north of Interstate 8 (I-8). The project will enhance public infrastructure, encourage/support future private development, contribute to the reduction of greenhouse gases, and serve as a model smart growth project for the region. Enhancements include:</p> <ul style="list-style-type: none"> • A vital pedestrian connection at I-8 with ADA ramps, high visibility cross walks, lighting, & safety fencing. • A Class III bicycle route with sharrow markings along the corridor. • A pedestrian railroad crossing connecting Spring Street to a proposed private development, new sidewalk along Nebo Drive, and a new pedestrian crossing at Nebo Drive and University Avenue - providing a linkage to the regional transit center and civic services located downtown. <p>A portion of the project is funded with State Highway Safety Improvement Program funds; however, completion of the project is contingent upon securing additional funds.</p> |
| 10 | Lemon Grove | Broadway Olive Street Improvement | Request: \$200,000 Match: \$50,000 Total: \$250,000 | The recent opening of two popular retail stores in existing buildings and the new Farmer's Market in the Main Street Promenade has highlighted a need to improve pedestrian access across Broadway, a four-lane arterial. The design of the intersection will include signalization, a ladder crosswalk, and additional pedestrian and bicycle friendly design features. |
| 11 | National City | N Avenue Improvements | Request: \$500,000 Match: \$50,000 Total: \$550,000 | This project will enhance city right-of-way and encourage smart growth principles by completing a system gap in the City's roadway network. The project will install a pedestrian pathway and emergency vehicle access on a portion of N Avenue that is currently inaccessible. The improvements will create access to a vacant parcel that is currently unreachable due to the roadway gap. The improvements will also provide direct pedestrian access from an existing residential community north of the gap, to the existing commercial area located to the south along Plaza Boulevard. |
| 12 | Lemon Grove | Construct Connect Main Street Segment | Request: \$409,700 Match: \$50,000 Total: \$459,700 | The Connect Main Street Trail is intended to connect Lemon Grove neighborhoods through a park and trail system. This segment of the project includes developing a combination of paved multi-use paths and decomposed granite trails, active park area, bollard barriers, lighting, landscaping, and creek restoration along a street |

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| RECOMMENDED FOR FULL FUNDING |
| RECOMMENDED FOR PARTIAL FUNDING |
| NOT RECOMMENDED FOR FUNDING |

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|------|--------------|--|--|---|
| | | | | and undeveloped property. Ultimately, the project connects the three Smart Growth areas in the City of Lemon Grove (LG-1, LG-2 and LG-3). |
| 13 | Solana Beach | Cedros Ave Traffic Calming/Train Station Development | Request: \$1,900,000 Match: \$200,000 Total: \$2,100,000 | The proposed project is a transit-oriented development at the Solana Beach Transit Station within the heart of downtown Solana Beach. It is within a Smart Growth Opportunity Area and will facilitate buildout to the 2050 Regional Plan by creating a new mixed-use center and providing parking to meet the 2030 transit parking demand projected by SANDAG at this site, which is the third busiest station along the Los Angeles-San Diego-San Luis Obispo Rail Corridor (980 boardings/day) due to its central location. This site will continue to be a key transit hub, particularly with development of the planned special events platform at the Del Mar Fairgrounds. Project will also create a Mobility Hub at the site. Grant funds will be applied specifically toward traffic calming, sidewalks and active transportation facilities on North Cedros as integral components of this development. Public contribution will help create a viable, well-designed place that efficiently supports transit. It will also leverage significant private sector dollars. |

SGIP Planning Projects

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|------|---------------|-------------------------------|---|--|
| 1 | National City | Downtown Specific Plan Update | Request: \$320,000 Match: \$50,000 Total: \$370,000 | The Downtown Specific Plan Update will provide an overall update to the original plan adopted in 2005. The plan will incorporate new elements related to Smart Growth, specifically Transportation Demand Management and parking policies. These elements are crucial to the success of the community as increased redevelopment opportunities increase transportation and parking demands Downtown. Overall, the Specific Plan Update will revise land use zones, urban design standards and recommend future implementation programs/projects in a manner that will provide direction for development that will create a unique sense of place in National City's vibrant Downtown core. |

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| RECOMMENDED FOR FULL FUNDING |
| RECOMMENDED FOR PARTIAL FUNDING |
| NOT RECOMMENDED FOR FUNDING |

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|------|-----------------------------------|---|--|--|
| 2 | City of San Diego | Grantville Trolley Station/Alvarado Creek Enhancement Project | Request: \$400,000 Match: \$100,000 Total: \$500,000 | Alvarado Creek in its current condition is a barrier to smart growth in the Grantville Community because it limits connectivity to the Grantville Trolley Station. The creek is highly channelized, subject to regular flooding, and often used as a storage yard. The City of San Diego has made significant strides in improving the area by creating an overlay zone to foster mixed-use transit oriented development (TOD) in close proximity to the station. However, an injection of grant funds into the area can speed up the recovery of the creek by transforming it into an amenity that serves as a catalyst project to spark redevelopment. By restoring the channel to a naturalized creek with bridges and walking/cycling trails, the pedestrian and bicycle experience between future TODs and the transit stop will be greatly enhanced. SANDAG has made a significant investment in the development of the Grantville Trolley Station. The station's full potential cannot be fully realized without supporting amenities such as a restored creek. |
| 3 | El Cajon | El Cajon Transit Center Transit-Supportive Land Use and Mobility Plan | Request: \$400,000 Match: \$70,000 Total: \$470,000 | The project would comprehensively analyze the study area surrounding the El Cajon Transit Center to plan a new vision for the area to include transit-supportive land use, improved mobility options, and an enhanced public realm. The project will result in a general plan amendment, rezone, and specific plan to facilitate smart growth development, mobility improvements, and public facilities. |
| 4 | Civic San Diego/City of San Diego | 6th Avenue Bridge Promenade Feasibility and Conceptual Design | Request: \$200,000 Match: \$50,000 Total: \$250,000 | The project will complete a Feasibility and Conceptual Design study for an enhanced pedestrian connection between Downtown and Bankers Hill/Balboa Park. The preliminary concept for this project includes an enhanced pedestrian pathway or promenade from Downtown to Balboa Park with treatments such as widened sidewalks, landscaping, benches, and trellises, which will be accomplished by removing a northbound parking lane and travel lane along Sixth Avenue. The elimination of a hazardous free left-turn from the northbound Interstate 5 off-ramp onto southbound Sixth Avenue also will be considered. |
| 5 | Lemon Grove | Broadway Downtown Village Specific Plan (DVSP) Expansion | Request: \$175,000 Match: \$50,000 Total: \$225,000 | SANDAG has identified the area around the existing Downtown Village Specific Plan (DVSP) as a part of the Smart Growth Opportunity Area LG-2. Because the interest in redevelopment around the DVSP (planned Town Center) continues to grow, expansion of the Downtown Village Specific Plan or similar is warranted. The expansion would consider promoting mixed-use with increased residential densities and commercial intensities within the proposed boundaries consistent with the adopted Downtown Village Specific Plan. However, the proposed project will also consider a form-based code for the expansion as well as areas of the existing DVSP. This area falls within a walkable distance to the Lemon Grove Trolley Depot and several bus stops. |

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| RECOMMENDED FOR FULL FUNDING |
| RECOMMENDED FOR PARTIAL FUNDING |
| NOT RECOMMENDED FOR FUNDING |

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|--------|-------------------|---|--|--|
| 6 | Imperial Beach | Palm Avenue Mixed-Use & Commercial Corridor Master Plan - Rainbow to Delaware Construction Drawings | Request: \$400,000 Match: \$100,000 Total: \$500,000 | Building upon the 2009 Palm Avenue Master Plan and the ongoing design and development of street improvement plans (funded by previously-awarded SGIP grant) for the Palm Avenue Mixed Use and Commercial Corridor Master Plan Project, this project will take the plans from 30 percent level to 100 percent construction drawings for the project area (West End Sector). Project details include public right of way improvements, traffic calming measures, and significant pedestrian, bicycle, and transit improvements. |
| 7 | City of San Diego | Pacific Beach Greenways, Parks and Transit | Request: \$400,000 Match: \$40,000 Total: \$440,000 | The Pacific Beach Greenways, Parks and Transit Plan proposes to engage the community to expand community open space and improve multi-modal circulation by identifying new public spaces, improve mobility, support transit and foster development in an existing smart growth area. The study effort will include the creation of public open spaces, multi-modal infrastructure improvements that improve safety for all modes of travel and expand beach access, improvements to the beach boardwalk, and integration of arts and culture in urban design. |
| 8 | Oceanside | Coastal Rail Trail Extension | Request: \$340,000 Match: \$60,000 Total: \$400,000 | The Coastal Rail Trail Extension between Oceanside Boulevard and across Alta Loma Marsh connecting with Morse Street will extend the Coastal Rail Trail limits in the City of Oceanside by creating a Class I bicycle/pedestrian path and span across Alta Loma Marsh. This will enhance the north/south movement of bicyclists and pedestrians. This project will promote adjacent transit oriented development near the existing Sprinter Station and contribute to the cultural and economic viability for the City. This project will prepare the associated environmental document necessary to take the project into final design and will be one step closer in closing the gaps of the 44-mile Coastal Rail Trail project. (Partial funding declined.) |
| 9-tied | El Cajon | Gillespie Field/Aerotropolis | Request: \$400,000 Match: \$65,600 Total: \$465,600 | The proposed project will be a coordinated tri-jurisdictional effort to develop a transportation and land use plan that provides additional employment and development opportunities. The plan will promote mobility, access and linkage of the Gillespie Field Airport employment centers, airway system, and transportation facilities with the industrial and commercial land uses within the Cities of Santee, El Cajon, and County of San Diego. It will enhance and leverage the existing Gillespie Field Light Rail Transit station for improved mobility, and identify multi-modal improvements needed to connect the area in a comprehensive manner and provide equitable access to the labor base in the surrounding area. Furthermore, it will streamline the project review and permitting process. (Partial funding declined.) |

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| RECOMMENDED FOR FULL FUNDING |
| RECOMMENDED FOR PARTIAL FUNDING |
| NOT RECOMMENDED FOR FUNDING |

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|--------|-------------------|---|--|---|
| 9-tied | City of San Diego | Kearny Mesa Smart Growth Employment Area Plan | Request: \$400,000 Match: \$200,000 Total: \$600,000 | The Kearny Mesa Smart Growth Employment Area Plan will produce an updated land use and zoning strategy to expand employment potential of the project area and allow complimentary residential uses in a mixed use context. The project area is ideally located in central San Diego for redevelopment as a culturally integrated biotech, startup, and small/medium business focused employment center. The Project Area includes the KM-1 and KM-2 smart growth areas and numerous existing and planned bus, bus rapid transit, and light rail routes. The Plan also will employ community outreach to develop streetscape concepts and development criteria for new development as well as prioritized multi-mobility improvements focused on transit stations and corridors in the Project Area, in order to increase the potential for the Project Area to develop as multi-culturally sensitive, transit-oriented mixed-use employment center. |
| 11 | Lemon Grove | Complete Streets Mobility Plan | Request: \$225,000 Match: \$50,000 Total: \$275,000 | Preparation of a Complete Streets Mobility Plan (updating the City's Mobility Element) and applicable California Environmental Quality Act document, including a street design manual, a master street tree plan, an ADA transition plan, a traffic analysis (based on revised Level of Service standards), and a noise analysis. The Plan will establish a comprehensive complete streets approach for the City of Lemon Grove, including the reduction of vehicular lanes to enable the installation of enhanced pedestrian and bicycle facilities both within the City as well as connecting to surrounding neighborhoods. |
| 12 | Lemon Grove | Massachusetts Station Specific Plan | Request: \$175,000 Match: \$50,000 Total: \$225,000 | A Specific Plan to guide the redevelopment of the site (with or without MTS property) with a mix of residential and neighborhood commercial to achieve two primary goals: (1) Increase the number of residents that can walk to the trolley station and use the trolley to commute, and (2) Provide neighborhood shopping opportunities to reduce driving and encourage walking and bicycling. The Specific Plan must include: site plan, building sizes, residential densities, design concepts, grading plan, infrastructure improvements and landscaping. A form based code may best support these requirements and will be considered as a part of the Specific Plan. |

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| RECOMMENDED FOR FULL FUNDING |
| RECOMMENDED FOR PARTIAL FUNDING |
| NOT RECOMMENDED FOR FUNDING |

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|------|--------------|--------------------------------|---|---|
| 13 | Lemon Grove | Trolley Grade Separation Study | Request: \$175,000 Match: \$15,000 Total: \$190,000 | The at-grade trolley line bisects the historic downtown area of the City of Lemon Grove and creates significant traffic and pedestrian circulation issues that impact the ability for the downtown businesses to succeed. The Downtown Village Specific Plan includes policies to investigate grade separation of the trolley at three intersections in the existing Smart Growth Opportunity Areas LG-1 and LG-2. The next step includes an Engineering Concept Study to analyze the feasibility and range of costs of proposed overhead and underpass trolley alignments at Lemon Grove Avenue, Broadway, and Central Avenue. |
| 14 | Lemon Grove | ADA Transition Plan | Request: \$150,000 Match: \$10,000 Total: \$160,000 | The project consists of a comprehensive evaluation and documentation of City policies, programs and facilities to determine the extent to which individuals with disabilities may be restricted in their access to City services, activities and facilities (sidewalks, plazas, City Hall, Recreation Center, Community Center, parks). A document will be produced to provide guidance for the implementation of necessary program and facility modifications over the next several years. The City's assessment will identify and correct those policies and practices that are inconsistent with the requirements of Title II of the ADA. The City will institute a number of programs to increase pedestrian accessibility via street-related Capital Improvement Projects (CIP) and will continue to monitor these programs in order to meet its overall goals based upon a priority system. The plan will include cost estimates for implementation. The plan will be integrated into the CIP with the timeline for implementation. |

**Active Transportation Grant Program Project Application Descriptions
(For Eligible Cycle 3 Applications in Order of Project Rankings)**

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| RECOMMENDED FOR FULL FUNDING |
| RECOMMENDED FOR PARTIAL FUNDING |
| NOT RECOMMENDED FOR FUNDING |

Capital ATGP Grant Proposals Requesting \$500,000 or More (Large Category)

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|------|---------------|---|---|---|
| 1 | National City | Sweetwater River Bikeway/ 30th Street Bicycle Facility Improvements | Request: \$1,000,000 Match: \$55,000 Total: \$1,055,000 | 30th Street is a four-lane east-west arterial with a center two way left-turn lane. The project will provide nearly one mile of Class II and Class III bicycle facilities, per the City’s Bicycle Master Plan. The project will include bicycle detector loops, bicycle boxes, and decreased lane widths for vehicles. The bicycle facilities will complete a system gap in National City’s bicycle network, directly linking the bike network to the regional Sweetwater River Bikeway. The project will also include gateway enhancements at two Sweetwater River Bikeway entryways located at 2nd Street and Hoover Avenue. |
| 2 | Solana Beach | Stevens/Valley Avenue Corridor – Bicycle and Pedestrian Improvement Project | Request: \$500,000 Match: \$100,000 Total: \$600,000 | This project will enhance the use of the existing roadway for all users by reducing the number of lanes on Stevens/Valley Avenue in order to provide for bike lanes along all of Stevens/Valley Avenue; to construct sidewalks in missing locations; to provide enhanced crosswalks; to construct curb ramps consistent with current standards; and to provide traffic calming features to slow down traffic. There are two schools (an elementary school and a middle school) immediately adjacent to the project location and several other schools within a half mile of the project. In addition, there is a city park, a community center, a public library, a church, offices and several retail centers within the project corridor. These improvements will directly improve the ability of all forms of active transportation to access these places by walking, bicycling or by public transit. |
| 3 | National City | Citywide Midblock Crossing Enhancements Project | Request: \$625,000 Match: \$25,000 Total: \$650,000 | The project provides additional pedestrian level lighting enhancements at 14 existing mid-block pedestrian crossing locations throughout the City. The project meets the Active Transportation objectives of creating a safe environment for pedestrians through complete street design principles and encourages the development of Complete Streets for a well-connected pedestrian network. Specific improvements will include new solar-powered lights, curb bulb-outs, enhanced crosswalk striping, and ADA-compliant upgrades to curb ramps. |

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| RECOMMENDED FOR FULL FUNDING |
| RECOMMENDED FOR PARTIAL FUNDING |
| NOT RECOMMENDED FOR FUNDING |

| Rank | Jurisdiction | Project Title | Funding | Project Description |
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| 4 | Imperial Beach | Bernardo Shores Bayshore Bikeway to Rainbow Drive Bikeway Link | Request: \$700,000 Match: \$220,000 Total: \$920,000 | This Class I Bikeway Link will connect a Regional Bikeway Facility (the Bayshore Bikeway) to a Class II Bike Path facility in Rainbow Drive (soon to be implemented) and a dedicated element of the Ecoroute Bikeway connecting to the proposed Class II facility in Palm Avenue/ State Route 75 (which is included as part of the SGIP planning grant application). This essential Link will provide a direct connection to the City's coastline, beaches, and estuary. This Bikeway Link will also become an important part of the California Coastal Trail. |
| 5 | Chula Vista | Industrial Boulevard Improvements | Request: \$544,500 Match: \$215,400 Total: \$759,900 | Construct PCC sidewalks, curb & gutters, ADA pedestrian ramps, PCC driveways, bike lanes, signing, striping and legends, AC pavement work, and traffic control. Along both sides of Industrial Boulevard from approximately Ada Street to Anita Street. This project would fill in the gap in pedestrian/bicycle improvements between Ada Street and Anita Street. |
| 6 | El Cajon | El Cajon Underpasses | Request: \$1,049,220 Match: \$116,580 Total: \$1,165,800 | Construct improvements that include new sidewalk, ADA compliant curb ramps, high-visibility crosswalks with active flashing beacons, pedestrian warning signs, and pedestrian lighting. |
| 7 | County of San Diego | San Diego Coastal Bike Path Safety Improvements - Las Flores Creek Constriction | Request: \$576,240 Match: \$0 Total: \$576,240 | This project constructs a dedicated bike lane on each side of an existing 100-foot bridge crossing Las Flores Creek on Stuart Mesa Road in Camp Pendleton. The existing 24-foot wide pavement area with guard rails on both sides creates a dangerous conflict between bicyclists and vehicles on this busy roadway which is used by large military vehicles as well as the public NCTD Breeze bus line. |

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| RECOMMENDED FOR FULL FUNDING |
| RECOMMENDED FOR PARTIAL FUNDING |
| NOT RECOMMENDED FOR FUNDING |

Capital ATGP Grant Proposals Requesting Less Than \$500,000 (Small Category)

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|------|--------------|--|--|---|
| 1 | Escondido | Escondido Creek Trail Signalized Bike/Ped Crossing at El Norte Parkway Project | Request: \$335,000 Match: \$340,000 Total: \$675,000 | Provide active transportation connectivity for the Escondido Creek Trail by installing a pedestrian signal and pedestrian refuge across El Norte Parkway, including a decorative trail overhead signage structure in accordance with the Escondido Creek Trail Master Plan. The project also includes a bridge that will provide a sidewalk, decorative fencing, safety barrier, bike lanes and buffers across the Escondido Creek. Provide active transportation connectivity for the Escondido Creek Trail by installing a pedestrian signal and pedestrian refuge across El Norte Parkway, including a decorative trail overhead signage structure in accordance with the Escondido Creek Trail Master Plan. The project also includes a bridge that will provide a sidewalk, decorative fencing, safety barrier, bike lanes and buffers across the Escondido Creek. |
| 2 | Oceanside* | Seagaze Drive Downtown Mobility Project | Request: \$357,497 Match: \$63,000 Total: \$420,497 | As part of the Mission Avenue Improvements Project, Mission Avenue and Seagaze Drive were converted to one-way streets. The new circulation has increased multi-modal traffic activity including pedestrians, bicyclists, and motorists on Seagaze Drive. In an effort to increase pedestrian safety and slow vehicular traffic, raised channelizers were recently installed as a temporary measure, with success and this project will make the temporary improvements permanent. This project will enhance the mobility of Seagaze Drive for pedestrians and bicyclists, and provide much needed continuity with Mission Avenue through active transportation infrastructure improvements including: pedestrian curb bulb-outs, ADA ramps with truncated domes, rectangular rapid flashing beacons (RRFBs), enhanced crosswalks, and a raised median. |

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| RECOMMENDED FOR FULL FUNDING |
| RECOMMENDED FOR PARTIAL FUNDING |
| NOT RECOMMENDED FOR FUNDING |

| Rank | Jurisdiction | Project Title | Funding | Project Description |
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| 3 | Santee | Riverwalk Crossing | Request: \$216,900 Match: \$24,100 Total: \$241,000 | The project will install new concrete bulbouts, pedestrian ramps, pedestrian warning signage, a new ladder crosswalk and enhanced area lighting. It will also add parking lanes to narrow the lanes and add sharrows down the length of the project. The feasibility study, environmental and preliminary design have been completed. |
| 4 | Santee | Citywide Bike Lanes | Request: \$156,000 Match: \$0 Total: \$156,000 | Fanita Parkway from Mast Boulevard to Carlton Oaks Boulevard; Cuyamaca Street from Riverpark Drive to Mast Boulevard; El Nopal from Magnolia Avenue to eastern City limits; Fanita Drive from Prospect Avenue to southern City limits; Riverview Parkway from Mission Gorge Road to Town Center Boulevard; Woodside Avenue North from State Route 67 offramp to eastern City limits. |
| 5 | Carlsbad | Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project | Request: \$270,000 Match: \$726,000 Total: \$996,000 | Provide enhanced facilities for pedestrians, transit users and bicyclists. The sidewalk on the west side of Carlsbad Boulevard will be widened from less than 4 feet to about 8 feet from the intersection to the south side of the bridge. The proposed project will establish a new standard for a pedestrian scramble, provide and demand actuated NTOR blank out signs, modify traffic detection to count cyclists and provide unique clearance times. The southbound bus stop will be relocated to the near side of the intersection to be closer to the controlled pedestrian crossings, the path/stairs to Carlsbad State Beach and the bathrooms. Bicyclists will be provided with northbound and southbound bike boxes. |
| 6 | Chula Vista | Main Street Corridor Pedestrian Improvements | Request: \$497,000 Match: \$288,000 Total: \$785,000 | In March 2013, the City received SANDAG Active Transportation funds to develop a Main Street Master Plan to create a multi-modal transportation network to improve safety, access, and mobility for all travelers and recognize pedestrian, bicycle, and transit modes as integral elements of the transportation system. The Main Street Master Plan is in its final stages of completion and City staff plans to present it to City Council for approval in April/May 2015. This project proposes to design and construct pedestrian improvements based on the Main Street Master Plan, such as, crosswalks, sharrows, bus shelters, bike racks, a comprehensive wayfinding sign program, and a traffic signal. |
| 7 | Santee | San Diego River Trail Design Project | Request: \$414,000 Match: \$0 Total: \$414,000 | The project will provide design and environmental review to construct a Class I bike trail along the north side of San Diego River. |

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| RECOMMENDED FOR PARTIAL FUNDING |
| NOT RECOMMENDED FOR FUNDING |

| Rank | Jurisdiction | Project Title | Funding | Project Description |
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| 8 | Imperial Beach | Fern Avenue Pedestrian and Mobility Improvement Project | Request: \$400,000 Match: \$200,000 Total: \$600,000 | The Project is located on a narrow and highly used residential collector street containing a preschool, and single and multi-family homes. The sidewalks and Fern Avenue have utility poles located within the sidewalk on both sides of the street, which impede wheelchair/handicap accessibility and pedestrian flow. The City of Imperial Beach proposes to widen the sidewalks, add Class III bike lane markings, relocate fences, construct curb pop-outs and enhanced pedestrian crossings, install school zone signs/safety lights, curb markings and pedestrian crosswalks at intersections and at mid-block location and install safety lighting. This work will be followed by resurfacing of street, with a 2 inch minimum overlay. |
| 9 | County of San Diego | San Diego Coastal Bike Path Safety Improvements – Stuart Mesa / 41 Area Constriction | Request: \$477,640 Match: \$0 Total: \$477,640 | This project constructs a dedicated bike lane on each side of an existing 250-foot earthen bridge on Stuart Mesa Road in Camp Pendleton. The existing 24-foot wide pavement area with guard rails on both sides creates a dangerous conflict between bicyclists and vehicles on this busy roadway which is used by large military vehicles as well as the public NCTD Breeze bus line. |

* The Seagaze Drive Downtown Mobility Project is being recommended for funding through the SGIP Capital Grant Program, and is therefore recommended to be removed from the ATGP competition

Non-Capital ATGP Grant Proposals – Planning Projects

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|------|--------------|--|--|---|
| 1 | Coronado | Comprehensive Active Transportation Strategy | Request: \$90,000 Match: \$90,000 Total: \$180,000 | The Coronado Comprehensive Active Transportation Strategy (CATS) will help develop a complete multi-modal transportation network in Coronado that accommodates the needs of all users and modes. Specifically, the CATS will include a pedestrian master plan component, an updated bicycle master plan component, and the development of Safe Routes to School and traffic calming recommendations for the City of Coronado. The planning process will include robust public involvement components to engage Coronado's active citizenry, including stakeholder interviews, a Stakeholder Advisory Committee, public workshops, and on-line questionnaires. The final adopted CATS will include prioritized project recommendations for pedestrian, bicycle, traffic calming, and Safe Routes to School improvements. |

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| NOT RECOMMENDED FOR FUNDING |

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|------|--|--|--|---|
| 2 | Civic San Diego/ City of San Diego | Euclid and Market Complete Streets Master Plan | Request: \$300,000 Match: \$100,000 Total: \$400,000 | The project will produce, with community involvement, a Complete Streets Master Plan for the Euclid and Market Community Center (a priority Transit oriented Development/smart growth area) that is ready for implementation in 2017. The plan includes at least 30 percent design drawings detailing complete streets to improve pedestrian and bicycle connectivity and facilities, safety, and equitable access to transit and amenities so that they are ready for capital funding and implementation. The project location on Market and Euclid overlays a planned Community Facilities District, implementing the Complete Streets Master Plan and transportation infrastructure needed to attract businesses, improve safety, boost economic development and fulfill the smart growth vision for the neighborhood. The project will build upon the Market + Euclid Land Use and Mobility Plan (2013), the Encanto Community Plan Update and Mobility Element, the City's Bicycle and Pedestrian Master Plan, and SANDAG Regional Bicycle Plan. |
| 3 | Chula Vista | Multi Modal Plan | Request: \$250,000 Match: \$100,000 Total: \$350,000 | The purpose of the Multi-Modal Pedestrian / Bikeway is to promote and upgrade pedestrian and bicycle transportation and connectivity within the City in accordance with complete streets principles. Current bicycle and pedestrian plans will be updated and include the Complete Streets Policy as a technical appendix, as well as other city policies and studies. |
| 4 | Santee | Bicycle Master Plan | Request: \$125,000 Match: \$0 Total: \$125,000 | The project will update the existing Bicycle Master Plan that was adopted in 2009. The update will reflect changes in the last six years and help guide future improvements, projects, programs and policies that will improve mobility for bicyclists around Santee. The updated plan will incorporate new proposed complete streets policies and goals currently being developed for the Santee Circulation Plan Update. |

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| NOT RECOMMENDED FOR FUNDING |

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|------|--------------|--|---|--|
| 5 | Lemon Grove | ADA Transition Plan | Request: \$150,000 Match: \$10,000 Total: \$160,000 | The project consists of a comprehensive evaluation and documentation of City policies, programs and facilities to determine the extent to which individuals with disabilities may be restricted in their access to City services, activities and facilities. A document will be produced to provide guidance for the implementation of necessary program and facility modifications over the next several years. The City's assessment will identify and correct those policies and practices that are inconsistent with the requirements of Title II of the ADA. The City will institute a number of programs to increase pedestrian accessibility via street-related capital improvement projects and will continue to monitor these programs in order to meet its overall goals based upon a priority system. The plan will include cost estimates for implementation. The plan will be integrated into the CIP with a timeline for implementation. |
| 6 | Del Mar | Coast to Crest Trail Railroad Underpass Design Study | Request: \$70,000 Match: \$11,000 Total: \$81,000 | The project is to design a multi-user trail underpass as part of the future double tracking of the San Dieguito railroad bridge that currently blocks the ability to complete the Coast to Crest Trail to the beach. The trail underpass design plan would be developed to be consistent with and incorporated into the design plans for the San Dieguito River Bridge Replacement, Double Track and Special Events Platform project. The underpass is a component of the Reach the Beach segment of the Coast to Crest Trail at the San Dieguito Lagoon, but is not currently part of the railroad double tracking project. |
| 7 | Del Mar | Comprehensive Active Transportation Master Plan | Request: \$85,000 Match: \$15,000 Total: \$100,000 | The Comprehensive Active Transportation Master Plan will guide future improvements, projects, programs and policies that will improve mobility of non-motorized transportation, by facilitating the development of a comprehensive network of complete streets that are accommodating, attractive, and safe for all users. |

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| RECOMMENDED FOR FULL FUNDING |
| RECOMMENDED FOR PARTIAL FUNDING |
| NOT RECOMMENDED FOR FUNDING |

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|------|--------------|--|--|---|
| 8 | Poway | Comprehensive Active Transportation Strategy | Request: \$160,000 Match: \$0 Total: \$160,000 | City of Poway will use the ATGP funds to complete a Comprehensive Active Transportation Strategy (CATS) for the City. The purpose of the CATS is to develop a transportation network that provides direct and convenient connections for residential areas, schools, employment centers, transit centers, transit stations, public places, retail, and community destinations. Development of the plan will include an analysis of Poway's existing pedestrian and bicycle conditions and needs, barriers, and opportunities to provide and improve walking and biking in the community. The plan will ultimately identify mobility improvements and provide a prioritization of projects for implementation. |

Non-Capital ATGP Grant Proposals – Education/Encouragement/Awareness (EEA) Projects

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|------|--------------|--|---|---|
| 1 | El Cajon | Be Safe, El Cajon | Request: \$50,000 Match: \$5,000 Total: \$55,000 | Circulate San Diego and the City of El Cajon will initiate a multi-media, multi-lingual, multi-modal, and multi-faceted education, encouragement and awareness campaign to encourage active transportation and pedestrian safety for residents. |
| 2 | Chula Vista | Walk + Bike Chula Vista Education Encouragement Awareness Campaign | Request: \$100,000 Match: \$20,000 Total: \$120,000 | The Walk + Bike Chula Vista Education Encouragement Awareness Campaign creates a unique partnership between the City of Chula Vista, Circulate San Diego, and the San Diego County Bicycle Coalition to help build a positive multimedia campaign, coordinate and promote new walking and biking infrastructure projects to increase awareness on bicycle and pedestrian access, educate businesses and residents, and promote alternative transportation choices and improved safety in Chula Vista. |

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| RECOMMENDED FOR FULL FUNDING |
| RECOMMENDED FOR PARTIAL FUNDING |
| NOT RECOMMENDED FOR FUNDING |

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|------|--------------|---|--|---|
| 3 | Oceanside | Bike/Bus Safety Public Outreach Project | Request: \$90,000 Match: \$10,000 Total: \$100,000 | Create and install public service messages (aka bus wraps) on 15 buses to: (1) educate the public on the meaning of "Sharrows" and (2) alert cyclists to the danger of attempting to pass buses on the right side. Ten buses will have the "Sharrow" messages and five buses will have the danger of passing on the right side message. Program funding will allow wraps on 15 buses for six months and reach approximately 600,000 people per month. |

Non-Capital ATGP Grant Proposals – Bike Parking Projects

| Rank | Jurisdiction | Project Title | Funding | Project Description |
|------|---------------|--|---|---|
| 1 | National City | National City Bicycle Parking Enhancements | Request: \$50,000 Match: \$10,000 Total: \$60,000 | The National City Bicycle Parking Enhancement Project will install bicycle racks throughout National City's bicycle network. The bicycle racks will provide cyclists with safe, secure, and convenient parking for end-of-trip storage and enhance regional and local bicycle networks. A Reason To Survive (A.R.T.S.), a nonprofit organization which uses art to benefit youth facing major life challenges, collaborated with Sweetwater Union High School's welding academy to design and construct the bike racks that will be placed around National City for public use. |