



Mobility Working Group Agenda

Thursday, November 9, 2023

9:30 a.m.

Welcome to SANDAG. The Mobility Working Group (MOBWG) meeting scheduled for Thursday, November 9, 2023, will be held in person in the SANDAG Board. While MOBWG members will attend in person, members of the public will have the option of participating either in person or virtually.

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Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerkoftheboard@sandag.org (please reference Mobility Working Group meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. the business day before the meeting will be provided to members prior to the meeting. All comments received prior to the close of the meeting will be made part of the meeting record.

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Vision Statement: Pursuing a brighter future for all

Mission Statement: We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.

Our Commitment to Equity: We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

Mobility Working Group

Thursday, November 9, 2023

Comments and Communications

1. Public Comments/Communications/Member Comments

Members of the public shall have the opportunity to address the Mobility Working Group (MOBWG) on any issue within the jurisdiction of MOBWG that is not on this agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda.

MOBWG members and SANDAG staff also may present brief updates and announcements under this agenda item.

Consent

+2. Approval of Meeting Minutes

Tessa Lero, SANDAG

Approve

The MOBWG is asked to review and approve the minutes from its September 14, 2023, meeting.

[MOBWG Sept 14, 2023, Meeting Minutes.pdf](#)

Reports

+3. Update on TransNet Extension Ordinance Amendments

Michelle Smith, SANDAG

Discussion

Staff will present an update on the status of TransNet Extension Ordinance Amendments.

[Update on TN EOAs.pdf](#)

[Att. 1 - SANDAG TN OSM Comments.pdf](#)

[Att. 2 - SANDAG Staff Recs to Rule #21.pdf](#)

[Att. 3 - Subcom Recs to Rule #21.pdf](#)

[Att. 4 - DWP and Sched for TN Ord Am.pdf](#)

[Att. 5 - Currently Adopted Rule #21.pdf](#)

[Supporting Materials.pdf](#)

+4. Transportation Technology Planning and Implementation in the San Diego Region

Suhasini Natarajan, Saima Musharrat SANDAG; Isaac Etchamendy, City of San Marcos

Information

SANDAG and City of San Marcos Staff will present an overview of initiatives that will bring Next OS concepts to life.

[TTP & I in the SD Reg.pdf](#)

[Supporting Materials.pdf](#)

+5. Environmental Protection Agency (EPA) Regional Climate Action Planning Grant

Susan Freedman, SANDAG

Information

Staff will present information on the new planning grant from the EPA and ways to coordinate with local governments and stakeholders on this and future climate efforts.

- [Att. 1 - Proposed FY24 Bud Amend Reg CAP.pdf](#)
- [Att. 2 - OWP Proj No. 3202000 BA.pdf](#)
- [Att. 3 - Notice of Award.pdf](#)
- [Supporting Materials.pdf](#)

- +6. Kumeyaay Comprehensive Multimodal Corridor Plan Update** Information
April DeJesus, SANDAG; Melina Perreira, Caltrans Multimodal Planning Branch

SANDAG and Caltrans Staff will present final transportation solution strategies for the Kumeyaay Comprehensive Multimodal Corridor Plan.

- [Kumeyaay CMCPan Update.pdf](#)
- [Att. 1 - Kumeyaay Corridor CMCP SAM.pdf](#)
- [Supporting Materials.pdf](#)

- +7. Specialized Transportation Grant Program Cycle 13 Call for Projects Kickoff** Information
Zach Rivera, SANDAG

Staff will present an overview of the Specialized Transportation Grant Program Cycle 13 Call for Projects.

- [STGP Cycle 13 Call for Projects Kickoff for MWG.pdf](#)
- [Att. 1 - STGP Fact Sheet.pdf](#)
- [Supporting Materials.pdf](#)

- 8. Transit Fare Discount Study** Information
Ashley Wiley, SANDAG

Staff will present on the Transit Fare Discount Study including the fare scenarios and outreach.

- [Supporting Materials.pdf](#)

- 9. Upcoming Meetings**
The next Mobility Working Group meeting is scheduled for Thursday, January 11, 2024, at 9:30 a.m.

- 10. Adjournment**

+ next to an agenda item indicates an attachment

November 9, 2023

September 14, 2023, Meeting Minutes

[View Meeting Video](#)

Chair Jose Rodriguez (City of National City) called the meeting of the Mobility Working Group (MOBWG) to order at 9:31 a.m.

1. Welcome and Introductions

Newly appointed MOBWG members introduced themselves.

2. Public Comments/Communications/Member Comments

There were no public or member comments.

Consent

3. Approval of Meeting Minutes

The MOBWG was asked to review and approve the minutes from its August 24, 2023, meeting.

4. Mobility Working Group Time Change

The MOBWG was asked to approve the new meeting start time of 9:30 a.m.

There were no public comments on the Consent Agenda.

Action: Upon a motion by Eric Minicilli (City of Imperial Beach), and a second by Mo Sammak (City of Solana Beach), the MOBWG voted to approve the Consent Agenda.

The motion passed.

Yes: Nathan Schmidt (City of Carlsbad), Jasmine Bridges (City of Coronado), Mario Sanchez (City of El Cajon), Julie Procopio (City of Escondido), Eric Minicilli, Evan Jedyak (City of Encinitas), Ricardo Rodriguez (City of National City), Teala Cotter (City of Oceanside), Tracy Beach (City of Poway), Kristy Reeser (City of San Diego), Stephanie Kellar (City of San Marcos), Minjie Mei (City of Santee), Mo Sammak, Husam Hasenin (City of Vista), Tara Lieberman (County of San Diego), Matt Marquez (Metropolitan Transit System), and Ted Anasis (Airport Authority).

No: None.

Abstain: None.

Absent: City of Chula Vista, City of Del Mar, City of Encinitas, City of La Mesa, City of Lemon Grove, North County Transit District, and Port of San Diego.

Reports

5. Bayshore Bikeway Resiliency Project

Associate Regional Planner Josh Clark introduced the item.

Chris Helmer and Meagan Openshaw, City of Imperial Beach, and Dennis Larson, Nexus Planning & Research presented an update on Phase 2 of the City of Imperial Beach's effort to repurpose a segment of the Bayshore Bikeway corridor.

There were no public comments on this item.

Action: Information only.

6. Regional Safety Planning Updates

Senior Regional Planners Samuel Sanford and Marisa Mangan presented an update on regional safety planning efforts including the development of a Vision Zero Action Plan and the Regional Active Transportation Plan.

Tom Frank, member of the public, commented that the City of Carlsbad recently developed a safety plan for their local street and road network.

Action: Information only.

7. San Diego Regional Medium-Duty and Heavy-Duty Zero Emission Vehicle (ZEV) Blueprint

Regional Planner Natasha Dulik presented an update on the San Diego Regional Medium-Duty and Heavy-Duty Zero Emission Vehicle (ZEV) Blueprint.

There were no public comments on this item.

Action: Information only.

8. Staff Updates

Regional Planning Manager Jennifer Williamson presented an update on key programs and projects.

Senior Regional Planner Cecily Taylor presented an update on the 2025 Regional Plan.

Regional Planning Program Manager Susan Freedman presented an update on the EPA Grant Climate Action Plan.

Regional Planner Rubi Morales presented an update on the Comprehensive Multi-Modal Corridor Plans

Josh Clark presented updates on recent legislation impacting SANDAG projects.

Regional Planner Ashley Wiley presented updates on the Transit Subsidy Impact Study and the recent MOBWG charter amendments.

There were no public comments on this item.

Action: Information only.

9. Upcoming Meetings

The next MOBWG meeting is scheduled for Thursday, November 9, 2023, at 9:30 a.m.

10. Adjournment (Information)

Chair Rodriguez adjourned the meeting at 10:51 a.m.

Confirmed Attendance at Mobility Working Group Meeting

Jurisdiction	Name	Attended
City of Carlsbad	Tom Frank	No
	Nathan Schmidt	Yes
City of Chula Vista	William Valle	No
	Eddie Flores	No
	Patrick Moneda	No
City of Coronado	Richard Gunrow	No
	Jasmine Bridges	Yes
City of Del Mar	Joe Bride	No
	Karen Brindley	No
City of El Cajon	Yazmin Arrellano	No
	Mario Sanchez	Yes
City of Encinitas	Abe Bandegan	No
	Evan Jedynak	Yes
City of Escondido	Julie Procopio	Yes
	Ed Alberto	No
City of Imperial Beach	Eric Minicilli	Yes
	Reyna Ayala	No
City of La Mesa	Michael Thorne	No
	Vacant	n/a
City of Lemon Grove	Vacant	n/a
	Vacant	n/a
City of National City	Luca Zappiello	No
	Roberto Yano	No
	Ricardo Rodriguez	Yes
City of Oceanside	Teala Cotter	Yes
	Tam Tran	No
City of Poway	Tracy Beach	Yes
	Andrea Thomas	No
City of San Diego	Alyssa Muto	No
	Bethany Bezak	No
	Kristy Reeser	Yes
City of San Marcos	Stephanie Kellar	Yes
	Kryenne Chua	No
	Isaac Etchamendy	No
	Damian Schoencke	No
City of Santee	Minjie Mei	Yes
	Carl Schmitz	No
City of Solana Beach	Mo Sammak	Yes
	Dan Goldberg	No
	Jim Greenstein	No
City of Vista	Greg Mayer	No
	Husam Hasenin	Yes
County of San Diego	Lynnette Santos	No
	William Morgan	No
	Tara Lieberman	Yes
	Michael Kenny	No
North County Transit District	Katie Persons	No
	Lilian Doherty	No
	Mary Dover	No
Metropolitan Transit System	Matt Marquez	Yes
	Beverly Neff	No

Jurisdiction	Name	Attended
Port of San Diego	Lisa Madsen	No
	Anna Buzaitis	No
Airport Authority	Ted Anasis	Yes
	Vacant	n/a
Advisory Members	Name	Attended
Caltrans	Ann Fox	Yes
	Karen Jewel	No
DOD	Vacant	n/a
	Vacant	n/a
SoCal Tribal	Vacant	n/a
	Vacant	n/a
FACT	Arun Prem	No
	Ali Poorman	Yes
Non-Voting Member		
Chair	Jose Rodriguez	Yes

DRAFT

November 9, 2023

Update on TransNet Extension Ordinance Amendments

Overview

SANDAG is committed to improving transparency, delivering on its commitments to the region, and ensuring the financial integrity of the TransNet Program and SANDAG budget portfolio overall.

This report summarizes the updated draft work plan (Attachment 1) tasks and estimated schedule for amending the [TransNet Ordinance](#).

Background

In November 2021, staff presented draft concepts for potential TransNet Ordinance amendments to the [Board](#), [Transportation Committee](#), CTAC, and [ITOC](#). Proposed amendments stem from three main sources, including the TransNet Ten-Year Comprehensive Review, FY2018 and FY 2021 TransNet Triennial Performance Audits, and the 2021 Regional Plan.

Action: Discussion

Staff will present an update on the status of TransNet Extension Ordinance Amendments.

Fiscal Impact:

Work related to TransNet Ordinance amendments is budgeted in Overall Work Program No.1500100.

Schedule/Scope Impact:

The Mobility Working Group Subcommittee meetings are anticipated to continue through spring 2024. Final amendments are scheduled to be presented in spring 2025.

TransNet Ordinance Amendments Progress to Date and Workplan

On July 14, 2022 ([Agenda Item No. 4](#)), the Mobility Working Group selected a subcommittee to review and provide discussion on the proposed TransNet amendments. The Subcommittee began meeting in November 2022.

The Subcommittee is comprised of one voting member and one alternate member from each subregion within the San Diego region, as well as the County of San Diego, Metropolitan Transit System, North County Transit District, and Facilitating Access to Coordinated Transportation – who serves as a non-voting member. Each amendment that is being discussed by the subcommittee undergoes a specific educational and voting period before consensus is reached. The SANDAG project team responsible for updating the amendment prepares a presentation for the subcommittee outlining the history of the amendment, its implications today, and the updates proposed including their reasonings. Each presentation is followed by a discussion from the subcommittee where the SANDAG team answers questions and provides additional details as needed. At a subsequent meeting, the team reviews the amendment, showcasing any updates requested by the subcommittee, and initiates a vote on the amendment.

The Subcommittee utilizes the gradients of agreement when voting on recommendations – a leveled approach which allows members to express their level of agreement or disagreement as opposed to requiring a firm “yes” or “no”. In doing so, the gradients of agreement allows the subcommittee to work towards broader consensus, wherein subcommittee members do not have to be completely supportive of the entire amendment proposal at hand in order to advance the conversation.

The gradients of agreement are outlined on the table below.

Level of Agreement		Verbalized as...
1	Strongly Agree	I am very pleased and fully support this decision.
2	Agree with Reservations	I am mostly satisfied and can support this decision.
3	Neutral or Abstain	I will go along with the will of the group.
4	Disagree but Will go Along	I have serious reservations but respect that we are focused on the regional needs and compromising where needed for the greater good.
5	Strongly Disagree	I object to this decision.

To date, the Subcommittee has reached consensus regarding amendments on the following TransNet Ordinance concepts and will be discussing them with the Mobility Working Group:

Amendment Topic	Decision
Transit Operator Eligibility	74% in favor or neutral decision
Local Streets and Roads Program and Draft Project List	100% in favor or neutral decision
Dig Smart Program	84% in favor or neutral decision
Smart Growth Incentive Program	85% in favor or neutral decision
Accommodation of Bicyclists and Pedestrians	Discussion resulted in comments and SANDAG has responded (Att. 1)
Performance Monitoring and Reporting	Pending discussion by the Subcommittee

Next Steps

Staff will provide regular updates to the Mobility Working Group, Independent Tax Oversight Committee (ITOC), Transportation Committee, and Board leading up to when the TransNet Ordinance amendments are presented for ITOC recommendation and Board approval (anticipated to occur in spring/summer 2025).

Susan Huntington, Director of Financial Planning, Budgets, and Grants

Key Staff Contact: Michelle Smith, (619) 595-5608, michelle.smith@sandag.org

- Attachments:
1. SANDAG TransNet Ordinance Subcommittee Meeting Comments on the Accommodation of Bicyclists and Pedestrians
 2. SANDAG Staff Recommendations to Rule #21
 3. Subcommittee Recommendations to Rule #21
 4. Draft Work Plan and Schedule for TransNet Ordinance Amendments
 5. Currently Adopted Rule #21

SANDAG TransNet Ordinance Subcommittee Meeting Comments on the Accommodation of Bicyclists and Pedestrians

Comment #	Meeting Date	Commenter	Comment Type	Comment	SANDAG Staff Response	Categories / Sections
1	2-Feb	Julie Procopio	Verbal Comment for Board Policy 31 – Rule No. 21	Commented that citing census data in the amendment was too broad and it is best to reference community plans when discussing urban and rural cities in San Diego County since they may be identified differently than by Census standards.	The Census is the premier source for detailed population and housing information, will be routinely updated and is consistent regionwide. The 2020 Census definition of Rural is consistent with, and included in, the FHWA Small Town and Rural guidance as well. With this definition applied - 12 agencies have at least 1 mile of Rural roadway, the County has 6,000 miles of Rural roads. (See also response 2 rows down to comment #3)	Context/Facility Type
2	2-Feb	Julie Procopio	Verbal Comment for Board Policy 31 – Rule No. 21	Noted that the original Board Policy No. 31 required improvements for major reconstruction projects, but the current version presented eliminates this requirement in many cases. Asked if sidewalks must be added to smaller projects that use TransNet funds, while noting it would not be appropriate.	These guidelines apply to the programming of all available local TransNet funding (annual formula funds).	Other Rule Amendments
3	2-Feb	Tom Frank	Verbal Comment for Board Policy 31 – Rule No. 21	Expressed agreement with Julie’s first comment.	If a local agency wishes to use the rural design guidance to implement Accommodation Measures in an Urban Area they may provide documentation supporting their Network, Land Use, and design meets the “Preferred Application Range” in FHWA’s Small Town and Rural Multimodal Networks Guide. (see “Best Available Standards” section)	Context/Facility Type
4	2-Feb	Nathan Schmidt	Verbal Comment for Board Policy 31 – Rule No. 21	Asked if the example policies presented are regional or for all bikeways.	"Any existing or proposed bikeway project must, at a minimum, be implemented using the FHWA Bikeway Selection Guide, except on the SANDAG Regional Bike Network where facility type will be based on NACTO’s Contextual Guidance for Selecting All Ages & Abilities Bikeways. In the urban areas, the target design user is the Interested but Concerned Bicyclist." (paragraph before "Best Available Standards" section)	Appropriate Bicycle and Pedestrian Measures
5	2-Feb	Tom Frank	Verbal Comment for Board Policy 31 – Rule No. 21	Stated Carlsbad issued an emergency declaration, Safer Streets Together, to develop policies around this and emphasized the importance of maintaining flexibility to avoid getting locked in and allowing everyone to figure things out together.	Noted it is hard to confirm without understanding the exact flexibility being requested.	
6	2-Feb	Tom Frank	Verbal Comment for Board Policy 31 – Rule No. 21	Commented on “pedestrian facility type” with “adequate industry design” vs. “based on the bicycle facility selection tool”	Noted these “best available design standards” are what SANDAG uses consistent with the language in the 2004 TransNet Extension Ordinance and Expenditure Plan which states, “Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines.”	Appropriate Bicycle and Pedestrian Measures
7	2-Feb	Tom Frank	Verbal Comment for Board Policy 31 – Rule No. 21	Asked if the amendment could state: “Based on the latest NACTO guidelines” instead of the "Bicycle Facility Selection Tool in the 2021 Regional Plan." Mentioned challenges related to designing the Class IV bikeway specifically transitioning between driveways and conflict areas.	Noted that the NACTO criteria is very context sensitive. Stated that perhaps the jurisdictions should be given more time to consider. NACTO does have guidance and flexibility. Asked if the change is made to NACTO or FHWA would satisfy this request.	Changes incorporated in the Rule #21 revisions
8	2-Feb	Tom Frank	Verbal Comment for Board Policy 31 – Rule No. 21	Asked if national guidelines will be tied to grant funding. So far, no issues have been run into with FHWA guidelines. However, he needed more time to digest the information and be informed of the changes.	These guidelines apply to all TransNet funding and have been proven to make projects more competitive for leveraging TransNet funding in applications for other funding sources.	Best Available Standards
9	2-Feb	Tom Frank	Verbal Comment for Board Policy 31 – Rule No. 21	Noted his full support for increasing funding for active transportation and is appreciative of public feedback efforts.		Full Agreement
10	2-Feb	Mo Sammak	Verbal Comment for Board Policy 31 – Rule No. 21	Noted that he was in disagreement with Tom’s comment. He noted a lack of sidewalks and other facilities, but the community expects the roads to be safe and drivable. Noted that he does not want to be required to construct a bike lane any time a road is repaired. Mo also noted his agreement with Julie and Tom’s earlier comments, deferring to bigger cities on San Diego design standards.	Regarding bikeways, these will only need to be added or upgraded when existing or proposed in a local agency's plan or SANDAG Regional Bike Network (see Response to Comment 4 for specific language). See Response to Comment 6 for the Standards that need to be applied when using TransNet funding.	Exclusions
11	2-Feb			Additionally, he noted that he does not want to run into any issues when using TransNet funds to repair roads for maintenance.	From "When Provisions for Bicyclists and Pedestrians Accommodation May Be Excluded" section: "Consideration of the provision of sidewalks as part of major rehabilitation roadway projects involving only new pavement overlays of 1-inch thickness or greater on streets where sidewalks do not currently exist would only be required if curb, gutter, and related drainage facilities were already in place, though other pedestrian measures may still be applicable per Context/Facility Type as noted in the table above. Consideration of the provision of pedestrian measures as part of roadway projects involving only new pavement overlays less than 1-inch thick may be limited to signage and striping improvements."	Exclusions
12	2-Feb	Mario Sanchez	Verbal Comment for Board Policy 31 – Rule No. 21	Requested to keep open in case amendments change in the future. Instead of traffic control having traffic signal control, update specific reference to 2021 Regional Plan for general reference to the future adopted "Regional Plan"(s)		Changes incorporated in the Rule #21 revisions
13	2-Feb	Jorge Riveros	Verbal Comment for Board Policy 31 – Rule No. 21	Noted his agreement with the amendments.		N/A
14	2-Feb	Matt Marquez	Verbal Comment for Board Policy 31 – Rule No. 21	Noted the conflicts that exist between protected bike lanes and transit infrastructure, and implored cities to consider that.	Guidance referenced in the "Best Available Standards" section have recommendations for varying contexts and facility types.	Best Available Standards
15	2-Feb	Julie Procopio	Verbal Comment for Board Policy 31 – Rule No. 21	Noted her agreement with brainstorming on an exception since cities have adapted their own guidance. Noted that cities are determined where to prioritize active transportation. Also noted that the matrix presented is outdated and possibly not needed. Instead, references should be made to active transportation plans and community plans instead of the matrix.	The 2018 ITOC Triennial Audit recommended changes to improve compliance with Rule 21. The currently adopted 2008 Rule 21 language specifies conditions for local plans, specifically duration of update and approval by SANDAG, which have not occurred. These Rule #21 revisions are written to improve compliance and ensure “best available design standards” are used.	Exclusions
16	2-Feb	Julie Procopio	Verbal Comment for Board Policy 31 – Rule No. 21	Commented that cities can do that by referring to the FHWA based communication needs.		Clarification Needed
17	2-Feb	Julie Procopio	Verbal Comment for Board Policy 31 – Rule No. 21	Noted that the amendment markups do not match the original language on the amendment in mention of “major reconstruction”, noting it did not make sense as written.	Rule 18 of SANDAG Board Policy No. 031 has been revised as discussed in the January 19th and February 2nd Subcommittee meetings to no longer differentiate “major” reconstruction projects, and does not include the “70/30” requirement.	Other Rule Amendments

Comment #	Meeting Date	Commenter	Comment Type	Comment	SANDAG Staff Response	Categories / Sections
18	2-Feb	Tom Frank	Verbal Comment for Board Policy 31 – Rule No. 21	Noted the City of Carlsbad updated the Sustainable Mobility Plan in 2021, and wanted to share that they now have a mobility element in plans for roundabouts. The FHWA are huge proponents of this -- so much so that the roundabout design is now in their guidelines and city design standards as a preferred alternative. Noted he received good guidance from the Caltrans Deputy Directive and suggested that if we are working to improve safety and active transportation, language should be added about feasibility and ICE analysis.	Roundabouts (and neighborhood traffic circles) are an eligible expense and, acknowledging the limited NACTO guidance, local agencies should be using "the best currently available standards and guidelines" in their design - at least 2 of which have been identified by Tom here. Additional resources are NCHRP 572 and 672, and from the latter, "As with pedestrians, one of the difficulties in accommodating bicyclists is their wide range of skills and comfort levels in mixed traffic. Some of the least-skilled cyclists will choose to ride on sidewalks both along streets away from roundabouts and at the roundabouts. Since these cyclists are behaving like rolling pedestrians, no specific treatments are necessary at roundabouts besides what are provided for pedestrians." "Because some cyclists may not feel comfortable traversing some roundabouts in the same manner as other vehicles, bicycle ramps can be provided to allow access to the sidewalk or a shared use path at the roundabout." Forcing bicyclists to 'dismount and walk' at a roundabout would subject the project to "Procedures for Excluding Accommodations for Pedestrians and Bicyclists from Projects."	Best Available Standards
19	2-Feb	Tom Frank	Verbal Comment for Board Policy 31 – Rule No. 21	Noted he liked the spirit of the amendment changes and that he will take the time to review in depth. Had minor suggested revisions the January 19 minutes. Noted his appreciation for the meetings efficiency.		N/A
20	9-Feb	William (Bill) Morgan	Written Comment for Board Policy 31 – Rule No. 21	The referenced bike and pedestrian guides in the policy should include the American Association of State Highway and Transportation Officials (AASHTO) bike and pedestrian, as well as the California Highway Design Manual. The County, with its rural highway characteristics, use these guidelines and not NACTO.	The 4th edition of the "AASHTO Guide for the Development of Bicycle Facilities." was published in 2012, nearly the same period as the standards and guidelines for "Appropriate Bicycle and Pedestrian Accommodation Measures" we've been tasked with updating. While the 5th edition has been in the works since at least 2018, it has not yet been published. So, for rural guidance, we're citing FHWA's Small Town and Rural Multimodal Networks Guide published in December 2016.	Context/Facility Type
21	9-Feb	William (Bill) Morgan	Written Comment for Board Policy 31 – Rule No. 21	Freeway ramps should be added to locations where marked crosswalks are appropriate at interchanges.		Changes incorporated in the Rule #21 revisions
22	9-Feb	William (Bill) Morgan	Written Comment for Board Policy 31 – Rule No. 21	Under Urban Collectors where the posted speed is equal or less than 35 MPH and the ADT is equal or less than 7,000 vehicles per day, Class IV bike facilities are not practical. These types of roadways are designed within the surrounding land use to primarily provide access to the adjacent parcels. Driveway density should be one of the primary determining factors to decide on the type of bike facility class. The following threshold of driveway density should be considered: Greater than 6 driveways/quarter mile (DWS/1/4 Mi): Class II bike facility should be considered. 3 to 6 DWS/1/4 M: Class II or IV should be considered; and Less than 3 DWS/1/4 Mi: Class IV should be considered.	The Fourth and Fifth Avenue Bikeways, and 30th Street Bikeway are recently completed projects that meet this functional class / ADT condition and would be disqualified from having Class IV separated bikeways based on this proposed driveway density threshold. Both projects include conflict striping at driveways and intersections, we have data from counters on both projects which supports implementing the Bikeway Selection Guide's required facility type for this Context. Fourth and Fifth's Class IV facility has seen a 30% increase in people biking compared to the previous condition, a buffered Class II bike lane. 30th Street's Class IV separated bikeway facility has seen a 41% increase in people biking compared to the previous condition, a Class III shared lane bike route.	Context/Facility Type
23	9-Feb	William (Bill) Morgan	Written Comment for Board Policy 31 – Rule No. 21	Consideration should be given to the required maintenance, replacement cost, and effort/safety of the vertical elements (delineators) of Class IV bike facilities. Most of the delineators used in the Class IV bike facilities today, were designed to be used for a short duration as part of construction zone traffic controls.	There is no requirement for using a specific barrier type, a wide range of delineators are in place throughout the region and many have been in place long enough to note which have fared better than others. K71, and specifically K72 bollards in the cities of Escondido and San Diego have superior aesthetics and durability. Still more substantial protection can be added with cheaper pin-down curbs or, more expensive but long-lasting and forgiving concrete poured pads with rolled curbs and in some cases, jersey barriers / K-rail have been used to good effect. Though many Class IV separated bikeways use flexpost delineators, further separating them from general purpose travel lanes with a curb and/or cars in a parking lane is a successful strategy for less frequent replacement.	Best Available Standards
24	9-Feb	William (Bill) Morgan	Written Comment for Board Policy 31 – Rule No. 21	Most County and State Rural Highways have a minimum shoulder and would not be able to accommodate Class IV bike facilities. These facilities are typically only used by cyclists during the weekends where the vehicular traffic is less than the weekdays. It would be very challenging to maintain Class IV bike facility delineators on these types of roadways. These proposed facilities would conflict with the community parking needs.	From the Bicycle Measures column for the Rural Highway Context/Facility Type: "If not existing or planned bikeway, see Bikeway Selection Guide Figure 10: 'Preferred Shoulder Widths for Rural Roadways.'" SANDAG staff recognizes concerns over parking are common and are to be dealt with sensitively. On many SANDAG projects we've added angled parking on side streets to offset the loss, but if there is a net decrease it doesn't make a project infeasible.	Context/Facility Type
25	9-Feb	William (Bill) Morgan	Written Comment for Board Policy 31 – Rule No. 21	The following specific additions/revisions (underlined) to the draft Board Policy are also requested: In the Appropriate Bicycle and Pedestrian Accommodation Measures matrix, recommend additional language to footnote 1: "Application of these accommodation measures is subject to sound planning and engineering judgment to ensure the facility is reasonable and appropriate <u>and in consideration of a local jurisdictions adopted plans</u> within the land use and transportation context of the overall project."	By the next RTIP (2025) - only 5 jurisdictions and some Community Planning Areas in the City of San Diego will have qualifying plans based on the "five years" update cycle in the current TransNet Ordinance And Expenditure Plan's Rule #21. Citing the same rule, none of those plans were "approved by SANDAG" to confirm that they were (quoting the 2004 ordinance language) developed using the "best available design standards." Still, we believe implementing agencies will be able to identify that some projects are consistent with their existing plans and this new guidance. Otherwise, we are maintaining that projects using TransNet funds be built to these "best available design standards" for agency's existing and proposed bikeways, creating a network which does not exclude the majority of people who can bike in this region and identifies themselves as the "interested but concerned" rider with a "low stress tolerance."	Best Available Standards
26	9-Feb	William (Bill) Morgan	Written Comment for Board Policy 31 – Rule No. 21	In the Best Available Standards section third sentence up from bottom of the paragraph recommend: "In the rural areas, FHWA's Small Town and Rural Multimodal Networks should be used as a resource street design guidance and facility types for bicycle and pedestrian safety. for bicycle and pedestrian measures. "	Rewritten as recommended (with slight changes), "In the rural areas, FHWA's Small Town and Rural Multimodal Networks should be used as design guidance and facility type selection for bicycle and pedestrian safety."	Changes incorporated in the Rule #21 revisions
27	9-Feb	Nathan Schmidt	Written Comment for Board Policy 31 – Rule No. 21	The FHWA Bikeway Selection Guide is a context-sensitive decision that involves a planning and engineering based analytical process. Sometimes once a preferred bikeway type has been identified there are real-world conditions like available right-of-way, parking, utility impacts, community opinions, etc. that may require adjustments to the preferred design values or eventually downgrading the facility to the next best bikeway type or providing a parallel bikeway. An example would be, a Class-IV bikeway with protected intersections may be the most comfortable for bicyclists due to separation from motor vehicle traffic, but visibility may be reduced due to parking which would then require vehicle parking restrictions. Section 4.4 of the guide outlines the process of alternatives if the preferred bikeway type is not feasible. It is recommended that this full selection process as outlined in Section 4 and Figure 8 (see below) of the guide be integrated into SANDAG Board Policy 31 to account for constrained conditions.	If the "Preferred Bikeway Type required" for the "Interested but Concerned" target user is determined to be infeasible, and a downgraded bikeway type is to be implemented, the project will be subject to "Procedures for Excluding Accommodations for Pedestrians and Bicyclists from Projects." In reviewing the examples that have been provided for finding that the Preferred Bikeway Types may be infeasible, we acknowledge your examples are often tricky challenges, which require clever solutions. With SANDAG projects, we are committing to these standards and guidelines too and in so doing have found that prioritizing the mobility of vulnerable roadway users in our designs has often meant having a high threshold for feasibility – whether removing a center turn lane, a general purpose travel lane, a parking lane, and reducing lane widths – all were feasible and resulted in lower speeds, lower traffic volumes, and an increase in people walking and biking, which was absolutely worth doing despite some community opposition. Stakeholders who were some of our projects' biggest critics have turned in to some of our biggest supporters post project implementation.	Context/Facility Type

Comment #	Meeting Date	Commenter	Comment Type	Comment	SANDAG Staff Response	Categories / Sections
28	9-Feb	Nathan Schmidt	Written Comment for Board Policy 31 – Rule No. 21	Pedestrian Measures: ADA compliant bus stop landings are required for existing and planned transit service: Recommend this is identified as a requirement for new and major reconstruction projects but not a requirement for retrofit projects. This feature may not be feasible in areas of constraints right-of-way and should be left to engineering feasibility analysis.	The following has been added to the "When Provisions for Bicyclists and Pedestrians Accommodation May Be Excluded" section: "Consideration of the provision of pedestrian measures as part of roadway projects involving only new pavement overlays less than 1-inch thick may be limited to signage and striping improvements."	Changes incorporated in the Rule #21 revisions
29	9-Feb	Nathan Schmidt	Written Comment for Board Policy 31 – Rule No. 21	Page 4: First paragraph under the table. Recommend deleting this paragraph and cite only the FHWA Bikeway Selection Guide. Also highly recommend keeping the following sentence, "Where a local jurisdiction has a bicycle or pedestrian master plan adopted by the city council or Board of Supervisors and approved by SANDAG, the local agency may use that plan to determine the appropriate means of accommodating bicyclists and pedestrians in a given project and at a minimum provide facilities called for in the plan."	Incorporating these recommendations would be inconsistent with the 2004 Ordinance Language and ITOC Audit Recommendations regarding compliance, specifically. Please see response to Comment #25 for additional details provided for a similar requested revision.	Best Available Standards
30	9-Feb	Nathan Schmidt	Written Comment for Board Policy 31 – Rule No. 21	Page 6: First paragraph. Recommend updating this section to be consistent with Chapter 4 of the FHWA Bikeway Selection Guide including other options when a preferred bikeway type is not feasible	Please see response to Comment #27 for the process for proceeding with a downgraded bikeway facility type for the target user. We will review language in the revisions to Rule #21 to clarify this point.	Exclusions
31	9-Feb	Julie Procopio	Written Comment for Board Policy 31 – Rule No. 21	FHWA's Bikeway Selection Guide refers to "preferred bikeway types" rather than "required". In addition, the Guide refers to implementing the "next best facility" when the preferred type is not feasible. I recommend that the policy be updated to reflect FHWA's "preferred bikeway types" language as well as the concept of inclusion of the "next best facility" when the preferred type is not feasible.	Please see response to Comment #27.	Exclusions
32	9-Feb	Julie Procopio	Written Comment for Board Policy 31 – Rule No. 21	Guidance provided by FHWA is both comprehensive and detailed. The availability of this clear and straightforward guidance (that was not available when the Policy was developed) makes the table outlining facility types unnecessary. I recommend that the table be deleted in favor of references to these guidance documents and the following statements: New construction or major reconstruction projects along existing or planned bikeways should include the following: Incorporate the preferred bikeway type in accordance with FHWA's Bikeway Selection Guide or with the community plan. If implementation of the preferred bikeway type or community plan-designated facility is not feasible, implement the next best facility identified in FHWA's Bikeway Selection Guide. (see footnote 1 in Comment 33) Consider NACTO guidance on protected and dedicated intersection treatments and implement as deemed appropriate by local agency staff.	We appreciate this helpful recommendation, with references to more than one FHWA guide, and NACTO guidance, it may be difficult to implement. However, we will be mindful of this goal to make compliance as straightforward as possible with changes to the RTIP Online Database System, ProjectTrak.	Exclusions
33	9-Feb	Julie Procopio	Written Comment for Board Policy 31 – Rule No. 21	Footnote 1: If implementation of the next best facility is not feasible with the current project, after consultation with SANDAG staff, include all feasible improvements to accommodate bicyclists and pedestrians. Update the project description in the Regional Transportation Improvement Program to outline constraints and list planned active transportation accommodations. (strike language under Procedures for Excluding Accommodations for Pedestrians and Bicyclists from Projects)	Related to the response to Comment #27, we anticipate inconsistencies between agencies' definitions of what constitutes "infeasible" conditions that necessitate selecting a downgraded bikeway facility type for the target user. We will review language in the revisions to Rule #21's "Procedures for Excluding Accommodations for Pedestrians and Bicyclists from Projects" section to see if there is an opportunity to outline an initial process where SANDAG staff and implementing agencies consult according to the Section 2. 6. "Bikeway Selection Policy" in the FHWA Bikeway Selection Guide.	Exclusions
34	9-Feb	Julie Procopio	Written Comment for Board Policy 31 – Rule No. 21	New construction or major reconstruction projects along existing or planned bikeways should include the following: a) Incorporate the preferred bikeway type in accordance with FHWA's Bikeway Selection Guide or with the community plan. b) If implementation of the preferred bikeway type or community plan-designated facility is not feasible, implement the next best facility identified in FHWA's Bikeway Selection Guide. (see footnote 1 in Comment 33) c) Consider NACTO guidance on protected and dedicated intersection treatments and implement as deemed appropriate by local agency staff.	a) Please see response to Comment 25 and, when developing a new plan we recommend consistency with this new guidance to maximize funding eligibility as evidenced by SANDAG Active Transportation project's scoring performance in Benefit/Cost Analyses applications for competitive grant funds. b) Please see response to Comment 33. c) Please see response to Comment 35.	Exclusions
35	9-Feb	Julie Procopio	Written Comment for Board Policy 31 – Rule No. 21	New construction or major reconstruction projects shall accommodate pedestrians as follows: a) Incorporate continuous sidewalks or pathways on both sides of the street, which may include unpaved pathways of decomposed granite or other suitable material, or in conformance with the community plan (see footnote 1). b) Marked crosswalks should be provided at signalized intersections. c) ADA compliant bus stop landings should be provided. d) Consider NACTO guidance for intersection treatments and implement as appropriate by local agency staff	a) If a local agency wishes to implement Rural Accommodation Measures in an Urban Area they may provide documentation supporting their Network, Land Use, and design meets the "Preferred Application Range" in FHWA's Small Town and Rural Multimodal Networks Guide. b) and c) These must be provided. d) Consistent with the 2004 Ordinance's Section 4 Expenditure Plan Purposes: (E) General Provisions (3): "Such facilities for pedestrian and bicycle use shall be designed to the best currently available standards and guidelines."	Best Available Standards

Comment #	Meeting Date	Commenter	Comment Type	Comment	SANDAG Staff Response	Categories / Sections
36	9-Feb	Julie Procopio	Written Comment for Board Policy 31 – Rule No. 21	Delete reference to “urbanized area” as defined by the Census Bureau. The current definition shows all of San Diego County is urbanized based on proximity to a large City. Consider use of another metric to define rural such as roadways serving populations less than 2,500 or within very low density areas (1-acre lot sizes or greater), or as otherwise demonstrated to be appropriate by local agency staff. Include language for rural roads such as the following: New construction or major reconstruction projects within rural areas should incorporate bikeway and pedestrian facilities in accordance with the FHWA Bikeway Selection Guide or with the FHWA’s Small Town and Rural Multimodal Networks Guide where feasible. (see footnote 1 in Comment #33)	We’re continuing to include the 2020 Census definition of Rural because it’s consistent with, and included in, the Small Town and Rural guidance as well. Using this definition, intersecting the SanGIS Roads_All dataset shows the mileage of “Rural” roadways that each jurisdiction has and 12 agencies have at least 1 mile of Rural roadway while the County has 6,000 miles of Rural roads. See response to Comment 35 a) supporting an agency’s use of the Rural guidance in an Urban Area.	Context/Facility Type
37	9-Feb	Julie Procopio	Written Comment for Board Policy 31 – Rule No. 21	Page 3: Delete first paragraph under the table in favor of the language above regarding preferred bicycle facilities. Under Best Available Standards: Relocate language regarding bicycle parking facilities to under the paragraph specific to Transit Projects (excerpt from table). Delete last three sentences on this page in favor of language provided above.	Bicycle Parking may be incorporated in any TransNet-funded project and "should conform to the guidelines established in APBP’s Essentials of Bike Parking or NACTO’s Transit Street Design Guide", the "Best Available Standards" section still seems the most appropriate place for this language.	Best Available Standards
38	9-Feb	Julie Procopio	Written Comment for Board Policy 31 – Rule No. 21	Page 4: Restore language regarding applicability to new construction and major reconstruction projects (2 places)	The thresholds for applicability of these Measures has changed and these changes are outlined in the "Bicycle and Pedestrian Accommodation in Reconstruction Projects" and "When Provisions for Bicyclists and Pedestrians Accommodation May Be Excluded" sections.	Other Rule Amendments
39	9-Feb	Julie Procopio	Written Comment for Board Policy 31 – Rule No. 21	Page 5: Delete the first two sentences. As a City our goal is to build a connected community. We have a number of projects and initiatives designed to enhance active transportation connectivity and safety. We take every effort to maximize improvements on each project. We are also charged with prioritizing our limited resources toward projects that will result in the largest benefit for our community.	These Rule #21 revisions are being re-written primarily to address the 2018 ITOC Triennial Audit's recommended changes and these two sentences are consistent with the Ordinance language and have not been significantly changed from the currently adopted 2008 Rule 21 language.	Best Available Standards
40	16-Feb	Alyssa Muto	Verbal Comment for Board Policy 31 – Rule No. 21	Asked how an approved transit stop is defined.	Noted SANDAG is working on creating this definition language and appreciates any feedback from the subcommittee. As an initial proposal, planning staff from the transit operator could confirm whether an approved transit stop is included within the project limits during consultation with the implementing agency.	Changes to be proposed in the Rule #21 revisions
41	16-Feb	Alyssa Muto	Verbal Comment for Board Policy 31 – Rule No. 21	Noted that bus shelters had been added to almost all instances of transit stops in the updated amendment language, and asked why it was not included in rural instances.	Noted bus shelters are not involved in rural planning instances but will revisit this assumption and revise as necessary with subcommittee members. For reference, see Comment and Response to Comment #44 for the recommended revision to urban instances for discussion of applicability to rural instances too.	Clarification Needed
42	16-Feb	Alyssa Muto	Verbal Comment for Board Policy 31 – Rule No. 21	Suggested that mentions of reduced lane widths should also include speed limit reduction language.	Noted his agreement with this statement.	Changes to be proposed in the Rule #21
43	16-Feb	Katie Persons	Verbal Comment for Board Policy 31 – Rule No. 21	Commented that a couple planning documents show transit services, including the 10 year plan, inquires about what categories are included.	Noted that projects are intended to serve the life of the TransNet Ordinance. Noted SANDAG has been working with MTS and NCTD to improve the specificity of these Measures per Contexts and Facility Types, specifically for bus shelters. As an initial proposal, planning staff from the transit operator could confirm whether an approved transit stop is included within the project limits during consultation with the implementing agency.	Changes to be proposed in the Rule #21 revisions
44	16-Feb	Matt Marquez	Verbal Comment for Board Policy 31 – Rule No. 21	Stated he had some concerns about expanding opportunities for bus shelters from a maintenance perspective. Noted he agrees with expanding opportunities for them but does not want to be met with a requirement for constructing them, instead that there is the opportunity for the infrastructure.	SANDAG will continue working with MTS and NCTD to improve the specificity of these Measures per Contexts and Facility Types, construction and maintenance responsibilities. As an initial proposal, "Planning staff from the transit operator will confirm whether existing or approved planned transit stops are located within the implementing agency’s project area and whether they are identified for implementation of benches or transit shelters. Regardless, the stop area shall be constructed to allow for shelter placement based on the transit operator’s design standards."	Changes to be proposed in the Rule #21 revisions
45	16-Feb	Tom Frank	Verbal Comment for Board Policy 31 – Rule No. 21	Noted that the amendments are too specific for construction and planning requirements for bus shelters, especially since some routes are changing and requested a strike of the specific language as the landscape is changing. Also noted these shelters need ADA compliance which makes them more complex. Commented that the City of San Diego has had success with the FRED program. Also commented that North County fixed routes are struggling and not widely used. Further noted that he wants more flexibility for his jurisdiction, specifically citing the FHWA guidelines for roundabouts and how they are a beneficial intersection control method, also stating the FHWA provides more flexibility in the specific items discussed today and has preferred guidelines for the City of Carlsbad.	Relevant responses have been provided for similar statements in Comments 43, 44, and 18.	Changes to be proposed in the Rule #21 revisions
46	16-Feb	Nathan Schmidt	Verbal Comment for Board Policy 31 – Rule No. 21	Commented that the City of Carlsbad uses the FHWA guidelines as a starting point for transportation plans. Requested SANDAG pairs back bicycle facility type requirements in the ordinance amendment as the City has tried to implement them on new projects but cannot implement them as they do not get approved by the public through the public comment period.	SANDAG will provide the results of our evaluation and monitoring program as well as peer city and national research which supports implementation of the Preferred Bikeway Types required.	Best Available Standards

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47	16-Feb	Mo Sammak	Verbal Comment for Board Policy 31 – Rule No. 21	Noted his agreement with Tom’s comments. Stated that the City of Solana Beach has different needs than the City of Carlsbad and other large cities because of the size and road type differences. Specifically noted his support for active transportation, however some issues prevent him from meeting/following the guidelines in the amendments. Mo noted the City of Solana Beach only has 3 major roads that can meet the urban design standards, and requested that he instead follow the rural guidelines. He noted that if the current guidelines are applied, his roads which are rural, are then categorized as urban and then require sidewalks and paths to be added which are not liked by residents as many appreciate the rural aspect of Solana Beach. Noted that because he cannot meet these guidelines, he cannot perform road maintenance which is needed. Also commented on the exclusion procedure and would like more clarify and direction on how all agencies are included equally.	If a local agency wishes to use this design guidance to implement Accommodation Measures in an Urban Area they may provide documentation supporting their Network, Land Use, and design meets the “Preferred Application Range” in FHWA’s Small Town and Rural Multimodal Networks Guide. If the roadway does not have an existing or planned bikeway, Bicycle Measures will not need to be provided except where the project intersects with roadways which do have existing or planned bikeways. SANDAG is mindful of the comments regarding when pedestrian measures should be included too, so we are expanding on the “curb and gutter” exclusion to also allow for exclusions of these more substantial civil improvement Measures during a slurry seal. Crest Road between Klish Way and Amphitheatre Drive in the City of Del Mar is a good example of a transportation project which provides the appropriate "Rural" roadway and Pedestrian Measures in an Urban area.	Context/Facility Type
48	16-Feb	Julie Procopio	Verbal Comment for Board Policy 31 – Rule No. 21	Noted her agreement with Tom, Nathan, and Mo’s comments. Noted that her comments on the amendment language were not included in the latest revision presented in the current meeting. Julie then went on to state an overarching comment that the FHWA bikeway guidelines state that the best available design should be constructed that considers the current state should be used instead of the amendments SANDAG is proposing. Stated that there should be some differences on preferred versus required in the amendment as many cities have different circumstances to consider. Julie also requested a definition of “major reconstruction” and how it is applied in bikeway projects. Lastly, Julie stated that for protected intersection project enhancement requirements, the need to construct that at the same time as a resurfacing project would inhibit the city from completing the resurfacing project.	SANDAG is mindful of the comments regarding when Pedestrian Measures may be excluded, adding the following revision, "Consideration of the provision of pedestrian measures as part of roadway projects involving only new pavement overlays less than 1-inch thick may be limited to signage and striping improvements." The design "soft costs" for projects with more complex elements are eligible expenses.	Best Available Standards
49	16-Feb	Mo Sammak	Verbal Comment for Board Policy 31 – Rule No. 21	Noted he would like to express that the City of Solana Beach is dealing with several issues that prevent them from receiving as much TransNet funding as other cities. Mo cited a specific example of this that the City cannot keep up with road maintenance as the current funding amounts are not enough and do not consider the additional requirement costs that must be completed at the same time. Mo cited specifically that a street overlay is \$30,000 which is more than 2 inches, and then requires a sidewalk to be added on one side, which is not feasible for the City due to ROW and encroachment permit issues and costs which outweigh the cost of the street overlay and would cause it to not be constructed due to public feedback. Also mentioned he would like specific directions on how he can note that the City wants to follow the rural instead of urban guidelines, and wants to ensure that process is streamlined.	Noted that Solana Beach can use the rural guidelines in which would exclude the City from these specific requirements (see response to Comment #3).	Appropriate Bicycle and Pedestrian Measures
50	16-Feb	Tom Frank	Verbal Comment for Board Policy 31 – Rule No. 21	Expressed his agreement with Mo’s comment. Noted that residents in the City of Carlsbad want the urban “feel” in their downtown area. Additionally Tom commented on his disagreement with excessive forms and checklists for bike projects, stating that he wants more simplicity which would allow for faster access to funding, and then noted the City could complete projects faster. Tom also noted his agreement with Julie’s earlier comment on protected intersections, then citing that roundabouts require a lot of ROW changes. Lastly, Tom noted that there is a lot of burden placed on cities, and requested more flexibility by using words like “should” instead of “require” in the amendment language. Also noted that ADT’s are strict in the FHWA guidelines.	Relevant responses have been provided for similar statements in Comments 32, and 48.	Appropriate Bicycle and Pedestrian Measures
51	16-Feb	Mo Sammak	Verbal Comment for Board Policy 31 – Rule No. 21	Mo made a secondary comment about requesting more information on the rural versus urban requirements and asked how Solana Beach can identify themselves as rural. Mo also requested that the 1 inch street overlay specific language be removed from the amendment. Noted he would like more flexibility for these projects to make sense for Solana Beach. Lastly, Mo noted his disagreement with the current matrix and that the ADT’s are not matching.	Noted that SANDAG would like to provide more flexibility, but SANDAG needs to comply with the TransNet audit reports from ITOC and certain items in the amendment cannot change because they need to satisfy ITOC requirements. Antionette also commented that Solana Beach can opt out of some requirements by identifying roads as rural instead of urban.	Exclusions
52	16-Feb	William (Bill) Morgan	Verbal Comment for Board Policy 31 – Rule No. 21	Noted his appreciation for the group’s input and agreement with the comments stated thus far. Bill also noted that the process to provide feedback could be streamlined. Lastly, Bill noted that constructing Class IV bikeways on urban roadways is difficult.		N/A
53	16-Feb	Julie Procopio	Verbal Comment for Board Policy 31 – Rule No. 21	Encouraged SANDAG staff to review the comments from the subcommittee again. Also stated that TransNet maintenance funds have allowed the City of Escondido to add over 30 miles of bike lanes, but some of the funds given from TransNet need to actually be used for maintenance.	The verbal and written comments have been helpful in our continued revisions of SANDAG Board Policy No. 031's Rule 21.	N/A
54	16-Feb	Tom Frank	Verbal Comment for Board Policy 31 – Rule No. 21	Noted that the City of Carlsbad has been able to improve/add 16 miles of bike lanes. Stated his thanks for SANDAG.		N/A

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55	16-Feb	Tom Frank	Verbal Comment for Board Policy 31 – Rule No. 21	Expressed his agreement with Mo’s comment. Noted that residents in the City of Carlsbad want the urban “feel” in their downtown area. Additionally Tom commented on his disagreement with excessive forms and checklists for bike projects, stating that he wants more simplicity which would allow for faster access to funding, and then noted the City could complete projects faster. Tom also noted his agreement with Julie’s earlier comment on protected intersections, then citing that roundabouts require a lot of ROW changes. Lastly, Tom noted that there is a lot of burden placed on cities, and requested more flexibility by using words like “should” instead of “require” in the amendment language. Also noted that ADT’s are strict in the FHWA guidelines.	Relevant responses have been provided for similar statements in Comments 32, and 48.	Appropriate Bicycle and Pedestrian Measures
56	26-Oct	Nathan Schmidt	Written Comment for Board Policy 31 – Rule No. 21	"If existing or planned bikeway, facility type will be determined by the local agency’s adopted Bicycle Master Plan or similar document if the adopted or updated within the past 5 years. If no current Bicycle Master Plan is available, the project should determine facility type based on Bikeway Selection Guide’s Preferred Bikeway Type."	Please see response to Comment #25. We have made this recommendation to improve compliance, monitoring, and reporting for all parties in light of noncompliance with the existing Rule #21 which required these plans be "approved by SANDAG." Though we have since removed that requirement in the proposed revisions, we are open to discussing your recommendation and revisiting this requirement.	Appropriate Bicycle and Pedestrian Measures
57	26-Oct	Nathan Schmidt	Written Comment for Board Policy 31 – Rule No. 21	Intersection treatments shall be consistent with the latest version of either the NACTO Urban Bikeway Design Guide and/or NACTO Don’t Give Up at the Intersection Guide.	We appreciate the response and will propose a revision.	Appropriate Bicycle and Pedestrian Measures
58	26-Oct	Nathan Schmidt	Written Comment for Board Policy 31 – Rule No. 21	ADA compliant bus stop landings and shelters for existing or approved planned transit service if sufficient right-of-way exists	We would like to discuss a process to make this determination at the staff level.	Appropriate Bicycle and Pedestrian Measures
59	26-Oct	Nathan Schmidt	Written Comment for Board Policy 31 – Rule No. 21	Engage with local communities and pedestrian advocacy groups during the planning and implementation stages.	We appreciate the response and will propose a revision.	Appropriate Bicycle and Pedestrian Measures
60	26-Oct	Tom Frank	Written Comment for Board Policy 31 – Rule No. 21	Continuous sidewalks and marked crosswalks at ramps and through freeway interchanges on the intersecting roadway "where warranted" and "wherever feasible"	These can be documented in the Procedures for Excluding Accommodations for Pedestrians and Bicyclists from Projects.	Appropriate Bicycle and Pedestrian
61	26-Oct	Tom Frank	Written Comment for Board Policy 31 – Rule No. 21	Recommend that SANDAG incorporate the desire to utilize the FHWA Bikeway Selection guide in the Regional Active Transportation Plan.	Thank you for the recommendation, this will be our approach. We recognize that this recommendation is counter to the strikethrough you proposed to the following in Rule #21 "Any existing or proposed bikeway project must, at a minimum, be implemented using the FHWA Bikeway Selection Guide, except on the SANDAG Regional Bike Network where facility type will be based on NACTO’s Contextual Guidance for Selecting All Ages & Abilities Bikeways. In the urban areas, the target design user is the Interested but Concerned Bicyclist." As Rule #21 also applies to SANDAG-led capital bikeway projects, all of which are on the Regional Bike Network, we are committing to the highest standards for bikeway guidance using the aforementioned NACTO contextual guide.	Appropriate Bicycle and Pedestrian Measures
62	26-Oct	Tom Frank	Written Comment for Board Policy 31 – Rule No. 21	Remove "LPI (Leading Pedestrian Interval) at traffic signal controlled crossings" from Pedestrian Measures	AB 2264 requires Caltrans replace or install a traffic-actuated signal which has a leading pedestrian interval, and AB 2147 permits “people biking to proceed through a signalized intersection in sync with a leading pedestrian interval.” The LPI can be set to be pedestrian-actuated and an FHWA study estimated \$41,707 in LPI benefits per intersection from avoided crashes, while studies in New York City and State College, PA found a 30-60% reduction in crashes at treated intersections. We believe the statewide legislation and demonstrated safety benefits support inclusion of LPIs as an appropriate bicycle and pedestrian accommodation measure.	Appropriate Bicycle and Pedestrian Measures
63	26-Oct	Tom Frank	Written Comment for Board Policy 31 – Rule No. 21	Remove the following sections from Rule #21: Bicycle and Pedestrian Accommodation in Reconstruction Projects, When Provisions for Bicyclists and Pedestrians Accommodation May Be Excluded, Procedures for Excluding Accommodations for Pedestrians and Bicyclists from Projects, and Effective Implementation	The ITOC requested that the SANDAG Board direct staff to improve compliance, monitoring, and reporting with an updated Rule #21 after previous efforts to monitor performance and accurately report results showed compliance was moderate at best. We do not believe that removing the process and procedures for excluding appropriate bicycle and pedestrian accommodation measures is consistent with ITOC's 2018 TransNet Triennial Performance Audit recommendations.	Exclusions

Proposed revisions stemming from the TransNet Ten-Year Comprehensive Review, FY2018 and FY 2021 TransNet Triennial Performance Audits, and the 2021 Regional Plan are incorporated throughout this document, **highlighting** indicates additional changes made during the 2023 Subcommittee meetings and review process.

Rule #21: Accommodation of Bicyclists and Pedestrians

Adoption Date: February 22, 2008

Proposed Revisions: July 13, 2023

Text: Adequate provisions for bicycle and pedestrian travel is determined within the context of the roadway type, its existing and planned surrounding land uses, existing bicycle and pedestrian plans, and current or planned public transit service. When addressing access needs dictated by land use, the responsible agency must consider demand created by current and expected land uses (as determined by the local general plan, community plans, or similar) within the useful life of the *TransNet* project. The table, Appropriate Bicycle and Pedestrian Accommodation Measures below, provides a guide to appropriate accommodation measures for each transportation facility type and land use context referencing guidance from SANDAG, the Federal Highway Administration (FHWA), or National Association of City Transportation Officials (NACTO). In the table, “urban” means within the urbanized area as defined by U.S. Census [Bureau](#).

Appropriate Bicycle and Pedestrian Accommodation Measures ¹		
Context/Facility Type	Bicycle Measures	Pedestrian Measures
Urban Highway	<ul style="list-style-type: none"> Required facility type will be based on the Contextual Guidance for Selecting All Ages & Abilities Bikeways for any proposed bikeway corridors in urban highway alignments Freeways and freeway interchanges may not eliminate existing bikeways or preclude planned bikeways on local streets and roads 	<ul style="list-style-type: none"> Continuous sidewalks and marked crosswalks at ramps and through freeway interchanges on the intersecting roadway Where freeways disrupt regional bike network connections and no on-street facility can be implemented, build grade separated Class I crossings ADA compliant bus stop landings and shelters for existing or approved planned transit service in coordination with local transit agency³ Leading Pedestrian Interval (LPI) at traffic signal-controlled crossings

Appropriate Bicycle and Pedestrian Accommodation Measures ¹		
Context/Facility Type	Bicycle Measures	Pedestrian Measures
Transit Project	<ul style="list-style-type: none"> • Bicycle lockers and racks at stations sufficient to meet normal expected demand • Bicycle access to all transit vehicles except those providing exclusive paratransit service to the disabled as required by the Americans with Disabilities Act • Transit priority measures on roadways may not prevent bicycle access and should reduce or eliminate bus-bike conflict 	<ul style="list-style-type: none"> • Shortest-path connections for pedestrians between station platforms and adjacent roadway sidewalks • Pedestrian crossings where a new transit way severs existing pedestrian access with no more than 0.3 miles between crossings • LPI at traffic signal-controlled crossings • Countermeasures for uncontrolled crossing locations
Major Urban Street (posted speed > 35 mph, or ADT > 7k vpd)	<ul style="list-style-type: none"> • If existing or planned bikeway, facility type will be the Bikeway Selection Guide's Preferred Bikeway Type • Class IV separated bikeway • Protected or dedicated intersections, signal detection, and transition zones 	<ul style="list-style-type: none"> • Continuous sidewalks or pathways² on both sides of the street • Marked crosswalks and LPI on all crossings at traffic signal-controlled intersections • NACTO Major, or Minor Intersections Recommendations, and Countermeasures for uncontrolled crossing locations • ADA compliant bus stop landings and shelters for existing or approved planned transit service³
Urban Collector Street (posted speed ≤ 35 mph, or ADT < 7k vpd)	<ul style="list-style-type: none"> • Class IV separated bikeway or Class II buffered bike lane (will depend on Bikeway Selection Guide's Preferred Bikeway Type) • Dedicated intersections, signal detection, and transition zones 	<ul style="list-style-type: none"> • Continuous sidewalks or pathways² on both sides of the street • ADA compliant bus stop landings and shelters for existing or approved planned transit service³ • LPI at traffic signal-controlled intersections on all Major Urban Street intersections

Appropriate Bicycle and Pedestrian Accommodation Measures ¹		
Context/Facility Type	Bicycle Measures	Pedestrian Measures
Urban Local Street	<ul style="list-style-type: none"> Class IV separated bikeway, Class II buffered or conventional bike lane, bike boulevard, or Class III shared route (will depend on Bikeway Selection Guide's Preferred Bikeway Type) 	<ul style="list-style-type: none"> Continuous sidewalks or pathways² both sides of the street ADA compliant bus stop landings and shelters for existing or approved planned transit service³
Rural Highway	<ul style="list-style-type: none"> If not existing or planned bikeway, see Bikeway Selection Guide Figure 10: "Preferred Shoulder Widths for Rural Roadways" If existing or planned bikeway, Preferred Class IV protected bikeway or Class I bike path depending on "Preferred Application Range" for Speed and Volume in FHWA's Small Town and Rural Multimodal Networks Guide 	<ul style="list-style-type: none"> Intersection guidance consistent with FHWA's Small Town and Rural Multimodal Networks Guide and Field Guide Marked crosswalks at ramps and through interchanges ADA compliant bus stop landings for existing bus stops
Rural Collector Road	<ul style="list-style-type: none"> If not existing or planned bikeway, see Bikeway Selection Guide Figure 10: "Preferred Shoulder Widths for Rural Roadways" If existing or planned bikeway, Class II bike lane, Class IV separated bikeway, or Class I bike path depending on "Preferred Application Range" for Speed and Volume in FHWA's Small Town and Rural Multimodal Networks Guide 	<ul style="list-style-type: none"> If not existing or planned bikeway, Pedestrian provisions consistent with the Preferred Key Network Opportunities in Small Town and Rural Multimodal Networks ADA compliant bus stop landings for existing bus stops
Rural Local Road	<ul style="list-style-type: none"> If not existing or planned bikeway, see Bikeway Selection Guide Figure 10: "Preferred Shoulder Widths for Rural Roadways" If existing or planned bikeway, Yield Roadway, Bicycle Boulevard, Bike Lane, or Class IV Separated Bikeway depending on "Preferred Application Range" for Speed and Volume in FHWA's Small Town and Rural Multimodal Networks Guide 	<ul style="list-style-type: none"> If not existing or planned bikeway, Pedestrian provisions consistent with the Preferred Key Network Opportunities in Small Town and Rural Multimodal Networks ADA compliant bus stop landings for existing bus stops

- ¹ Application of these accommodation measures is subject to sound planning within the land use and transportation context of the overall project. Similarly, engineering judgment is required and may dictate, for example, less vertical or horizontal separation for people biking on street segments where these users' operating speeds will be equivalent to motorists.
- ² Unpaved pathways of decomposed granite or other suitable material that are set back from the roadway where feasible would be considered appropriate in lieu of sidewalks on both sides of a roadway when a sidewalk is present on one side, or on roads serving areas that are rural in nature.
- ³ Planning staff from the transit operator will confirm whether existing or approved planned transit stops are located within the implementing agency's project area and whether they are identified for implementation of benches or transit shelters. Regardless, the stop area shall be constructed to allow for shelter placement based on the transit operator's design standards.

Any existing or proposed bikeway project must, at a minimum, be implemented using the FHWA [Bikeway Selection Guide](#), except on the SANDAG Regional Bike Network where facility type will be based on NACTO's [Contextual Guidance for Selecting All Ages & Abilities Bikeways](#). In the urban areas, the target design user is the Interested but Concerned Bicyclist.

Best Available Standards. Bicycle parking facilities should conform to the guidelines established in [APBP's Essentials of Bike Parking](#) or [NACTO's Transit Street Design Guide](#). All bicycle facilities within Caltrans Right-of-Way should use the [Contextual Guidance for Bike Facilities](#) and guidance conforming to [Director's Policy 37](#). For the urbanized areas, NACTO designs should be used to implement intersection treatments for bicycles as identified in their [Urban Bikeway Design Guide](#) and [Don't Give Up at the Intersection](#) guidance, and pedestrian measures in their [Urban Street Design Guide](#). In the rural areas, FHWA's [Small Town and Rural Multimodal Networks](#) should be used as design guidance and facility type selection for bicycle and pedestrian safety. If a local agency wishes to use this design guidance to implement Accommodation Measures in an Urban Area they may provide documentation supporting their Network, Land Use, and design meets the "Preferred Application Range" in FHWA's [Small Town and Rural Multimodal Networks](#) Guide. The [Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#) should be used to identify to appropriate countermeasures at uncontrolled pedestrian crossing locations (see [Field Guide](#)).

Bicycle and Pedestrian Accommodation in Reconstruction Projects. Street and road reconstruction is the time to re-evaluate the function of a road and its context, and to reallocate the right-of-way appropriately to meet the needs of bicyclists and pedestrians. An agency is not required to acquire additional right of way to improve bicycle and pedestrian access. However, the agency should consider reduced motor vehicle lanes, lane widths, and median widths as a means of providing the appropriate bicycle or pedestrian facility. Compliance with these Accommodation Measures is required for projects meeting the definitions established under Rule 18 of SANDAG Board Policy No. 031.

When Provisions for Bicyclists and Pedestrians Accommodation May Be Excluded.

Section 4(E)(3) is based on the premise that pedestrians and bicyclists need safe and convenient access to the same destinations as other users of the public right of way. Consequently, those portions of the transportation network where pedestrians and bicyclists need not be accommodated are the exception, and the decision not to provide for them in a project must be made by the responsible agency for good cause such as severe topographic or biological constraints. Any impacts on the roadway or intersection's motor vehicle capacity that result from providing for pedestrian and bicycle access would not, in themselves, justify excluding bicycle and pedestrian facilities.

This provision requires an agency to provide appropriate bicycle and pedestrian facilities that are within the area of the project. Consideration of the provision of sidewalks as part of major rehabilitation roadway projects involving only new pavement overlays of 1-inch thickness or greater on streets where sidewalks do not currently exist would only be required if curb, gutter, and related drainage facilities were already in place, though other pedestrian measures may still be applicable per Context/Facility Type as noted in the table above. **Consideration of the provision of pedestrian measures as part of roadway projects involving only new pavement overlays less than 1-inch thick may be limited to signage and striping improvements.**

The cost of providing for bicycle and pedestrian access can vary significantly relative to the overall project cost. For this reason, specifying a proportional or absolute limit on spending for bicycle or pedestrian improvements relative to probable use would not allow the kind of discretion necessary to make a significant investment in facilities when necessary, or to withhold an investment when the benefits are marginal. Therefore, the decision to exclude accommodations for bicyclist and pedestrians must be a policy-level decision made by the Board or city council based on the body of information about context, cost, and probable use available at the time. Such a decision must be made in the public hearing required by Section 5(A) of the Ordinance.

Pedestrian Access. Sidewalks or other walkways may be excluded from a project when it can be demonstrated that there are no uses (including bus stops) that would create demand for pedestrian access and a suitable parallel route exists built to the above-referenced appropriate Pedestrian Measures per Context/Facility Type requiring no more than ¼-mile total out-of-direction travel **and a cumulative elevation gain no greater than the project alignment**. In making this determination, the agency must consider the potential for future demand within the useful life of the project. Access to and from public transit, including crossing improvements, must also be considered and accommodated where there is existing or near-term planned transit service.

Bicycle Access. A project may exclude the expected bikeway treatment if a suitable parallel route exists built to the above-referenced appropriate Bicycle Measures per Context/Facility Type. This parallel route must not have a cumulative elevation gain greater than the project alignment, and would require no greater than ¼-mile total out-of-direction travel between endpoints of the project alignment.

Procedures for Excluding Accommodations for Pedestrians and Bicyclists from Projects.

When an agency determines not to include bicycle or pedestrian accommodations in a project because the cost of doing so would be excessively disproportionate to the need or probable use, the agency must include a notice of that decision in the notice of the public hearing required by Sections 5(A) and Section 6 of the Ordinance. In submitting the project to SANDAG for inclusion in the *TransNet* Program of Projects as part of the Regional Transportation Improvement Program (RTIP) process, the agency must notify SANDAG that bicycle and/or pedestrian facilities, as described in the above table, will not be included in the project along with written justification for that decision. The decision and justification is subject to review and comment by SANDAG through the Mobility Working Group, which would forward its comments to the SANDAG Transportation Committee. The Independent Taxpayer Oversight Committee also would review and comment on such projects as part of its role in the RTIP process. The Transportation Committee in approving the *TransNet* Program of Projects must make a finding that the local decision not to provide bicycle or pedestrian facilities is consistent with the provisions of this Ordinance prior to approving the project for funding under the *TransNet* Program. If this consistency finding is not made, the agency would have the opportunity to revise its fund programming request for consideration in a future RTIP amendment.

Effective Implementation. This rule will be effective for projects added to the *TransNet* Program of Projects subsequent to their adoption by the SANDAG Board of Directors. Within three years of their adoption, the rule will be re-evaluated by SANDAG to ensure they are effectively encouraging provision of a balance transportation network without imposing an excessive cost burden on projects funded under the program.

Subcommittee responses are shown below as either, **highlights**, redline, or ~~strikethrough~~

Rule #21: Accommodation of Bicyclists and Pedestrians

Adoption Date: February 22, 2008

Text: Adequate provisions for bicycle and pedestrian travel is determined within the context of the roadway type, its existing and planned surrounding land uses, existing bicycle and pedestrian plans, and current or planned public transit service. When addressing access needs dictated by land use, the responsible agency must consider demand created by current and expected land uses (as determined by the local general plan, community plans, or similar) within the useful life of the *TransNet* project. The table, Appropriate Bicycle and Pedestrian Accommodation Measures below, provides a guide to appropriate accommodation measures for each transportation facility type and land use context referencing guidance from SANDAG, the Federal Highway Administration (FHWA), or National Association of City Transportation Officials (NACTO). In the table, “urban” means within the urbanized area as defined by U.S. Census [Bureau](#).

Applicable Project and Programs:

FOR CLARITY WE REQUEST THAT SANDAG INCLUDE STATEMENT ON THE TYPE OF PROJECTS THESE REQUIREMENTS WILL APPLY TO.

Appropriate Bicycle and Pedestrian Accommodation Measures ¹		
Context/Facility Type	Bicycle Measures	Pedestrian Measures
Urban Highway	<ul style="list-style-type: none"> Required facility type will be based on the adopted local agency Bicycle Master Plan, Active Transportation Master Plan, or similar document. If the agency has not adopted the required facility type shall be based on the Contextual Guidance for Selecting All Ages & Abilities Bikeways for any proposed bikeway corridors in urban highway alignments Freeways and freeway interchanges may not eliminate existing bikeways or preclude planned bikeways on local streets and roads 	<ul style="list-style-type: none"> Continuous sidewalks and marked crosswalks at ramps and through freeway interchanges on the intersecting roadway <u>wherever feasible</u> Where freeways disrupt regional bike network connections and no on-street facility can be implemented, build grade separated Class I crossings ADA compliant bus stop landings and shelters for existing or approved planned transit service in coordination with local transit agency³ <u>Engage with local communities and pedestrian advocacy groups during the planning and implementation stages. Leading Pedestrian Interval (LPI) at traffic signal-controlled crossings</u>

Appropriate Bicycle and Pedestrian Accommodation Measures ¹		
Context/Facility Type	Bicycle Measures	Pedestrian Measures
Urban Collector Street (posted speed ≤ 35 mph, or ADT < 7k vpd)	<ul style="list-style-type: none"> • <u>If existing or planned bikeway, facility type will be determined by the local agency's adopted Bicycle Master Plan or similar document if the adopted or updated within the past 5 years. If no current Bicycle Master Plan is available, the project should determine facility type based on Bikeway Selection Guide's Preferred Bikeway Type</u> • <u>Intersection treatments shall be consistent with the latest version of either the NACTO Urban Bikeway Design Guide and/or NACTO Don't Give Up at the Intersection Guide</u> <ul style="list-style-type: none"> • <u>Class IV separated bikeway or Class II buffered bike lane (will depend on Bikeway Selection Guide's Preferred Bikeway Type)</u> • <u>Dedicated intersections, signal detection, and transition zones</u> 	<ul style="list-style-type: none"> • Continuous sidewalks or pathways² on both sides of the street <u>wherever feasible</u> • ADA compliant bus stop landings and shelters for existing or approved planned transit service <u>if sufficient right-of-way exists</u>³ • <u>Engage with local communities and pedestrian advocacy groups during the planning and implementation stages. TPI at traffic signal-controlled intersections on all Major Urban Street intersections</u>

Appropriate Bicycle and Pedestrian Accommodation Measures ¹		
Context/Facility Type	Bicycle Measures	Pedestrian Measures
Urban Local Street	<ul style="list-style-type: none"> • If existing or planned bikeway, facility type will be determined by the local agency's adopted Bicycle Master Plan or similar document if the adopted or updated within the past 5 years. If no current Bicycle Master Plan is available, the project should determine facility type based on Bikeway Selection Guide's Preferred Bikeway Type • Class IV separated bikeway, Class II buffered or conventional bike lane, bike boulevard, or Class III shared route (will depend on Bikeway Selection Guide's Preferred Bikeway Type) 	<ul style="list-style-type: none"> • Continuous sidewalks or pathways² both sides of the street <u>wherever feasible</u> • ADA compliant bus stop landings <u>and shelters for existing or approved planned transit service</u>³
Rural Highway	<ul style="list-style-type: none"> • If not existing or planned bikeway, see Bikeway Selection Guide Figure 10: "Preferred Shoulder Widths for Rural Roadways" • If existing or planned bikeway, Preferred Class IV protected bikeway or Class I bike path depending on "Preferred Application Range" for Speed and Volume in FHWA's Small Town and Rural Multimodal Networks Guide 	<ul style="list-style-type: none"> • Intersection guidance consistent with FHWA's Small Town and Rural Multimodal Networks Guide and Field Guide • Marked crosswalks at ramps and through interchanges • ADA compliant bus stop landings for existing bus stops
Rural Collector Road	<ul style="list-style-type: none"> • If not existing or planned bikeway, see Bikeway Selection Guide Figure 10: "Preferred Shoulder Widths for Rural Roadways" • If existing or planned bikeway, Class II bike lane, Class IV separated bikeway, or Class I bike path depending on "Preferred Application Range" for Speed and Volume in FHWA's Small Town and Rural Multimodal Networks Guide 	<ul style="list-style-type: none"> • If not existing or planned bikeway, Pedestrian provisions consistent with the Preferred Key Network Opportunities in Small Town and Rural Multimodal Networks • ADA compliant bus stop landings for existing bus stops

Appropriate Bicycle and Pedestrian Accommodation Measures ¹		
Context/Facility Type	Bicycle Measures	Pedestrian Measures
Rural Local Road	<ul style="list-style-type: none"> If not existing or planned bikeway, see Bikeway Selection Guide Figure 10: “Preferred Shoulder Widths for Rural Roadways” If existing or planned bikeway, Yield Roadway, Bicycle Boulevard, Bike Lane, or Class IV Separated Bikeway depending on “Preferred Application Range” for Speed and Volume in FHWA’s Small Town and Rural Multimodal Networks Guide 	<ul style="list-style-type: none"> If not existing or planned bikeway, Pedestrian provisions consistent with the Preferred Key Network Opportunities in Small Town and Rural Multimodal Networks ADA compliant bus stop landings for existing bus stops

¹ Application of these accommodation measures is subject to sound planning within the land use and transportation context of the overall project. Similarly, engineering judgment is required and may dictate, for example, less vertical or horizontal separation for people biking on street segments where these users’ operating speeds will be equivalent to motorists.

² Unpaved pathways of decomposed granite or other suitable material that are set back from the roadway where feasible would be considered appropriate in lieu of sidewalks on both sides of a roadway when a sidewalk is present on one side, or on roads serving areas that are rural in nature.

³ Planning staff from the transit operator will confirm whether existing or approved planned transit stops are located within the implementing agency’s project area and whether they are identified for implementation of benches or transit shelters. Regardless, the stop area shall be constructed to allow for shelter placement based on the transit operator’s design standards.

~~Any existing or proposed bikeway project must, at a minimum, be implemented using the FHWA Bikeway Selection Guide, except on the SANDAG Regional Bike Network where facility type will be based on NACTO’s Contextual Guidance for Selecting All Ages & Abilities Bikeways. In the urban areas, the target design user is the Interested but Concerned Bicyclist.~~

Best Available Standards. Bicycle parking facilities should conform to the guidelines established in [APBP’s Essentials of Bike Parking](#) or [NACTO’s Transit Street Design Guide](#). All bicycle facilities within Caltrans Right-of-Way should use the [Contextual Guidance for Bike Facilities](#) and guidance conforming to [Director’s Policy 37](#). For the urbanized areas, NACTO designs should be used to implement intersection treatments for bicycles as identified in their [Urban Bikeway Design Guide](#) and [Don’t Give Up at the Intersection](#) guidance, and pedestrian measures in their [Urban Street Design Guide](#). In the rural areas, FHWA’s [Small Town and Rural Multimodal Networks](#) should be used as design guidance and facility type selection for bicycle and pedestrian safety. If a local agency wishes to use this design guidance to implement Accommodation Measures in an Urban Area they may provide documentation supporting their Network, Land Use, and design meets the “Preferred Application Range” in FHWA’s [Small Town and Rural Multimodal Networks](#) Guide. The [Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#) should be used to identify to appropriate countermeasures at uncontrolled pedestrian crossing locations (see [Field Guide](#)).

Bicycle and Pedestrian Accommodation in Reconstruction Projects. Street and road reconstruction is the time to re-evaluate the function of a road and its context, and to reallocate the right-of-way appropriately to meet the needs of bicyclists and pedestrians. An agency is not required to acquire additional right of way to improve bicycle and pedestrian access. However, the agency should consider reduced motor vehicle lanes, lane widths, and median widths as a means of providing the appropriate bicycle or pedestrian facility. Compliance with these Accommodation Measures is required for projects meeting the definitions established under Rule 18 of SANDAG Board Policy No. 031-

When Provisions for Bicyclists and Pedestrians Accommodation May Be Excluded:

Section 4(E)(3) is based on the premise that pedestrians and bicyclists need safe and convenient access to the same destinations as other users of the public right of way. Consequently, those portions of the transportation network where pedestrians and bicyclists need not be accommodated are the exception, and the decision not to provide for them in a project must be made by the responsible agency for good cause such as severe topographic or biological constraints. Any impacts on the roadway or intersection's motor vehicle capacity that result from providing for pedestrian and bicycle access would not, in themselves, justify excluding bicycle and pedestrian facilities.

This provision requires an agency to provide appropriate bicycle and pedestrian facilities that are within the area of the project. Consideration of the provision of sidewalks as part of major rehabilitation roadway projects involving only new pavement overlays of 1 inch thickness or greater on streets where sidewalks do not currently exist would only be required if curb, gutter, and related drainage facilities were already in place, though other pedestrian measures may still be applicable per Context/Facility Type as noted in the table above. Consideration of the provision of pedestrian measures as part of roadway projects involving only new pavement overlays less than 1 inch thick may be limited to signage and striping improvements.

The cost of providing for bicycle and pedestrian access can vary significantly relative to the overall project cost. For this reason, specifying a proportional or absolute limit on spending for bicycle or pedestrian improvements relative to probable use would not allow the kind of discretion necessary to make a significant investment in facilities when necessary, or to withhold an investment when the benefits are marginal. Therefore, the decision to exclude accommodations for bicyclist and pedestrians must be a policy level decision made by the Board or city council based on the body of information about context, cost, and probable use available at the time. Such a decision must be made in the public hearing required by Section 5(A) of the Ordinance.

Pedestrian Access. Sidewalks or other walkways may be excluded from a project when it can be demonstrated that there are no uses (including bus stops) that would create demand for pedestrian access and a suitable parallel route exists built to the above referenced appropriate Pedestrian Measures per Context/Facility Type requiring no more than ¼ mile total out of direction travel and a cumulative elevation gain no greater than the project alignment. In making this determination, the agency must consider the potential for future demand within the useful life of the project. Access to and from public transit, including crossing improvements, must also be considered and accommodated where there is existing or near term planned transit service.

Bicycle Access. A project may exclude the expected bikeway treatment if a suitable parallel route exists built to the above referenced appropriate Bicycle Measures per Context/Facility Type. This parallel route must not have a cumulative elevation gain greater than the project alignment and would require no greater than ¼ mile total out of direction travel between endpoints of the project alignment.

Procedures for Excluding Accommodations for Pedestrians and Bicyclists from Projects:

When an agency determines not to include bicycle or pedestrian accommodations in a project because the cost of doing so would be excessively disproportionate to the need or probable use, the agency must include a notice of that decision in the notice of the public hearing required by Sections 5(A) and Section 6 of the Ordinance. In submitting the project to SANDAG for inclusion in the *TransNet* Program of Projects as part of the Regional Transportation Improvement Program (RTIP) process, the agency must notify SANDAG that bicycle and/or pedestrian facilities, as described in the above table, will not be included in the project along with written justification for that decision. The decision and justification is subject to review and comment by SANDAG through the Mobility Working Group, which would forward its comments to the SANDAG Transportation Committee. The Independent Taxpayer Oversight Committee also would review and comment on such projects as part of its role in the RTIP process. The Transportation Committee in approving the *TransNet* Program of Projects must make a finding that the local decision not to provide bicycle or pedestrian facilities is consistent with the provisions of this Ordinance prior to approving the project

for funding under the *TransNet* Program. If this consistency finding is not made, the agency would have the opportunity to revise its fund programming request for consideration in a future RTIP amendment.

Effective Implementation. This rule will be effective for projects added to the *TransNet* Program of Projects subsequent to their adoption by the SANDAG Board of Directors. Within three years of their adoption, the rule will be re-evaluated by SANDAG to ensure they are effectively encouraging provision of a balance transportation network without imposing an excessive cost burden on projects funded under the program.

TransNet Amendments Subcommittee Work Plan

AMENDMENT ISSUE	STATUS OF SUBCOMMITTEE RECOMMENDATION
Transit Operator Eligibility	74% in favor or neutral agreement
Local Streets and Roads Program Amendment and Draft Project List	100% in favor or neutral agreement of draft project list, 100% agreement of amendment
Dig Smart	84% in favor or neutral agreement
Smart Growth Incentive Program	85% in favor or neutral agreement
Accommodation of Bicyclists and Pedestrians	Update for reconsideration
Transit Operations	Conducted Amendment Education
Social Equity	Conducted Amendment Education

2023

2024



Rule #21: Accommodation of Bicyclists and Pedestrians**Adoption Date:** February 22, 2008

Text: Adequate provisions for bicycle and pedestrian travel is determined within the context of the roadway type, its existing and planned surrounding land uses, existing bicycle and pedestrian plans, and current or planned public transit service. When addressing the access needs dictated by land use, the responsible agency must consider demand created by current and expected land uses (as determined by the local general plan) within the useful life of the *TransNet* project. The table Appropriate Bicycle and Pedestrian Accommodation Measures provides a guide to appropriate accommodation measures for each transportation facility type and land use context. In the table, "urban" means within the urbanized area as defined by U.S. Census Bureau.

Appropriate Bicycle and Pedestrian Accommodation Measures¹		
Context/Facility Type	Bicycle Measures	Pedestrian Measures
Urban Highway	<ul style="list-style-type: none"> Required facility type will be based on the recommendations for any regional bikeway corridors in urban highway alignments developed through the 2007 Regional Bicycle Plan. Pending completion of this plan, appropriate bicycle accommodation will be developed on a project by project basis by local and regional authorities in consultation with appropriate stakeholders. Freeways and freeway interchanges may not eliminate existing bikeways or preclude planned bikeways on local streets and roads. 	<ul style="list-style-type: none"> Continuous sidewalks and marked crosswalks through freeway interchanges where sidewalks exist or are planned on the intersecting roadway. Where new freeway construction severs existing pedestrian access, grade separated pedestrian crossings with no more than 0.3 mile between crossings.
Transit Project	<ul style="list-style-type: none"> Bicycle lockers and racks at stations sufficient to meet normal expected demand. Bicycle access to all transit vehicles except those providing exclusive paratransit service to the disabled as required by the Americans with Disabilities Act. Transit priority measures on roadways may not prevent bicycle access. 	<ul style="list-style-type: none"> Direct sidewalk connections between station platforms and adjacent roadway sidewalks. Pedestrian crossings where a new transit way severs existing pedestrian access with no more than 0.3 miles between crossings.

Appropriate Bicycle and Pedestrian Accommodation Measures¹		
Context/Facility Type	Bicycle Measures	Pedestrian Measures
Major Urban Street	<ul style="list-style-type: none"> • Class 2 bike lanes 	<ul style="list-style-type: none"> • Continuous sidewalks or pathways², both sides of the street with marked crosswalks at traffic controlled intersections. • ADA compliant bus stop landings for existing and planned transit service.
Urban Collector Street (design speed >35 mph)	<ul style="list-style-type: none"> • Class 2 bike lanes 	<ul style="list-style-type: none"> • Continuous sidewalks or pathways², both sides of the street with marked crosswalks at traffic controlled intersections. • ADA compliant bus stop landings for existing and planned transit service.
Urban Collector Street (design speed ≤ 35 mph)	<ul style="list-style-type: none"> • Shared roadway. Where planned average daily motor vehicle traffic exceeds 6,500, the outside travel lane should be at least 14 feet wide. 	<ul style="list-style-type: none"> • Continuous sidewalks or pathways² both sides of the street. • ADA compliant bus stop landings for existing and planned transit service.
Urban Local Street	<ul style="list-style-type: none"> • Shared roadway 	<ul style="list-style-type: none"> • Continuous sidewalks or pathways² both sides of the street. • ADA compliant bus stop landings for existing and planned transit service.
Rural Highway	<ul style="list-style-type: none"> • Minimum 8-foot paved shoulder 	<ul style="list-style-type: none"> • ADA compliant bus stop landings for existing bus stops.
Rural Collector Road	<ul style="list-style-type: none"> • Minimum 8-foot paved shoulder 	<ul style="list-style-type: none"> • Not required with no fronting uses. • Paved or graded walkway consistent with community character on streets with fronting uses. • ADA compliant bus stop landings for existing bus stops.

Appropriate Bicycle and Pedestrian Accommodation Measures ¹		
Context/Facility Type	Bicycle Measures	Pedestrian Measures
Rural Local Road	<ul style="list-style-type: none"> Minimum 6-foot paved shoulder 	<ul style="list-style-type: none"> Not required with 85th percentile speeds ≤ 25 mph. Paved or graded walkway consistent with community character on streets with fronting uses and 85th percentile speeds > 25 mph. ADA compliant bus stop landings for existing bus stops.
<p>¹ Application of these accommodation measures is subject to sound planning and engineering judgment to ensure the facility is reasonable and appropriate within the land use and transportation context of the overall project.</p> <p>² Unpaved pathways of decomposed granite or other suitable material that are set back from the roadway where feasible would be considered appropriate only on roads serving areas that are rural in nature.</p>		

Where a local jurisdiction has a bicycle or pedestrian master plan adopted by the city council or Board of Supervisors and approved by SANDAG, the local agency may use that plan to determine the appropriate means of accommodating bicyclists and pedestrians in a given project and at a minimum provide the facilities called for in the plan. These plans must be updated and approved no less than every five years to qualify as a means of satisfying this provision.

Best Available Standards. All bicycle facilities must be designed to the standards established in the California Highway Design Manual, Chapter 1000. Bicycle parking facilities should conform to the guidelines established in the Regional Bicycle Plan adopted by SANDAG. Shared roadways on collector streets should have a curb lane or curb lane plus shoulder that measures at least 14 feet. Where parallel parking is in place, consideration should be given to installing the shared lane pavement marker. All sidewalks must be designed consistent with the design standards established in the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, the Department of State Architect’s California Access Compliance Reference Manual, and the U.S. Department of Transportation’s ADA Accessibility Guidelines for Buildings and Facilities (ADAAG). Consistency with the design recommendations in SANDAG’s *Planning and Designing for Pedestrians* is encouraged.

Bicycle and Pedestrian Accommodation in Reconstruction Projects. Street and road reconstruction is the time to re-evaluate the function of a road and its context, and to reallocate the right-of-way if appropriate to meet the needs of bicyclists and pedestrians. An agency is not required to acquire additional right of way to improve bicycle and pedestrian access. However, the agency should consider reduced motor vehicle lanes and lane widths, and reduced median widths as a means of providing the appropriate bicycle or pedestrian facility. While such an evaluation is recommended for reconstruction projects of any size, compliance with these guidelines is required for “major” reconstruction projects meeting the definitions established under Rule 18 of SANDAG Board Policy No. 031 regarding the guidelines for implementing the “70/30” requirement.

When Provisions for Bicyclists and Pedestrians Accommodation May Be Excluded. Section 4(E)(3) is based on the premise that pedestrians and bicyclists need safe and convenient access to the same destinations as other users of the public right of way. Consequently, those

portions of the transportation network where pedestrians and bicyclists need not be accommodated are the exception, and the decision not to provide for them in a construction or major reconstruction project must be made by the responsible agency for good cause such as severe topographic or biological constraints. Any impacts on the roadway's motor vehicle capacity that result from providing for pedestrian and bicycle access would not, in themselves, justify excluding bicycle and pedestrian facilities. However, these impacts and their mitigation costs should be considered in determining if the cost of providing the facilities is disproportionate to the probable use.

This provision only requires an agency to provide appropriate bicycle or pedestrian facilities that are within the construction or reconstruction area of the project. Consideration of the provision of sidewalks as part of major rehabilitation roadway projects involving only new pavement overlays of 1-inch thickness or greater (see Rule 18 under Board Policy 031) on streets where sidewalks do not currently exist would only be required if curb, gutter, and related drainage facilities were already in place.

The cost of providing for bicycle and pedestrian access can vary significantly relative to the overall project cost. For this reason, specifying a proportional or absolute limit on spending for bicycle or pedestrian improvements relative to probable use would not allow the kind of discretion necessary to make a significant investment in facilities when necessary, or to withhold an investment when the benefits are marginal. Therefore, the decision to exclude accommodations for bicyclist and pedestrians must be a policy-level decision made by the Board or city council based on the body of information about context, cost, and probable use available at the time. Such a decision must be made in the public hearing required by Section 5(A) of the Ordinance.

Pedestrian Access. Sidewalks or other walkways may be excluded from a project when it can be demonstrated that there are no uses (including bus stops) that would create demand for pedestrian access. In making this determination, the agency must consider the potential for future demand within the useful life of the project. Access to and from public transit, including crossing improvements, also must be considered and accommodated where there is existing or planned transit service.

Bicycle Access. A new project or major reconstruction project may not include the expected bikeway treatment when a suitable parallel route with the appropriate accommodations exists that would require no more than ¼-mile total out of direction travel.

Procedures for Excluding Accommodations for Pedestrians and Bicyclists from Projects.

When an agency determines not to include bicycle or pedestrian accommodations in a project because the cost of doing so would be excessively disproportionate to the need or probable use, the agency must include a notice of that decision in the notice of the public hearing required by Sections 5(A) and Section 6 of the Ordinance. In submitting the project to SANDAG for inclusion in the *TransNet* Program of Projects as part of the Regional Transportation Improvement Program (RTIP) process, the agency must notify SANDAG that bicycle and/or pedestrian facilities, as described in Table 1 or in its bicycle or pedestrian master plan, will not be included in the project along with written justification for that decision. The decision and justification is subject to review and comment by SANDAG through the Bicycle-Pedestrian Working Group, which would forward its comments to the SANDAG Transportation Committee. The Independent Taxpayer Oversight Committee also would review and comment on such projects as part of its role in the RTIP process. The Transportation Committee in approving the *TransNet* Program of Projects must make a finding that the local decision not to provide bicycle or pedestrian facilities is consistent with the provisions

of this Ordinance prior to approving the project for funding under the *TransNet* Program. If this consistency finding is not made, the agency would have the opportunity to revise its fund programming request for consideration in a future RTIP amendment.

Effective Implementation. This rule will be effective for projects added to the *TransNet* Program of Projects subsequent to their adoption by the SANDAG Board of Directors. Within three years of their adoption, the rule will be re-evaluated by SANDAG to ensure they are effectively encouraging provision of a balance transportation network without imposing an excessive cost burden on projects funded under the program.



Mobility Working Group

November 9, 2023

Accommodation of Bicyclists and Pedestrians



2004 – TransNet Extension Ordinance and Expenditure Plans



Section 4 Expenditure Plan Purposes: (E) General Provisions (3):

All new projects, or major reconstruction projects, funded by revenues provided under this Ordinance shall accommodate travel by pedestrians and bicyclists, except where pedestrians and bicyclists are prohibited by law from using a given facility or where the costs of including bikeways and walkways would be excessively disproportionate to the need or probable use. Such facilities for pedestrian and bicycle use shall be designed to the best available standards and guidelines.

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2006 TransNet Local Street and Road Program



- Ordinance and Expenditure Plan Implementation Guidelines (from 2006) focused on the 70/30 split (which subcommittee is recommending to eliminate)
- Also subject to Board Policy No. 31 (Types of Eligible Projects)

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Expenditure Plan Implementation Guidelines

2008 Board Policy No. 31 Rule #21:

Appropriate bicycle and pedestrian accommodation measures were adopted which identify specific characteristics for the projects, facilities, and their context:

- urban or rural,
- roadway types,
- existing and planned surrounding land uses



Board Policy No. 031 – Rule #21 Compliance

- In 2014, SANDAG performed a detailed evaluation of bike and pedestrian accommodations in TransNet-funded projects.
- At the end of 2014, SANDAG's Board approved the Complete Streets Policy.



2018 ITOC Triennial Audit



12. Continue to monitor compliance with SANDAG Board Policy No. 031, Rule 21, until otherwise amended, by implementing the following:
 - a. Following-up on the results from the SANDAG Board Policy No. 031, Rule 21 evaluation conducted by SANDAG in 2014.
 1. Use results from SANDAG Board Policy No. 031, local Rule 21 review to make identified changes to the Ordinance definitions and follow-up on areas of noncompliance noted during the review.
 2. Work with locals to determine a method to demonstrate compliance with SANDAG Board Policy No. 031, Rule 21.
 3. Amend or establish a SANDAG Board Policy to require local jurisdictions to track and report on the number of bike and pedestrian facilities implemented using *TransNet* funds.
 - b. Conducting another review of local projects and considering whether any adjustments are warranted in light of SANDAG's Complete Streets Policy.

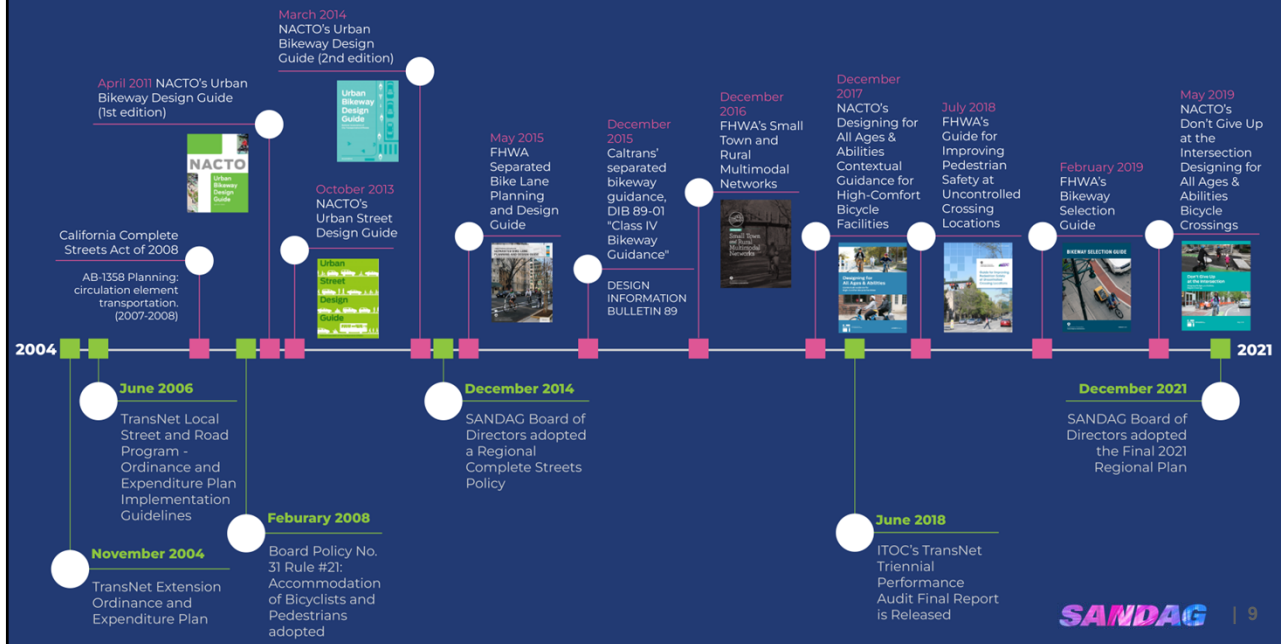
2019 Work Plan



The 2019 Work Plan Prompted:

1. Working with the TransNet Ordinance subcommittee on revisions to Board Policy No. 31 Rule #21: Accommodation of Bicyclists and Pedestrians for Board adoption
2. Updates to the Project Track interface/database
3. Performance measure discussions
 - b. SANDAG staff currently performing another compliance review of the 2023 RTIP projects, and developing Project Trak changes

Timeline of major local / regional / state / federal bikeway plans, studies, and guidance 2004 – present



An update to the "Four Types of Cyclists"

BICYCLIST DESIGN USER PROFILES

Interested but Concerned

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

Somewhat Confident

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

Highly Confident

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



LOW STRESS TOLERANCE

HIGH STRESS TOLERANCE

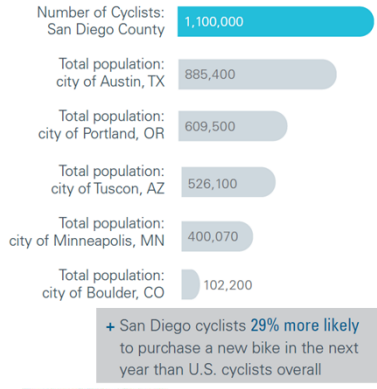
Source: FHWA Bikeway Selection Guide, 2019

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The State of Cycling (2016 – Present)

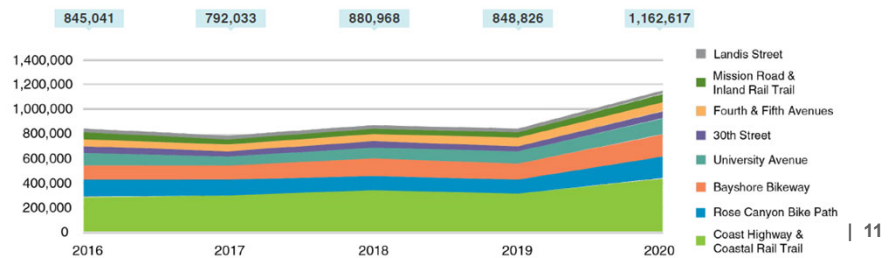
Sources: North America's Cycling Capital San Diego Sports Innovators (SDSI) Jun 3, 2016
 SANDAG 2020 State of the Commute Report
 Bicycling Magazine, 2022
 Aslak Fyhri, Hanne Sundfær, Do people who buy e-bikes cycle more?, Transportation Research Part D: Transport and Environment, Volume 86, 2020
 City of Denver, 2022
 Pedal Ahead Program, 2022

SAN DIEGO CYCLING POPULATION DOMINATES



- 1m e-bikes sold in the US in 2021
- People who buy an e-bike more than double their use of bicycle for transport
- In Denver, 4,700+ e-bike rebate recipients now use an e-bike / cargo e-bike in lieu of a car ~3.4x/week.
- In San Diego, Pedal Ahead program participants are tracking average daily rides of 6.2 mi in winter months, 9.2 in summer

Regional Bike Counts



National Bike Networks

Austin, TX:

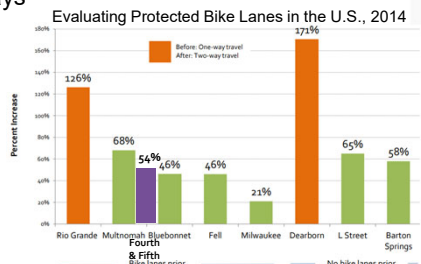
- 48% Multi-use paths
- 27% Separated bikeways
- 10% Bike routes
- 10% Trails (unpaved)
- 4% Neighborhood bikeways
- 1% Bike lanes

San Diego Region:

- 11% Multi-use paths
- 66% Bike lanes
- 21% Bike routes
- 1% Separated bikeways

Minneapolis, MN:

- 9% Multi-use paths
- 36% Bike lanes
- 5% Bike routes
- 41% Separated bikeways
- 9% Bike boulevards



2014 → 2018 (REAL LIFE) → 2021 (COMPLETED) → 2025



Safety in Numbers, or Safety in Facilities?

SIGNIFICANCE LEVEL	BEFORE CONDITION	AFTER CONDITION	CMF	STANDARD ERROR ESTIMATE
0.01	Traditional bicycle lane.	SBL with flexible delineator posts.	0.498	0.173
0.01	Flush buffered bicycle lane.	SBL with flexible delineator posts.	0.441	0.297
0.01	Traditional or flush buffered bicycle lane.	SBL with flexible delineator posts.	0.468	0.267
0.05	Traditional bicycle lane.	SBL with blend of flexible delineator posts and other vertical elements.	0.640	0.203
0.05	Flush buffered bicycle lane.	SBL with blend of flexible delineator posts and other vertical elements.	0.567	0.253
0.05	Traditional or flush buffered bicycle lane.	SBL with blend of flexible delineator posts and other vertical elements.	0.602	0.212

Source: Deliali, A., Fournier, N., Christofa, E., & Knodler, M. (2022). *Investigating the Safety Impact of Segment- and Intersection-Level Bicycle Treatments on Bicycle-Motorized Vehicle Crashes.*

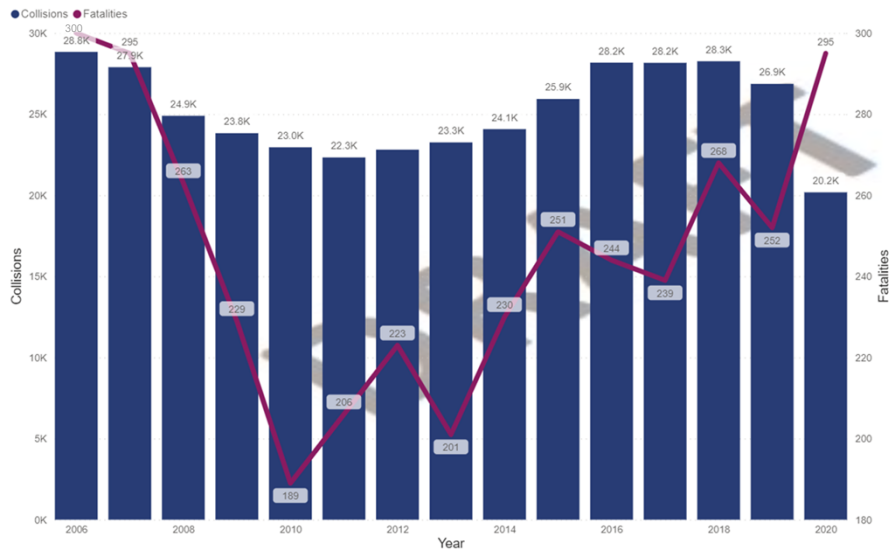
Transportation Research Record Developing Crash Modification Factors for Separated Bicycle Lanes
FHWA Publication No.: FHWA-HRT-23-025

SANDAG 2021 State of the Commute Report

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Safety Trends

Trends (Collisions) [SWITRS]



Source: SANDAG Regional Safety Dashboard

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**Proposed Amendment:
Board Policy No. 31 – Rule #21
Accommodation of Bicyclists and
Pedestrians**



November 9, 2023

Transportation Technology Planning and Implementation in the San Diego Region

Introduction

SANDAG's Technology Planning Program is responsible for advancing the technology components of the Regional Plan that are branded collectively as the Next Operation System (Next OS). Staff will present an overview of initiatives that will bring Next OS concepts to life. In addition, the City of San Marcos, a local partner agency, will provide details that showcase their ongoing work to use technology to improve transportation operations.

Action: Information

SANDAG and City of San Marcos Staff will present an overview of initiatives that will bring Next OS concepts to life.

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

Key Considerations

Intelligent Transportation Systems (ITS) require a high degree of collaboration across agencies and an integrated approach to bring them to life. Unlike traditional capital projects, technology projects involve interactions and interdependencies among various systems and data that must be consistent for the various systems to talk to each other and work together. For example, the ramp metering system and traffic signal systems need to work together across jurisdictional boundaries to improve overall efficiency and travel times across the network.

SANDAG will provide an overview of priority technology projects underway in partnership with federal state and local jurisdictions to improve transportation operations and safety in the region. This includes the Advancing Border Connectivity project, Harbor Drive 2.0, and a Regional Smart Intersection System. In addition, City of San Marcos staff will provide an overview of their recent efforts related to the Traffic Management Center Modernization, ITS Master Plan updates, and share lessons learned through these efforts.

Next Steps

The Technology Planning Team will continue efforts to plan and implement ITS projects in the region, seek grant opportunities, and collaborate with partner agencies. Periodic updates on the team's initiatives will be provided to SANDAG Working Groups.

Antoinette Meier, Senior Director of Regional Planning

Key Staff Contacts: Suhasini Natarajan, (619) 595-5383, suhasini.natarajan@sandag.org
Saima Musharrat, (619) 595-5397, saima.musharrat@sandag.org
Isaac Etchamendy, (760) 744-1050 x3273, ietchamendy@san-marcos.net

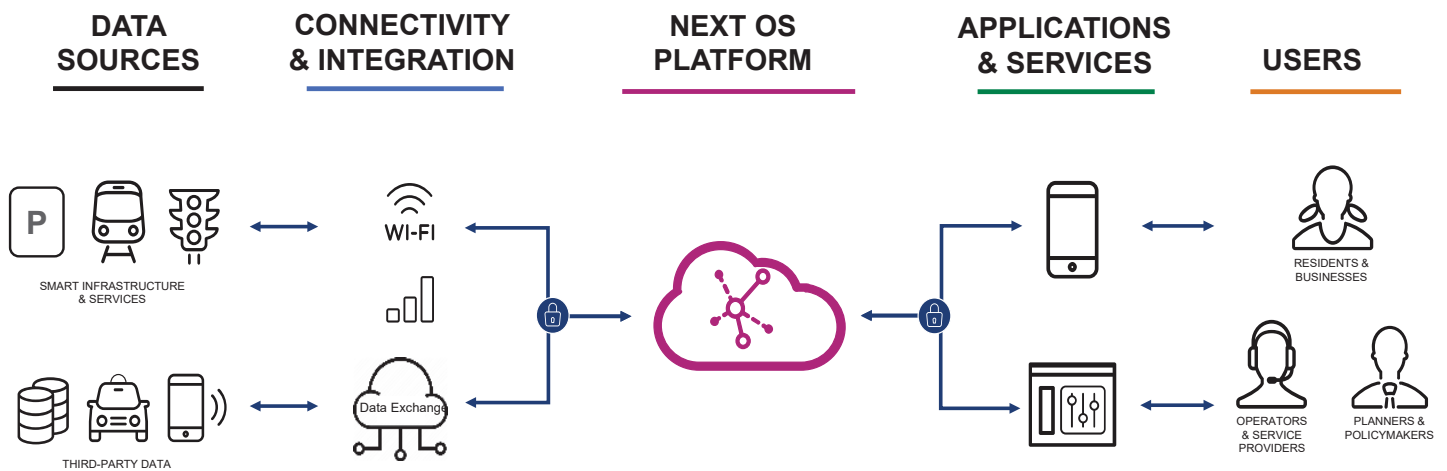


Transportation Technology Planning & Implementation in the San Diego Region

Mobility Working Group

Suhasini Natarajan, Senior ITS Planner
Saima Musharrat, Senior ITS Planner
Isaac Etchamendy, City Engineer, City of San Marcos
November 9, 2023

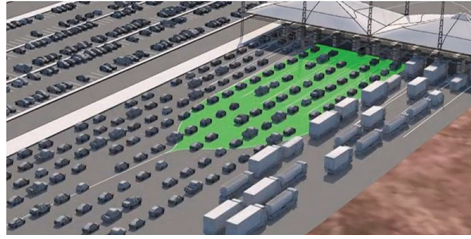
What is the Next OS?



How is the Next OS implemented?



Smart Borders



Smart Infrastructure



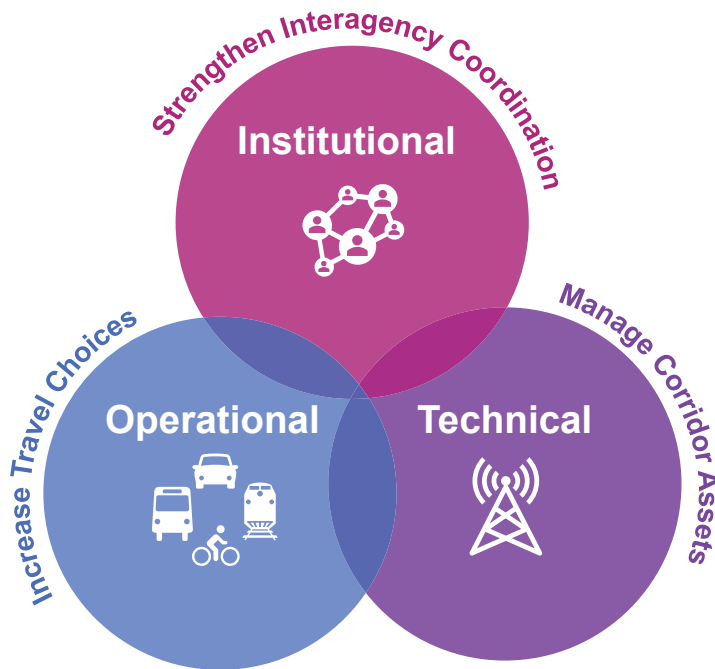
Smart Corridors



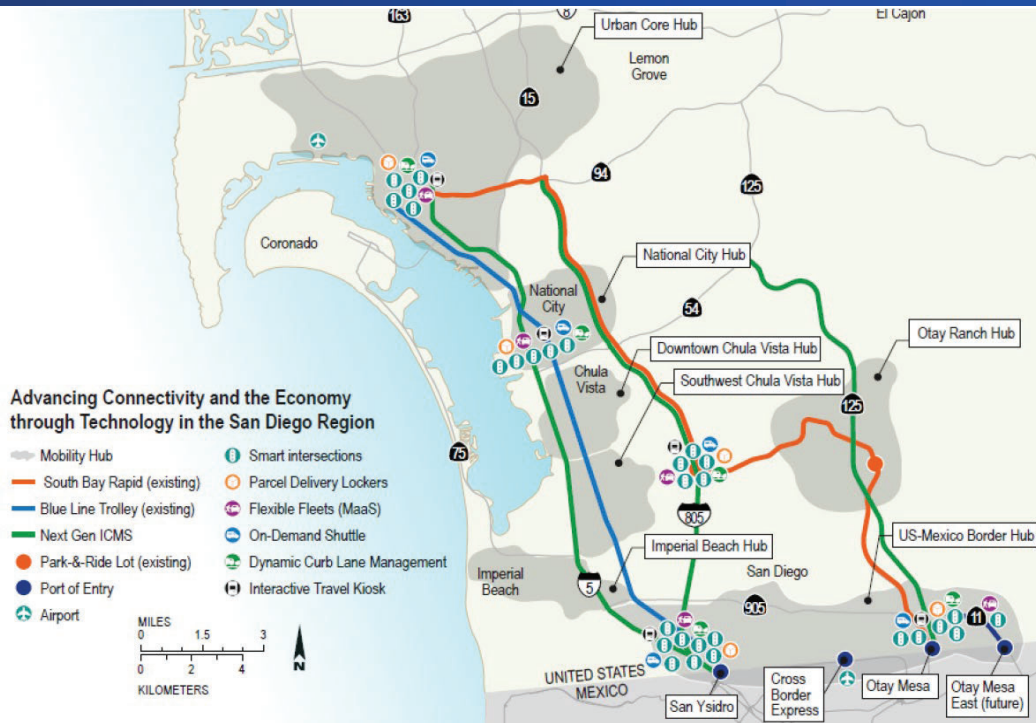
Smart Mobility



Transportation System Management Operations

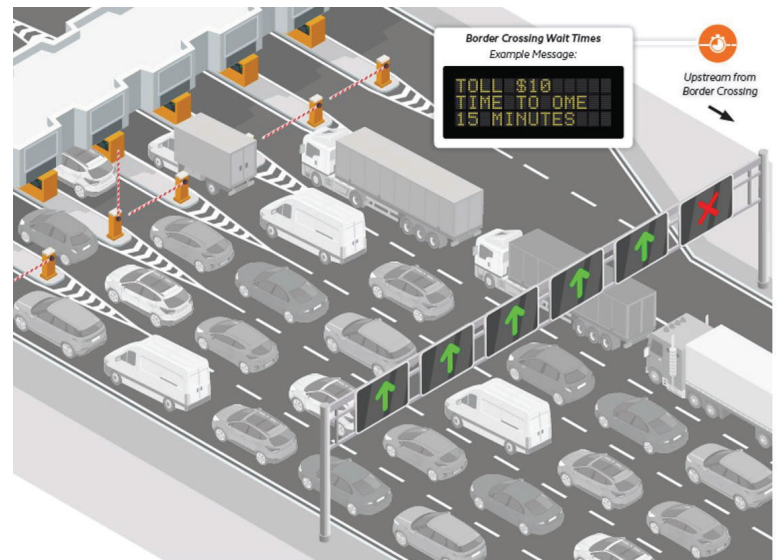
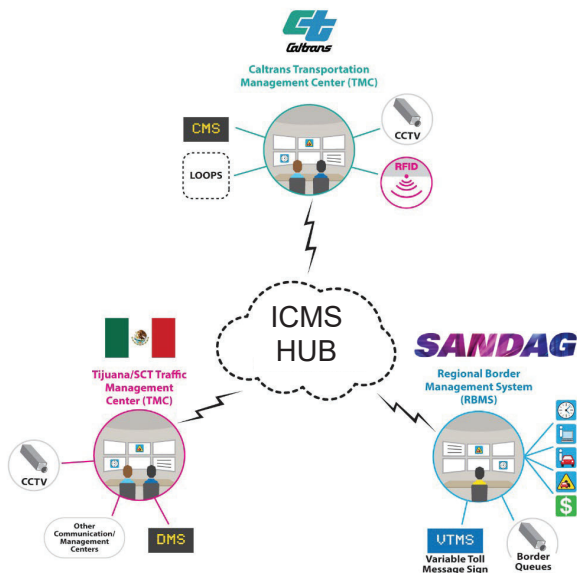


Advancing Border Connectivity



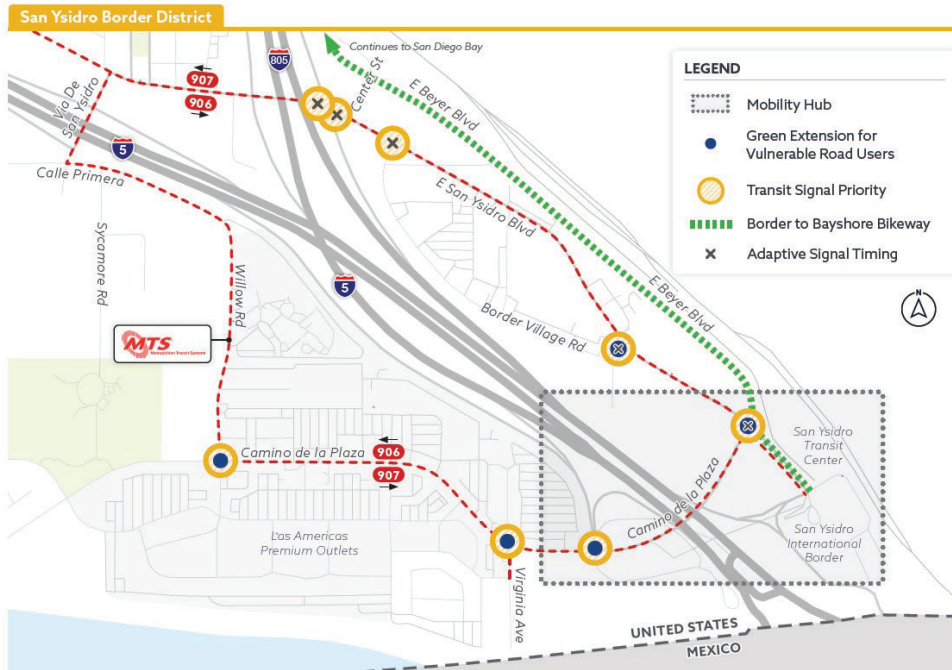
Smart Borders

Advancing Border Connectivity



Smart Infrastructure

Smart Intersections System Implementation | San Ysidro Border District

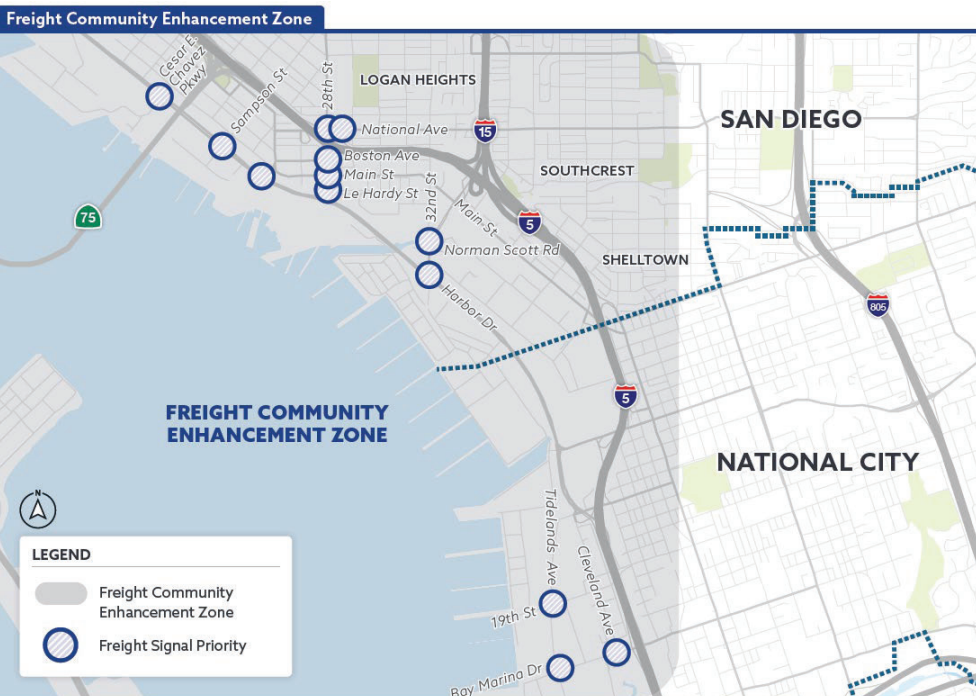


Features for these Smart Intersections include:

- Green Light Extension for pedestrians, cyclists, people with disabilities, and other vulnerable road users (VRU)
- Transit Signal Priority
- Adaptive Signal Timing on San Ysidro Blvd
- Real-Time Traveler Information
 - » Travel Times
 - » Delays
 - » Routes
 - » Destinations with Cost and Travel Times by Modes

Smart Infrastructure

Smart Intersections System Implementation | Harbor Drive Corridor



Features for the Freight Community Enhancement Zone include:

- Freight Signal Priority
- Truck Traveler Alerts
 - » Delays
 - » Travel Times
 - » Incidents
- Green Light Extension for pedestrians, cyclists, people with disabilities, and other vulnerable road users (VRU)

Smart Corridors

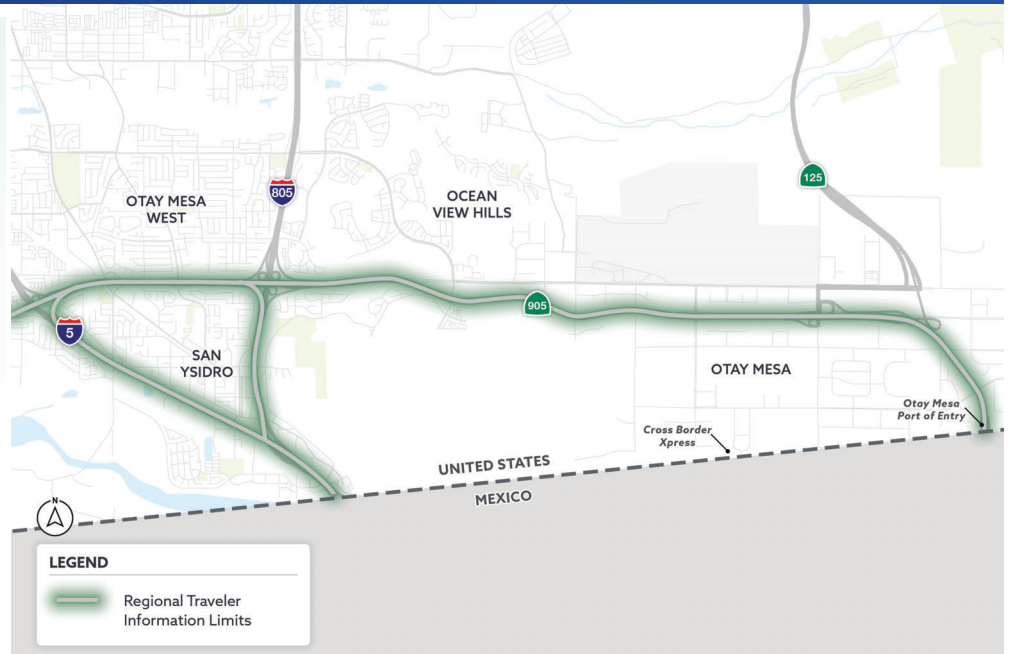
NextGen ICMS | SR-905



Features for Regional Traveler Information include:

-  Border Traveler Information
-  Real-Time Traveler Information
-  Incident Alerts
-  Evacuation Routes

Stakeholders involved:



Smart Mobility: Flexible Fleets Implementation



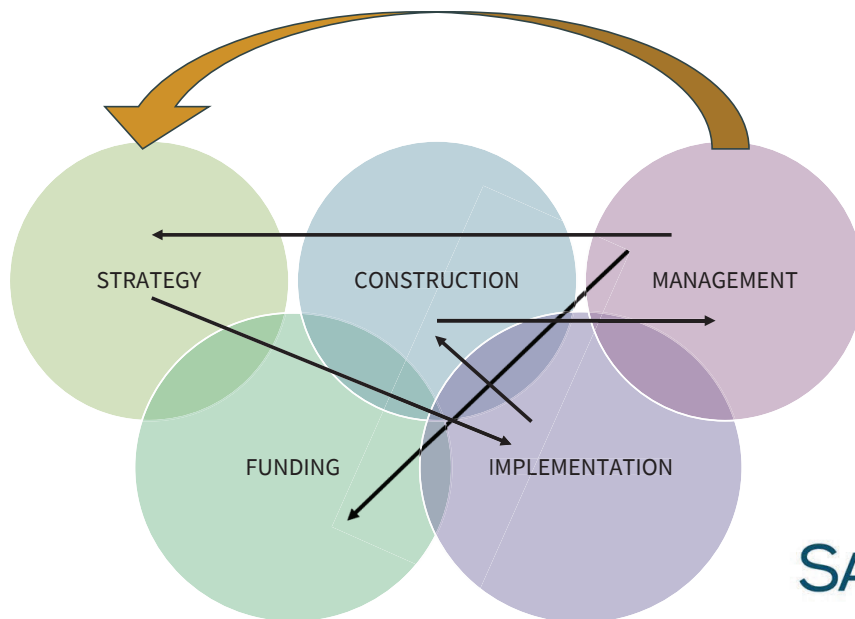


TECHNOLOGY OVERVIEW

SANDAG Mobility Working Group | November 9, 2023



BACKGROUND

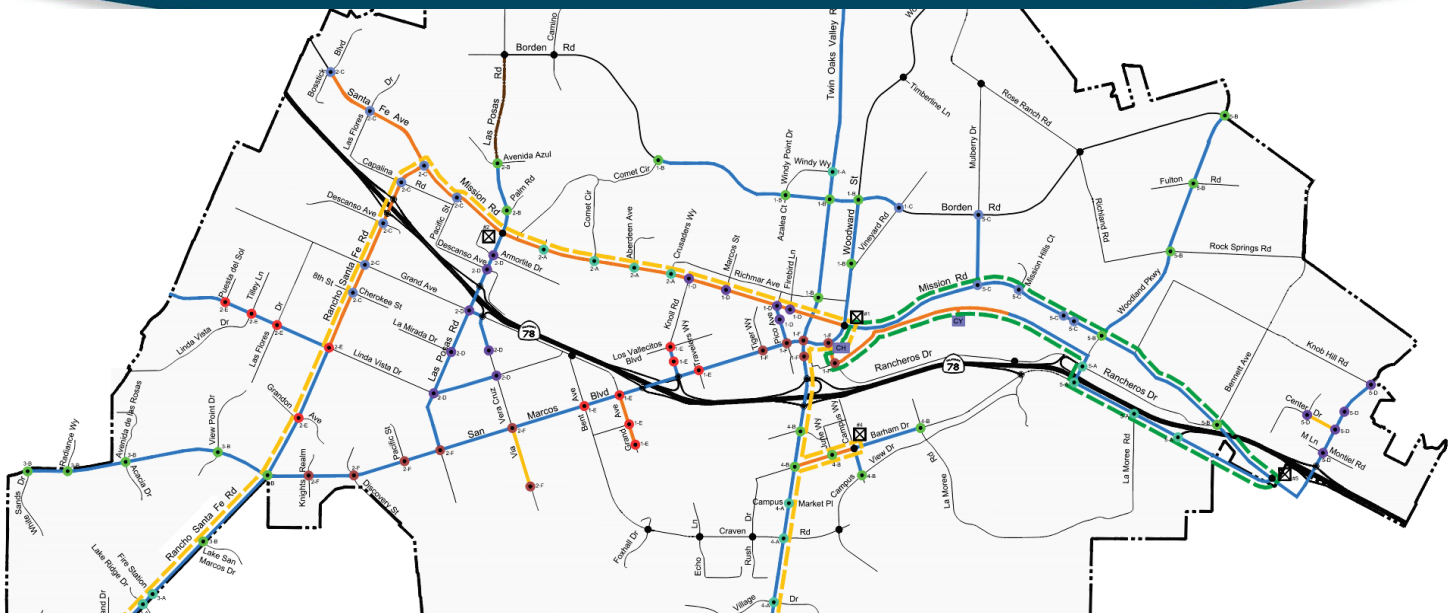


BY THE NUMBERS

- Approximately 34 miles of fiber optic communications in the City.
- A total of 123 traffic signals are interconnected via fiber optic communications. One additional traffic signal is interconnected via hardwire (copper).
- 16 traffic signals are currently not interconnected.
- Provides Emergency Communications & Direct Central Server Access
- Connects Palomar College to City Hall for Local Broadcast

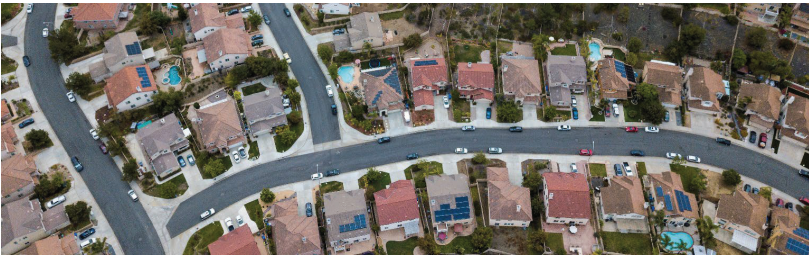
SAN MARCOS
DISCOVER LIFE'S POSSIBILITIES

COMMUNICATIONS NETWORK



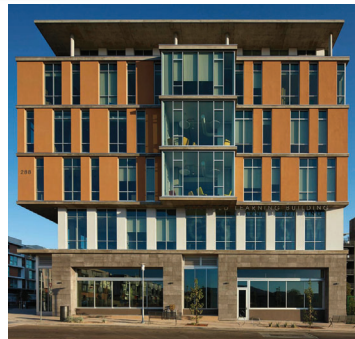
SAN MARCOS
DISCOVER LIFE'S POSSIBILITIES

SUBURBAN CONTEXT



SAN MARCOS
DISCOVER LIFE'S POSSIBILITIES

URBANIZING CORE



SAN MARCOS
DISCOVER LIFE'S POSSIBILITIES

FUTURE PLANS



SAN MARCOS
DISCOVER LIFE'S POSSIBILITIES

ADAPTIVE PROJECT

- Install adaptive systems along the Nordahl Corridor
- Develop Coordination with Caltrans Signals
- Perform a pilot with a pre and post-project evaluation
- Develop possible polices based on results to implement adaptive systems in other locations throughout the City



LEGEND:

- ESCONDIDO TRAFFIC SIGNAL
- CALTRANS TRAFFIC SIGNAL
- SAN MARCOS TRAFFIC SIGNAL
- SAN MARCOS (NOT SIGNALIZED)
- ① MISSION RD & AUTO PKWY
- ② E/B SR-78 RAMPS & NORDAHL RD
- ③ W/B SR-78 RAMPS & NORDAHL RD
- ④ MONTIEL RD & NORDAHL RD
- ⑤ NORDAHL CENTER INGRESS & NORDAHL RD
- ⑥ CENTER DR & NORDAHL RD
- ⑦ MEDICAL CENTRE WAY & NORDAHL RD
- ⑧ CENTER DR & AVENIDA RICARDO
- ⑨ COSTCO GAS STATION INGRESS
- ⑩ BARHAM DR & MISSION RD

SAN MARCOS
DISCOVER LIFE'S POSSIBILITIES

FUTURE OBJECTIVES



SAN MARCOS
DISCOVER LIFE'S POSSIBILITIES



LESSONS LEARNED

SAN MARCOS
DISCOVER LIFE'S POSSIBILITIES

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[@SANDAGregion](#) [@SANDAG](#)



Email: Alex.Estrella@sandag.org

SANDAG

Proposed FY 2024 Program Budget Amendment: Regional Climate Action Planning

Overview

The U.S. Environmental Protection Agency (EPA) made available \$1 million in planning grants for each of the 67 most populous metropolitan regions in the US as Phase 1 of its Climate Pollution Reduction Grant (CPRG) program. Participation in Phase 1 is a prerequisite for SANDAG and local jurisdictions to be eligible to compete for CPRG's Phase 2 grants to implement near-term climate pollution reduction strategies that are identified in Phase 1.

On July 27, 2023, SANDAG received a notice of award from EPA for the Phase 1 funding to undertake regional climate action planning over a four-year project period. Acceptance of the award requires an amendment to the FY 2024 Program Budget to include the grant funds. The budget for FY 2024 will be \$322,562, and the emphasis will be on preparing a Priority Climate Action Plan and supporting regional application(s) for Phase 2 grants.

Key Considerations

CPRG Phase 1 planning grants are to develop climate pollution reduction strategies through coordination with local governments, tribal nations, and communities. Reduction strategies could include energy efficiency and renewable energy projects for buildings, zero-emission vehicle and infrastructure projects, and Vehicle Miles Traveled reduction projects. EPA requires three deliverables over four years, which are summarized below.

1. Priority Climate Action Plan (PCAP) – Due March 1, 2024
 - Focus on near-term, implementation-ready, priority greenhouse gas (GHG) reduction measures
 - Will build upon adopted local government CAPs and sustainability plans
 - PCAP is a prerequisite for Phase 2 implementation grants
2. Comprehensive Climate Action Plan (CCAP) – Due July 2025
 - Must address all emissions sectors
 - Include both near- and long-term GHG reduction goals and strategies
 - Will be developed in coordination with the 2025 Regional Plan
3. Status report on CAP progress and updated plan components – Due July 2027

Action: Approve

The Board of Directors is asked to approve an amendment to the FY 2024 Program Budget, accepting \$1 million in grant funding from the U.S. Environmental Protection Agency to conduct climate action planning for the San Diego region (New Overall Work Program Element No. 3202000).

Fiscal Impact:

\$1 million in grant funds would be added to the FY 2024 Program Budget under a new Overall Work Program Project No. 3202000.

Schedule/Scope Impact:

Grant funds will be issued to SANDAG to conduct climate action planning to implement actions from the 2021 Regional Plan, and support development of the 2025 Regional Plan. Work will be completed by July 2027.

EPA expects to release a notice of funding opportunity for its CPRG Phase 2 implementation grants this month (September), and proposals will be due to EPA as early as April 1, 2024. Phase 2 has a program budget of \$4.6 billion for competitive grants to be awarded to states, regional governments, local governments, air districts, and tribal nations. The funding will be for near-term implementation measures identified in the PCAPs.

Next Steps

Pending Board of Directors approval, staff will coordinate with EPA to execute a grant agreement for acceptance of funds. Staff will engage with local governments, regional agencies, community-based organizations, tribal nations, and other stakeholders in developing the PCAP and bring the draft plan to the Board for consideration and adoption by March 1, 2024.

Susan Huntington, Director of Financial Planning, Budgets, and Grants

Key Staff Contacts: Jenny Russo, (619) 699-7314, jenny.russo@sandag.org
Susan Freedman, (619) 699-7387, susan.freedman@sandag.org

Attachments: 1. Overall Work Program Element No. 3202000 Budget Amendment
2. Notice of Award

WORK ELEMENT: **3202000 NEW - Regional Climate Action Plan**
FY 2024 BUDGET: **\$0 \$322,562**
AREA OF EMPHASIS: **Sustainable Development: Planning and Funding Strategies**

Amendment Title: Regional Climate Action Plan

Funds Application				
	Prior	FY 2024	FY 2025 - 2028	Total
Salaries, Benefits, Indirect	\$0	\$0 \$197,213	\$0 \$337,476	\$0 \$534,689
Other Direct Costs	\$0	\$0 \$6,691	\$0 \$23,774	\$0 \$30,465
Contracted Services	\$0	\$0 \$78,658	\$0 \$316,188	\$0 \$394,846
Pass Through to Other Agencies	\$0	\$0 \$40,000	\$0	\$0 \$40,000
Employee Benefits		\$0		\$0
TOTAL	\$0	\$0 \$322,562	\$0 \$677,438	\$0 \$1,000,000

Staff Hours: ~~0~~-1,715

OBJECTIVE

The objective of this new work element is to prepare a Priority Climate Action Plan (PCAP) and Comprehensive CAP (CCAP) for the region under Phase 1 of the EPA's Climate Pollution Reduction Grant (CPRG) program. The CCAP will be developed in coordination with the 2025 Regional Plan. Emphasis in FY 2024 will be on the development of the PCAP, stakeholder engagement, and supporting local and/or regional grant applications for Phase 2 funding that will implement near-term greenhouse gas (GHG) reduction strategies.

PREVIOUS ACCOMPLISHMENTS

This is a new OWP that will build on regional climate planning efforts undertaken through previous Caltrans climate planning grants and the regional plan development and implementation OWPs.

Project Manager: Freedman, Susan

Committee(s): Regional Planning Committee, Transportation Committee


Working Group(s): Social Equity Working Group, Sustainable Communities Working Group, Mobility Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY2024

Task No.	% of Effort	Task Description / Product / Schedule
1	0 <u>10</u>	<p>Task Description: Undertake EPA's quality assurance process and reporting on the PCAP and CCAP regional GHG inventories, forecasts, and quantification methods for GHG reduction measures.</p> <p>Product: Quality Assurance Plans (methodology reports) for PCAP in Q2 and CCAP in Q4</p> <p>Completion Date: 4/4/1900-11/1/2023</p>
2	0 <u>60</u>	<p>Task Description: PCAP development that includes review of local CAPs, selection of near-term GHG reduction measures, quantification of measures and benefits to low-income and disadvantaged communities, and review of local/regional authority to implement measures.</p> <p>Product: Report summaries for each PCAP element, draft and final PCAP report</p> <p>Completion Date: 4/4/1900-3/1/2024</p>
3	0 <u>20</u>	<p>Task Description: Coordination and collaboration with local governments, CBOs, regional agencies, and others on PCAP development and potential regional and local grant proposals to implement PCAP measures.</p> <p>Product: Engagement plan, meeting and outreach materials, supporting documents for grant applications, letters of support</p> <p>Completion Date: 4/4/1900-6/30/2024</p>
4	0 <u>10</u>	<p>Task Description: Begin development of CCAP and new regional GHG inventory with base year 2022.</p> <p>Product: Partial draft regional GHG inventory</p> <p>Completion Date: 4/4/1900-6/30/2024</p>

FUTURE ACTIVITIES

Note: BOD to accept new \$1M grant from EPA on 9/8/23 to conduct regional climate action planning over 4-year period. A portion of this grant work will offset staff and consultant budget to prepare a regional climate action plan for the 2025 Regional Plan.

	U.S. ENVIRONMENTAL PROTECTION AGENCY Grant Agreement		GRANT NUMBER (FAIN): 98T73501 MODIFICATION NUMBER: 0 PROGRAM CODE: 5D	DATE OF AWARD 07/21/2023	
			TYPE OF ACTION New		MAILING DATE 07/26/2023
			PAYMENT METHOD: ASAP		ACH# PEND
			RECIPIENT TYPE: Intermunicipal		
RECIPIENT: San Diego Association of Governments 401 B Street, Suite 800 San Diego, CA 92101-4231 EIN: 95-1784997			PAYEE: San Diego Association of Governments 401 B Street, Suite 800 San Diego, CA 92101-4231		
PROJECT MANAGER Susan Freedman 401 B Street, Suite 800 San Diego, CA 92101 Email: susan.freedman@sandag.org Phone: 619-699-7387		EPA PROJECT OFFICER Ryder Freed 75 Hawthorne Street, AIR-4-1 San Francisco, CA 94105 Email: freed.ryder@epa.gov Phone: 415-972-3267		EPA GRANT SPECIALIST Matthew Null Grants Branch, MSD-6 75 Hawthorne Street San Francisco, CA 94105 Email: Null.Matthew@epa.gov Phone: 213-244-1827	
PROJECT TITLE AND DESCRIPTION Inflation Reduction Act – Climate Pollution Reduction Planning See Attachment 1 for project description.					
BUDGET PERIOD 07/01/2023 - 06/30/2027	PROJECT PERIOD 07/01/2023 - 06/30/2027	TOTAL BUDGET PERIOD COST \$1,000,000.00	TOTAL PROJECT PERIOD COST \$1,000,000.00		
NOTICE OF AWARD Based on your Application dated 05/31/2023 including all modifications and amendments, the United States acting by and through the US Environmental Protection Agency (EPA) hereby awards \$1,000,000.00. EPA agrees to cost-share 100.00% of all approved budget period costs incurred, up to and not exceeding total federal funding of \$1,000,000.00. Recipient's signature is not required on this agreement. The recipient demonstrates its commitment to carry out this award by either: 1) drawing down funds within 21 days after the EPA award or amendment mailing date; or 2) not filing a notice of disagreement with the award terms and conditions within 21 days after the EPA award or amendment mailing date. If the recipient disagrees with the terms and conditions specified in this award, the authorized representative of the recipient must furnish a notice of disagreement to the EPA Award Official within 21 days after the EPA award or amendment mailing date. In case of disagreement, and until the disagreement is resolved, the recipient should not draw down on the funds provided by this award/amendment, and any costs incurred by the recipient are at its own risk. This agreement is subject to applicable EPA regulatory and statutory provisions, all terms and conditions of this agreement and any attachments.					
ISSUING OFFICE (GRANTS MANAGEMENT OFFICE)			AWARD APPROVAL OFFICE		
ORGANIZATION / ADDRESS U.S. EPA, Region 9, U.S. EPA, Region 9 Grants Branch, MSD-6 75 Hawthorne Street San Francisco, CA 94105			ORGANIZATION / ADDRESS U.S. EPA, Region 9, Air and Radiation Division, Air 1-1 R9 - Region 9 75 Hawthorne Street San Francisco, CA 94105		
THE UNITED STATES OF AMERICA BY THE U.S. ENVIRONMENTAL PROTECTION AGENCY					
Digital signature applied by EPA Award Official for Carolyn Truong - Grants Management Officer Angela Mendiola - Award Official Delegate				DATE 07/21/2023	

EPA Funding Information

FUNDS	FORMER AWARD	THIS ACTION	AMENDED TOTAL
EPA Amount This Action	\$0	\$1,000,000	\$1,000,000
EPA In-Kind Amount	\$0	\$0	\$0
Unexpended Prior Year Balance	\$0	\$0	\$0
Other Federal Funds	\$0	\$0	\$0
Recipient Contribution	\$0	\$0	\$0
State Contribution	\$0	\$0	\$0
Local Contribution	\$0	\$0	\$0
Other Contribution	\$0	\$0	\$0
Allowable Project Cost	\$0	\$1,000,000	\$1,000,000

Assistance Program (CFDA)	Statutory Authority	Regulatory Authority
66.046 - Climate Pollution Reduction Grants	Clean Air Act: Sec. 137	2 CFR 200, 2 CFR 1500 and 40 CFR 33

Fiscal									
Site Name	Req No	FY	Approp. Code	Budget Organization	PRC	Object Class	Site/Project	Cost Organization	Obligation / Deobligation
-	2309M9S054	2231	E4SFX	09M2	000ACGXJ1	4132	-	-	\$1,000,000
									\$1,000,000

Budget Summary Page

Table A - Object Class Category (Non-Construction)	Total Approved Allowable Budget Period Cost
1. Personnel	\$190,487
2. Fringe Benefits	\$135,285
3. Travel	\$19,484
4. Equipment	\$0
5. Supplies	\$0
6. Contractual	\$6,000
7. Construction	\$0
8. Other	\$440,846
9. Total Direct Charges	\$792,102
10. Indirect Costs: 0.00 % Base see T/C's	\$207,898
11. Total (Share: Recipient <u>0.00</u> % Federal <u>100.00</u> %)	\$1,000,000
12. Total Approved Assistance Amount	\$1,000,000
13. Program Income	\$0
14. Total EPA Amount Awarded This Action	\$1,000,000
15. Total EPA Amount Awarded To Date	\$1,000,000

Attachment 1 - Project Description

This agreement provides funding under the Inflation Reduction Act (IRA) to San Diego Association of Governments (SANDAG) to develop or update existing regional climate mitigation plans to address greenhouse gas (GHG) emissions and reduction measures throughout the entire metropolitan area and to conduct meaningful engagement with low-income and disadvantaged communities and coordinate with geographically proximate tribes as appropriate.

This assistance agreement provides full federal funding in the amount of \$1,000,000. Preaward costs are approved back to 7/1/2023. In general, activities include the development, updating, and evaluation of plans to reduce climate pollution (i.e., to reduce GHG emissions and/or enhance carbon sinks). Specific activities include Stakeholder and community engagement throughout the grant period will be key to the success of this project. SANDAG intends to coordinate with all 19 local jurisdictions that comprise the San Diego region along with other public agencies, regional collaboratives, CBOs, the public, academia, the Manzanita Band of the Kumeyaay Nation, and other tribal governments.

For the PCAP, SANDAG will review and use a completed 2016 GHG inventory and projections for the San Diego region that were adopted by SANDAG as part of the 2021 Regional Plan (Regional Transportation Plan). GHG reduction measures identified in the PCAP will reflect immediate, implementation ready measures from existing CAPs or CAP updates with a focus on measures that accelerate decarbonization, and/or benefit greatly from regional collaboration and knowledge sharing.

CCAP development will be spearheaded by a community education and engagement process to understand climate change and its relationship to daily life. This approach of education and engagement is expected to build capacity in the community to engage deeply in climate issues throughout the development of the CCAP.

The Status Report will be developed through quarterly meetings with coordinating entities and informed by the development of ReCAP Snapshots, which are two-page climate monitoring documents prepared for local jurisdictions biannually that include a GHG inventory and track climate activity data such as miles of bike lanes, number of public electrical vehicle chargers and pounds of waste diverted. Additional analysis will also be conducted to provide an update to deliverables in the CCAP. Three key deliverables will be produced and submitted over the course of the four-year program period, including: a Priority Climate Action Plan (PCAP), due March 1, 2024; a Comprehensive Climate Action Plan (CCAP), due two years from the date of the award; and a Status Report, due at the close of the grant period.

The expected outcomes include a PCAP and CCAP that identifies: tons of pollution (GHGs and co-pollutants) reduced over the lifetime of the measures; tons of pollution (GHGs and co-pollutants) reduced annually; and tons of pollution (GHGs and co-pollutants) reduced with respect to low-income and disadvantaged communities.

The intended beneficiaries include low income and disadvantaged communities, tribes not

covered by their own CPRG planning grant, and residents of the San Diego Metropolitan Area. A subaward will be used to support analytical and modeling services, which will be provided by a local university. There will be a separate subaward to a community based nonprofit organization to support facilitation & translation for stakeholder meetings

Administrative Conditions

General Terms and Conditions

The recipient agrees to comply with the current EPA general terms and conditions available at:

<https://www.epa.gov/grants/epa-general-terms-and-conditions-effective-october-1-2022-or-later>.

These terms and conditions are in addition to the assurances and certifications made as a part of the award and the terms, conditions, or restrictions cited throughout the award.

The EPA repository for the general terms and conditions by year can be found at: <https://www.epa.gov/grants/grant-terms-and-conditions#general>.

A. Federal Financial Reporting (FFR)

For awards with cumulative project and budget periods greater than 12 months, the recipient will submit an annual FFR (SF 425) covering the period from "project/budget period start date" to **June 30** of each calendar year to the EPA Finance Center in Research Triangle Park, NC. The annual FFR will be submitted electronically to rtfpc-grants@epa.gov no later than **September 30** of the same calendar year. Find additional information at <https://www.epa.gov/financial/grants>. (NOTE: The grantee must submit the Final FFR to rtfpc-grants@epa.gov within 120 days after the end of the project period.)

B. Procurement

The recipient will ensure all procurement transactions will be conducted in a manner providing full and open competition consistent with 2 CFR Part 200.319. In accordance with 2 CFR Part 200.324, the grantee and subgrantee(s) must perform a cost or price analysis in connection with applicable procurement actions, including contract modifications.

C. MBE/WBE Reporting, 40 CFR, Part 33, Subpart E (EPA Form 5700-52A)

The recipient agrees to submit a "MBE/WBE Utilization Under Federal Grants and Cooperative Agreements" report (EPA Form 5700-52A) annually for the duration of the project period. The current EPA Form 5700-52A with instructions is located at <https://www.epa.gov/grants/epa-grantee-forms>

This provision represents an approved exception from the MBE/WBE reporting requirements as described in 40 CFR Section 33.502.

Reporting is required for assistance agreements where funds are budgeted for procuring construction, equipment, services and supplies (including funds budgeted for direct procurement by the recipient or procurement under subawards or loans in the "Other" category) with a cumulative total that exceed the Simplified Acquisition Threshold (SAT) currently set at \$250,000 (the dollar threshold will be automatically revised whenever the SAT is adjusted; See 2 CFR Section 200.1), including amendments and/or modifications. All procurement actions are reportable when reporting is required, not just the portion which exceeds the SAT.

Recipients with expended and/or budgeted funds for procurement are required to report annually whether the planned procurements take place during the reporting period or not. If no budgeted procurements take place during the reporting period, the recipient should check the box in section 5B when completing the form.

When completing the annual report, recipients are instructed to check the box titled "annual" in section 1B of the form. For the final report, recipients are instructed to check the box indicated for the "last report" of the project in section 1B of the form. For section 2B, the Region 9 EPA DBA Coordinator is Alexandra Perez, email: GrantsRegion9@epa.gov, phone:

415-972-3826.

The annual reports are due by October 30th of each calendar year and the final report is due within 120 days after the end of the project period, whichever comes first. The recipient will submit the MBE/WBE report(s) and/or questions to GrantsRegion9@epa.gov and the EPA Grants Specialist identified on page 1 of the award document

Programmatic Conditions

a.] PERFORMANCE REPORTING AND FINAL PERFORMANCE REPORT

Performance Reports – Content

In accordance with 2 CFR 200.329, the recipient agrees to submit performance reports that include brief information on each of the following areas: 1) A comparison of actual accomplishments to the outputs/outcomes established in the assistance agreement work plan for the period; 2) The reasons why established outputs/outcomes were not met; and 3) Additional pertinent information, including, when appropriate, analysis and explanation of cost overruns or high-unit costs.

Additionally, the recipient agrees to inform EPA as soon as problems, delays, or adverse conditions which will materially impair the ability to meet the outputs/outcomes specified in the assistance agreement work plan are known.

Performance Reports - Frequency

Quarterly performance reports are required to be submitted electronically to the EPA Project Officer within 30 calendar days after the reporting period (every three-month period). Quarterly reports are due according to the following schedule. If a due date falls on a weekend or holiday, the report will be due on the next business day. If a project start date falls within a defined reporting period, the recipient must report for that period by the given due date unless otherwise noted. This quarterly reporting schedule shall be repeated for the duration of the award agreement.

July 1 – September 30 Reporting Period: report due date October 30 (note, in year 1, this reporting period should begin at the project start date)

October 1 – December 31 Reporting Period: report due date January 30

January 1 – March 31 Reporting Period: report due date April 30

April 1 – June 30 Reporting Period: report due date July 30

The recipient must submit the final performance report no later than 120 calendar days after the end date of the period of performance.

b.] Subaward Performance Reporting

The recipient must report on its subaward monitoring activities under 2 CFR 200.332(d). Examples of items that must be reported if the pass-through entity has the information available are:

1. Summaries of results of reviews of financial and programmatic reports.
2. Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.

3. Environmental results the subrecipient achieved.
4. Summaries of audit findings and related pass-through entity management decisions.
5. Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332(e), 2 CFR 200.208 and the 2 CFR Part 200.339 Remedies for Noncompliance.

c.] DELIVERABLES AND REQUIREMENTS

Municipalities and Air Pollution Control Agencies that accept an award are required to produce and electronically submit the following three deliverables to EPA by the dates specified:

- 1.) By March 1, 2024, a Priority Climate Action Plan (PCAP), which is a narrative report that includes a focused list of near-term, high-priority, implementation ready measures to reduce Greenhouse Gas (GHG) pollution and an analysis of GHG emissions reductions that would be achieved through implementation. These initial plans can focus on a specific sector or selected sectors, and do not need to comprehensively address all sources of GHG emissions and sinks in the jurisdiction. The PCAP must include: a GHG inventory; quantified GHG reduction measures; a low-income and disadvantaged communities benefits analysis; and a review of authority to implement.
- 2.) A Comprehensive Climate Action Plan (CCAP), due 2 years from the date of the award. The CCAP is a narrative report that should touch on all significant GHG sources/sinks and sectors present in a state or metropolitan area, establish near-term and long-term GHG emission reduction goals, and provide strategies and identify measures to achieve those goals. Each CCAP must include: a GHG inventory; GHG emissions projections; GHG reduction targets; quantified GHG reduction measures; a benefits analysis for the full geographic scope and population covered by the plan; a low-income and disadvantaged communities benefits analysis; a review of authority to implement; a plan to leverage other federal funding; and a workforce planning analysis.
- 3.) A Status Report, due at the closeout of the 4-year grant period. This report should include the implementation status of the quantified GHG reduction measures included in the CCAP; any relevant updated analyses or projections supporting CCAP implementation; and next steps and future budget/staffing needs to continue CCAP implementation.

Climate plans for metropolitan areas should also be developed with regional coordination as much as possible, and applicants are encouraged to coordinate with geographically proximate tribes as appropriate. In all cases, the lead organization for a state or metropolitan area PCAP funded through the CPRG program must make the PCAP available to other entities by March 1, 2024 for their use in developing an implementation grant application.

MSA lead organizations must involve stakeholder groups and the public in the process for developing the PCAP and CCAP. Potential stakeholders include urban, rural, and underserved or disadvantaged communities as well as the general public, governmental entities, federally recognized tribes, Port Authorities, labor organizations, community and faith-based organizations, and private sector and industry representatives.

d.] Cybersecurity Condition

Cybersecurity Grant Condition for Other Recipients, Including Intertribal Consortia

- (a) The recipient agrees that when collecting and managing environmental data under this assistance agreement, it will protect the data by following all applicable State or Tribal law cybersecurity requirements.
- (b) (1) EPA must ensure that any connections between the recipient's network or information system and EPA networks

used by the recipient to transfer data under this agreement, are secure. For purposes of this Section, a connection is defined as a dedicated persistent interface between an Agency IT system and an external IT system for the purpose of transferring information. Transitory, user-controlled connections such as website browsing are excluded from this definition.

If the recipient's connections as defined above do not go through the Environmental Information Exchange Network or EPA's Central Data Exchange, the recipient agrees to contact the EPA Project Officer (PO) no later than 90 days after the date of this award and work with the designated Regional/Headquarters Information Security Officer to ensure that the connections meet EPA security requirements, including entering into Interconnection Service Agreements as appropriate. This condition does not apply to manual entry of data by the recipient into systems operated and used by EPA's regulatory programs for the submission of reporting and/or compliance data.

(2) The recipient agrees that any subawards it makes under this agreement will require the subrecipient to comply with the requirements in (b)(1) if the subrecipient's network or information system is connected to EPA networks to transfer data to the Agency using systems other than the Environmental Information Exchange Network or EPA's Central Data Exchange. The recipient will be in compliance with this condition: by including this requirement in subaward agreements; and during subrecipient monitoring deemed necessary by the recipient under 2 CFR 200.332(d), by inquiring whether the subrecipient has contacted the EPA Project Officer. Nothing in this condition requires the recipient to contact the EPA Project Officer on behalf of a subrecipient or to be involved in the negotiation of an Interconnection Service Agreement between the subrecipient and EPA.

e.] Competency Policy

Competency of Organizations Generating Environmental Measurement Data

In accordance with Agency Policy Directive Number FEM-2012-02, [Policy to Assure the Competency of Organizations Generating Environmental Measurement Data under Agency-Funded Assistance Agreements](#),

Recipient agrees, by entering into this agreement, that it has demonstrated competency prior to award, or alternatively, where a pre-award demonstration of competency is not practicable. Recipient agrees to demonstrate competency prior to carrying out any activities under the award involving the generation or use of environmental data. Recipient shall maintain competency for the duration of the project period of this agreement and this will be documented during the annual reporting process. A copy of the Policy is available online at <https://www.epa.gov/sites/production/files/2015-03/documents/competency-policy-aaia-new.pdf> or a copy may also be requested by contacting the EPA Project Officer for this award.

f.] Public or Media Events

The Recipient agrees to notify the EPA Project Officer listed in this award document of public or media events related to activities accomplished as a result of this agreement, and provide the opportunity for attendance and participation by federal representatives with at least ten (10) working days' notice.

g.] Quality Assurance

Authority: Quality Assurance applies to all assistance agreements involving environmental information as defined in [2 C.F.R. § 1500.12](#) Quality Assurance.

The recipient shall ensure that subawards involving environmental information issued under this agreement include appropriate quality requirements for the work. The recipient shall ensure sub-award recipients develop and implement Quality Assurance (QA) planning documents in accordance with this term and condition; and/or ensure sub-award

recipients implement all applicable approved QA planning documents.

Quality Assurance Project Plan (QAPP)

a. Prior to beginning environmental information operations, the recipient must:

- i. Develop a QAPP (for existing environmental information),
- ii. Prepare QAPP in accordance with the current version of [EPA QA/R-5: EPA Requirements for Quality Assurance Project Plans](#),
- iii. Submit the document for EPA review, and
- iv. Obtain EPA Quality Assurance Manager or designee (hereafter referred to as QAM) approval.

For Reference:

- [Quality Management Plan \(QMP\) Standard](#) and [EPA QA/R-5: EPA Requirements for Quality Assurance Project Plans](#); contain quality specifications for EPA and non-EPA organizations and definitions applicable to these terms and conditions.
- [EPA QA/G-5: Guidance for Quality Assurance Project Plans](#), Appendix C provides a QAPP Checklist.
- (QAM and/or PO may insert QA references that inform or assist the recipient here).
- [EPA's Quality Program](#) website has a [list of QA managers](#), and [Non-EPA Organizations Quality Specifications](#).
- The Office of Grants and Debarment [Implementation of Quality Assurance Requirements for Organizations Receiving EPA Financial Assistance](#).

h.] Use of Logos

If the EPA logo is appearing along with logos from other participating entities on websites, outreach materials, or reports, it must **not** be prominently displayed to imply that any of the recipient or subrecipient's activities are being conducted by the EPA. Instead, the EPA logo should be accompanied with a statement indicating that San Diego Association of Governments received financial support from the EPA under an Assistance Agreement. More information is available at: <https://www.epa.gov/stylebook/using-epa-seal-and-logo#policy>

i.] Geospatial Data Standards

Required when geospatial data is created, not used.

All geospatial data created must be consistent with Federal Geographic Data Committee (FGDC) endorsed standards. Information on these standards may be found at <https://www.fgdc.gov/>.

--END OF DOCUMENT--



San Diego Regional Climate Action Planning

EPA's Climate Pollution Reduction Grant Program

Mobility Working Group | Item 5
Susan Freedman, Regional Planning Program Manager
November 9, 2023

Project Overview: Climate Pollution Reduction Grant

1 EPA planning grant, 3 deliverables over 4 years



Priority Climate Action Plan (PCAP)

- Due **March 1, 2024**
- Near-term, implementation-ready, **priority greenhouse gas (GHG) reduction measures**
- **Prerequisite** for implementation grant



Comprehensive Climate Action Plan (CCAP)

- Due in **Summer 2025**
- **All sectors** / significant GHG sources and sinks
- **Near- and long-term** GHG reduction **goals** and **strategies**
- To be included in **SANDAG's 2025 Regional Plan**



Status Report

- Due in **2027**
- **Updated** analyses and plans
- **Progress and next steps** for key metrics

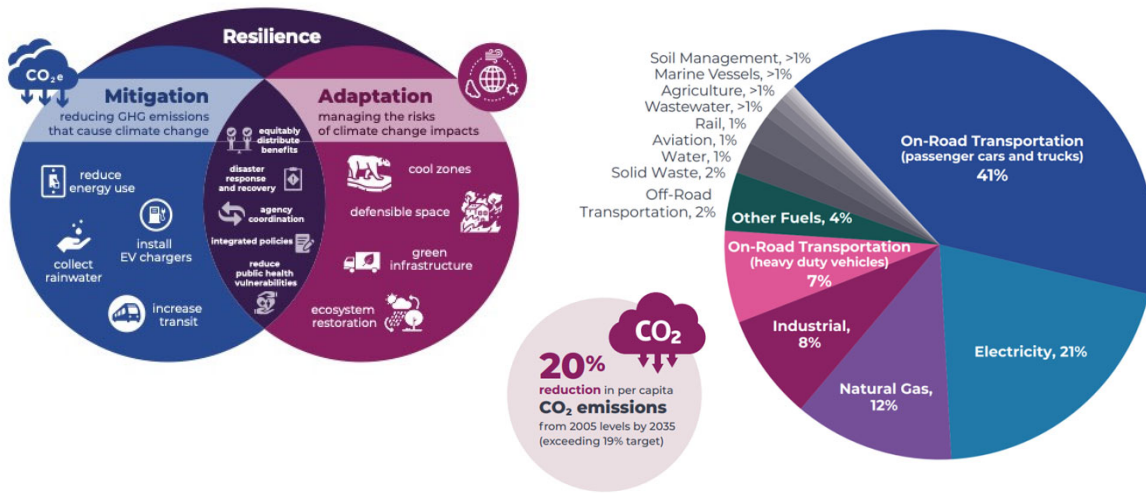
Phase 1: Planning Grant

Due Date:	March 1, 2024	Summer/ Fall 2025	Summer/ Fall 2027
Plan Element	Priority Climate Action Plan (PCAP)	Comprehensive Climate Action Plan (CCAP)	Status Report
GHG Inventory	Required	Required	Update Encouraged
GHG Emissions Projection	Not Required	Required	Update Encouraged
GHG Reduction Targets	Not Required	Required	Not Required
Quantified GHG Reduction Measures	Required (priority measures only)	Required (Comprehensive)	Status and Updates Required
Benefits Analysis	Encouraged	Required	Required
LIDAC Benefits Analysis	Required	Required	Required
Review of Authority to Implement	Required	Required	Update Required
Other Funding Availability	Encouraged	Required	Required
Workforce Planning Analysis	Encouraged	Required	Required

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SANDAG Regional Plan - Climate Considerations

Figure 2.9
2016 Regional Greenhouse Gas Emissions Inventory



4

CAP Priority Survey Results: 19 Responses from Local Governments/Agencies

- Top Agency Priorities
 - Transportation – Vehicle Electrification and Infrastructure (15)
 - Building – Electrification Retrofit – Existing Buildings (8)
 - Transportation – VMT Reduction (7)
 - Adaptation – Coastal Sea Level Rise (5)
- Top Priorities for Regional Collaboration/Leadership
 - Transportation – Vehicle Electrification and Infrastructure (12)
 - Building – Electrification retrofit – Existing Buildings (8)
 - Transportation – VMT Reduction (8)
 - Adaptation – Coastal Sea Level Rise (6)

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Near-Term Priority Actions to Reduce Climate Pollution

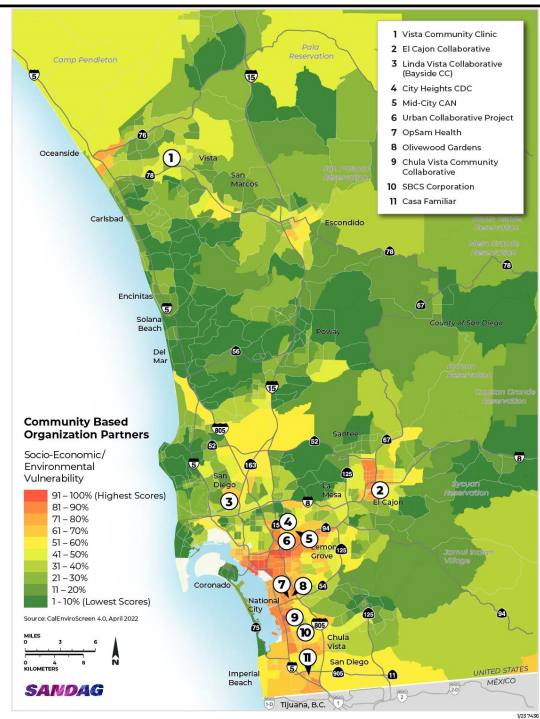
What we've heard from stakeholders so far...

- Reduce air pollution through decarbonization
- Reduce VMT, increase transit options
- Expand EV charging infrastructure
- Increase EV adoption in municipal fleets
- Develop or implement biking and walking plans and facilities
- Increase electrification/ energy efficiency in buildings
- Increase solar and other renewable energy installations
- Expand urban forest
- Develop climate adaptation and resilience plans
- Increase water efficiency

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Prioritize Environmental Justice Communities

- EPA Phase 1 grant
 - Develop community engagement plan
 - Funding for CBOs to engage communities
 - Include community needs and analyses in the CAPs
- EPA Phase 2 grants:
 - 40% of program funds for projects that benefit disadvantaged communities



Outreach and Engagement Plan and Approach

- Build on existing outreach across region from local CAPs and County’s Regional Decarbonization Framework
 - Standing meetings with local government and public agency staff
 - Bring EPA project to working groups, committees, and stakeholder groups
- Budget set aside for CBOs to work with SANDAG on community engagement
- Plan climate workshops to reach wider group of stakeholders
- Seek input on ways to work with you and other communities

Implementing the “Priority CAP” ASAP!


- EPA released grant opportunity last month to fund PCAP measures
 - **\$4.6 billion** in competitive grants nationwide
 - Lead applicants must be state/regional/local government or tribal nation
 - **40% of funds to go to projects that benefit disadvantaged communities in line with the federal Justice40 Initiative**
 - Implementation grant applications **due to EPA by April 1, 2024**
- Competitive grants to fund **NEAR-TERM** climate pollution reduction measures included in the **Priority CAP**
 - **Priority CAP due to EPA by March 1, 2024**


EPA Website: <https://www.epa.gov/inflation-reduction-act/climate-pollution-reduction-grants>

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Stay connected with SANDAG

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 Follow us on social media:
[@SANDAGregion](#) [@SANDAG](#)

 Emails: susan.freedman@sandag.org
yushi.chen@sandag.org

SANDAG

10

November 9, 2023

Update on the Kumeyaay Corridor Comprehensive Multimodal Corridor Plan

Overview

On September 27, 2019, the Board of Directors allocated funding to complete Comprehensive Multimodal Corridor Plans (CMCP) for 11 corridors throughout the region. CMCPs enable regions to compete for state funding under Senate Bill 1 (SB 1), the Road Repair and Accountability Act and the Congested Corridors Program.

The Kumeyaay Corridor Study area (Attachment 1) runs along Interstate 8 and is located on traditional, ancestral, and unceded lands of the Kumeyaay people. The project study area has connections with I-5, I-805, I-15 and State Routes 163, 125, and 67 in the cities of San Diego, Santee, La Mesa, Lemon Grove, and El Cajon, as well as the County of San Diego. The Kumeyaay Corridor study area also includes the Metropolitan Transit System (MTS) Green and Orange Line Trolleys and multiple bus routes, local roadways, and bike and pedestrian facilities.

Key Considerations

Caltrans and SANDAG developed the Kumeyaay Corridor CMCP in collaboration with the cities of San Diego, Santee, La Mesa, Lemon Grove, El Cajon, the County of San Diego, tribal nations, San Diego State University (SDSU), Port of San Diego, San Diego Gas & Electric, San Diego Airport Authority, and MTS.

A comprehensive outreach process was established and implemented to inform and help develop the transportation solution strategies (TSS) for the Kumeyaay Corridor CMCP. Since September of last year, SANDAG has held public meetings, pop-up events, and met with working groups, stakeholders, community-based organizations, and community planning groups. A virtual engagement hub was also open and received 686 map comments and 519 survey responses. The majority of comments received were focused on bike and pedestrian infrastructure, followed by traffic and transit concerns. Multiple comments also expressed concerns about local environmental preservation efforts.

In addition to public comment, the TSS was informed by data analysis and adopted local and regional plans. The draft TSS identifies nearly 500 transportation solutions for this corridor including cycle tracks, transit service enhancements, mobility hub solutions, freeway operational improvements, local roadway improvements, and technology enhancements. The proposed transportation solutions foster community livability, trip reliability and efficiency, greenhouse gas emissions reduction strategies, protecting natural resources, environmental resilience, and an equitable distribution of transportation improvements.

Next Steps

The Draft Kumeyaay CMCP Report will be posted to the SANDAG website for a 60-day public review period in late November. The CMCP is expected to be finalized by Spring 2024.

Action: Information

SANDAG and Caltrans Staff will present final transportation solution strategies for the Kumeyaay Comprehensive Multimodal Corridor Plan.

Fiscal Impact:

Completion of the Corridor Plan will allow SANDAG and Caltrans to compete for state funds.

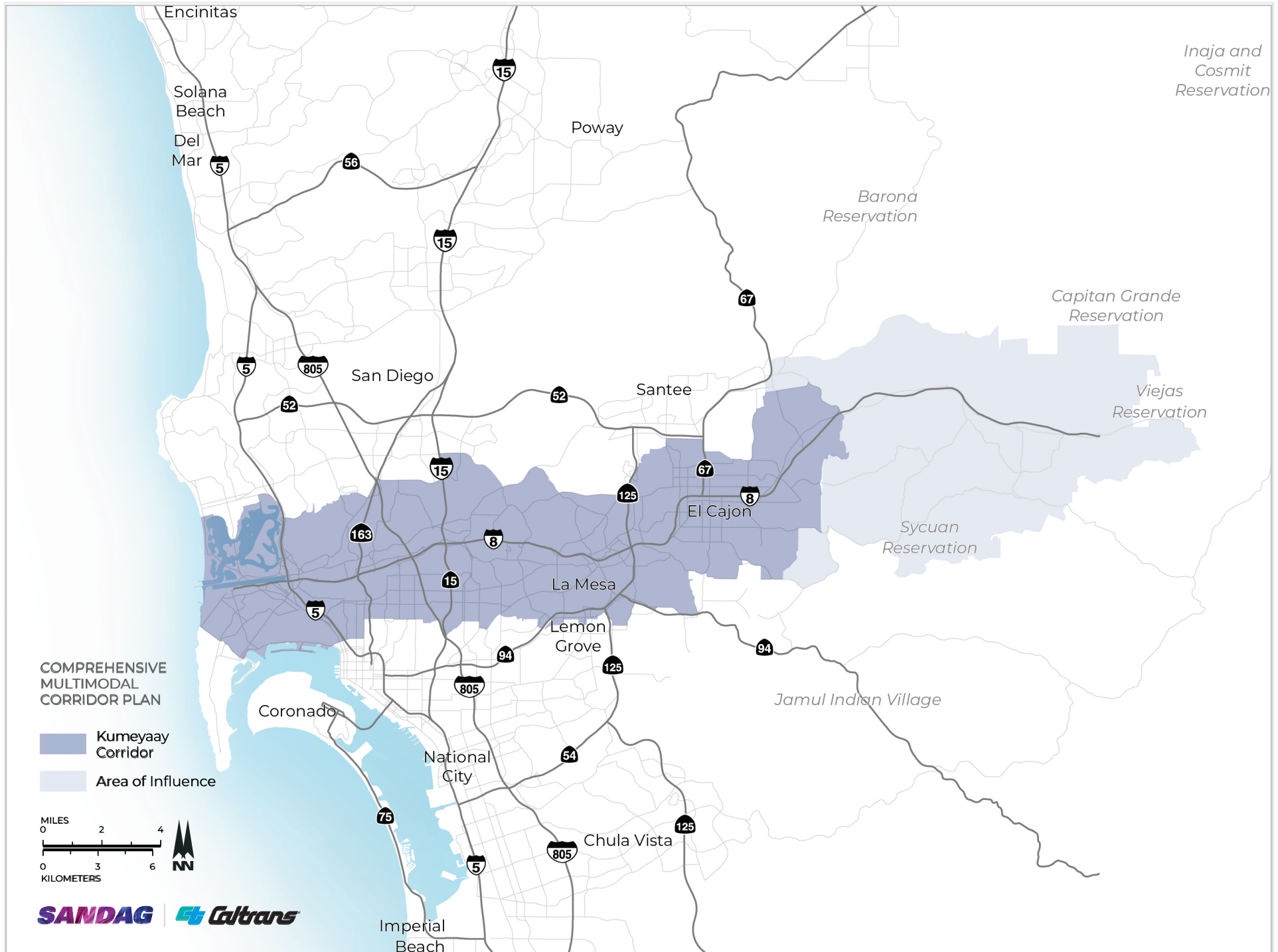
Schedule/Scope Impact:

The Kumeyaay Corridor Comprehensive Multimodal Corridor Plan is scheduled to be released in late November 2023 for public comment and finalized by Spring 2024.

Antoinette Meier, Senior Director of Regional Planning

Key Staff Contacts: April DeJesus, (619) 699-7322, april.dejesus@sandag.org
Melina Pereira, (619) 379-7349, melina.pereira@dot.ca.gov

Attachment: 1. Kumeyaay Corridor CMCP Study Area Map

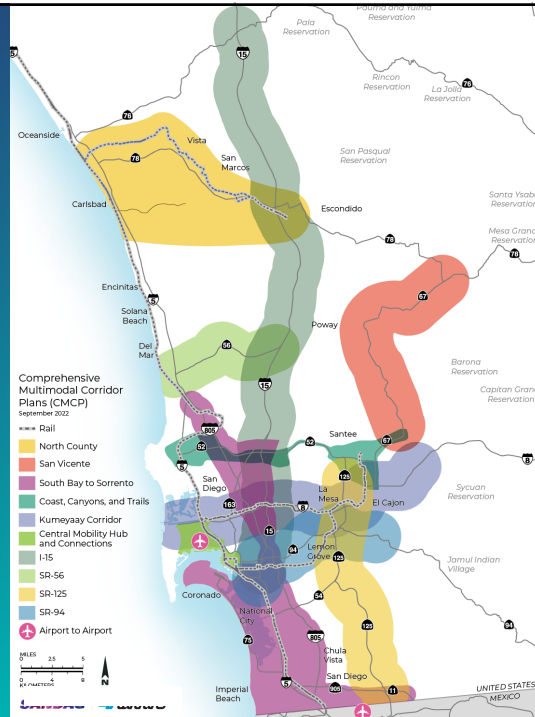




Kumeyaay Corridor Comprehensive Multimodal Corridor Plan

Mobility Working Group
November 9, 2023

What are the Comprehensive Multimodal Corridor Plans ? (CMCPs)

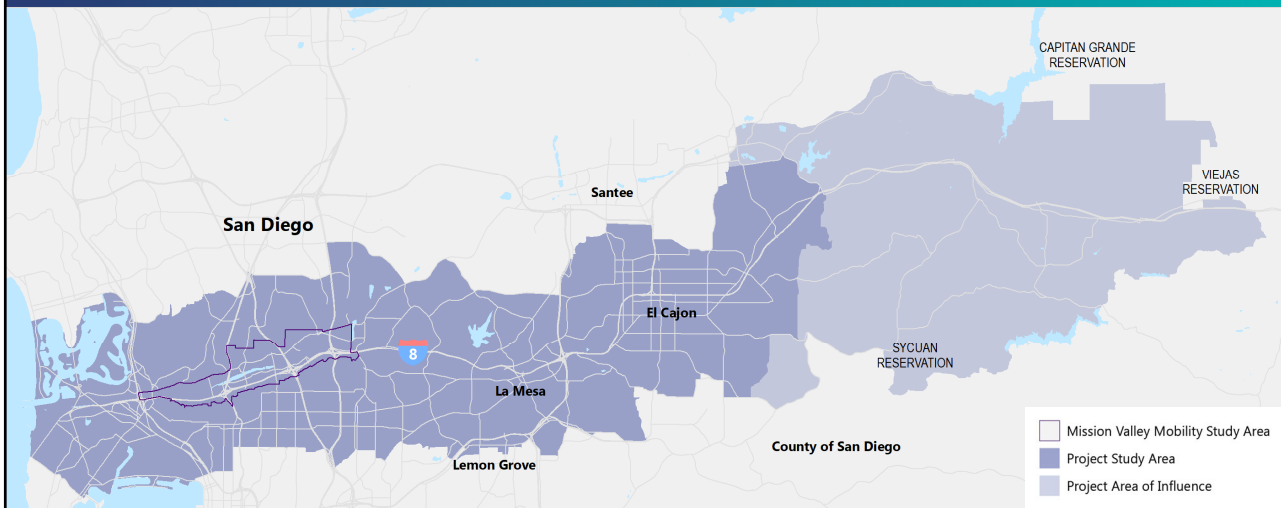


Roadmap to Developing Final CMCP



Kumeyaay Corridor CMCP

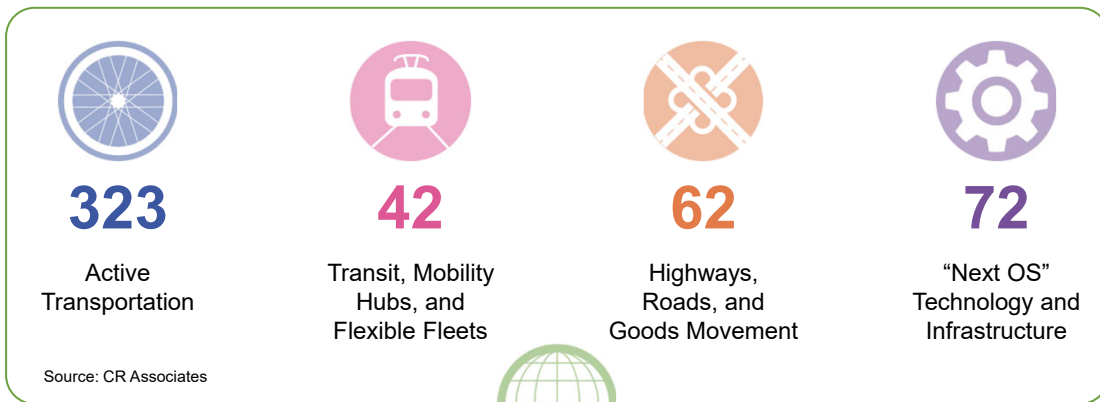
Study Area



Community Engagement



Transportation Solution Strategy Overview



Climate Resilience

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-  sandag.org/CMCP
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-  Call (888) 317-8976 | Text (844) 569-0570
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-  SANDAGregion | D11Caltrans
-  SANDAG | SDCaltrans

November 9, 2023

Specialized Transportation Grant Program Cycle 13 Call for Projects Kickoff

Overview

The SANDAG Specialized Transportation Grant Program (STGP) funds a broad range of specialized transportation services for older adults and individuals with disabilities in the San Diego region when fixed-route public transit is insufficient, unavailable, or inappropriate.

Key Considerations

- The current Program Goal of the STGP is to improve mobility for older adults and individuals with disabilities by delivering effective, equitable, environmentally responsible, and coordinated specialized transportation solutions in the San Diego region.
- STGP funding comes from the Federal Transit Administration Section 5310 Program and the TransNet Senior Mini-Grant Program.
- Eligible applicants are nonprofit organizations and local governmental agencies.
- Eligible grant types are capital, mobility management, and operating.
- Sample grants include accessible vehicle procurement as well as mileage reimbursement for volunteer driver programs.
- SANDAG holds a call for projects about every two years to allocate available STGP funding.
- During this Cycle 13 Call for Projects, staff estimates that \$9.2 million will become available, which is about 12% more funding than was allocated during the Cycle 12 Call for Projects.
- On October 10, 2023, SANDAG held the STGP Cycle 13 Call for Projects Kickoff Meeting, gathering valuable input from stakeholders. The meeting recording, presentation slides, and a summary of feedback received are available on the [STGP web page](#).

Action: Information

Staff will present an overview of the Specialized Transportation Grant Program Cycle 13 Call for Projects.

Fiscal Impact:

None.

Schedule/Scope Impact:

Pending Board approval of the project selection criteria, SANDAG anticipates releasing the STGP Cycle 13 Call for Projects in July 2024 with a 90-day application window.

Next Steps

Staff anticipates engaging stakeholders over the next six months, including a workshop in February to focus on the project selection criteria. Staff also plans to return to the Mobility Working Group in early Spring with a Cycle 13 update. In the May to June timeframe, staff anticipates presenting the proposed project selection criteria to the Independent Taxpayers Oversight Committee and the Transportation Committee. Pending Board approval of the project selection criteria, SANDAG anticipates releasing the STGP Cycle 13 Call for Projects in July 2024 with a 90-day application window.

Susan Huntington, Director of Financial Planning, Budgets, and Grants

Key Staff Contact: Zachary Rivera, (619) 699-4892, zachary.rivera@sandag.org

Attachment: 1. STGP Factsheet

Specialized Transportation Grant Program Fact Sheet

About the Specialized Transportation Grant Program

Every two years, SANDAG distributes available Specialized Transportation Grant Program (STGP) funds to provide regional transportation services for older adults and individuals with disabilities. The STGP is crucial in meeting the increasing mobility needs of older adults and individuals with disabilities, especially when conventional transit is unavailable, insufficient, or inappropriate. Using local and federal dollars, the STGP seeks to address these needs.

The STGP consists of two programs: the Federal Transit Administration (FTA) Section 5310 and the TransNet Senior Mini-Grant programs. The FTA Section 5310 program funds projects that enhance mobility for people age 65 and older and individuals with disabilities within the large, urbanized areas of San Diego County. The Senior Mini-Grant program uses funding from the TransNet local half-cent sales tax to provide specialized transportation for people aged 60 and older within San Diego County. SANDAG facilitates a competitive grant application process to award these funds.

Accomplishments

- Approximately \$24 million in Senior Mini-Grant funds have supported 93 grants since 2009.
- Approximately \$25 million in FTA Section 5310 funds have supported 79 grants since 2015.
- In 2022, an estimated 8,900 individuals were served through STGP operating and mobility management grants.
- Over 100,000 one-way passenger trips are provided by STGP-funded vehicles per year.



Eligible Applicants

- Local governmental agencies
- Nonprofit organizations
- Private and public operators of public transportation
- The Consolidated Transportation Services Agency
- Tribal governments

Grant Requirements

- Projects must be derived from the very high or high priority strategies in the SANDAG [Coordinated Plan](#).
- At least 80% of a grant's beneficiaries must be older adults or individuals with disabilities.
- Grantees must report on grant progress at least quarterly.
- Grantees must provide matching funds.

Contact Facilitating Access to Coordinated Transportation (FACT) at (888) 924-3228 or visit factsd.org to request a ride!

Eligible Grant Types by Funding Source

Funding Source	Capital	Mobility Management	Operating
FTA Section 5310	<ul style="list-style-type: none"> Vehicle and other equipment procurement Contracted transportation services 	<ul style="list-style-type: none"> Transportation brokerage services Transportation call centers Travel training instruction 	<ul style="list-style-type: none"> Mileage reimbursement Volunteer driver programs
TransNet Senior Mini-Grant	N/A	<ul style="list-style-type: none"> Transportation brokerage services Transportation call centers Travel training instruction 	<ul style="list-style-type: none"> Mileage reimbursement Volunteer driver programs Transit pass subsidies

Match Requirements by Funding Source and Grant Type

Project Type	FTA Section 5310	TransNet Senior Mini-Grant
Capital	15-20%	N/A
Mobility Management	20%	20%
Operating	50%	20%



For More Information

- Please visit [SANDAG.org/STGP](https://www.sandag.org/STGP)
- Email grantsdistribution@sandag.org

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[SANDAG.org/LanguageAssistance](https://www.sandag.org/LanguageAssistance) | 619.699.1900



Specialized Transportation Grant Program

Cycle 13 Call for Projects - Kickoff

Mobility Working Group | Item 7
Zachary Rivera, Associate Grants Program Analyst
November 9, 2023

Program Description

The STGP funds a broad range of specialized transportation services for older adults and individuals with disabilities when fixed-route public transit is insufficient, unavailable, or inappropriate.



Funding Programs & Eligible Applicants

Funding Programs



Federal Transit
Administration

SANDAG
TransNet Program

Eligible Applicants

- Nonprofit organizations
- Local governmental agencies
- Transit operators
- Tribal governments

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Section 5310 versus Senior Mini-Grant

Section 5310

- Urbanized areas of San Diego County
- Target population: older adults and individuals with disabilities
- Older adults: 65+

Senior Mini-Grant (SMG)

- San Diego County
- Target population: older adults
- Older adults: 60+

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Grant Types



Mobility Management

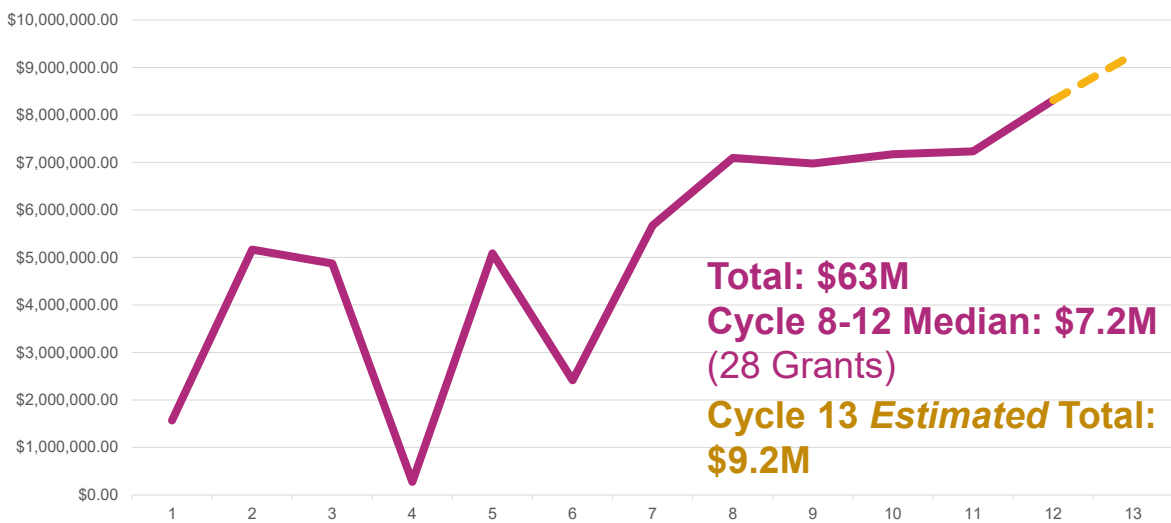


Operating



Capital

Awards by Competitive Call For Projects



STGP Cycle 13 Call for Projects Kickoff Meeting

- 10/10/2023
- 50 attendees
- Purpose: gather input on the region's specialized transportation needs and solicit feedback on the program goal
- Themes
 - Spontaneity
 - Availability
 - Accessibility
- Recording, presentation slides, and summary of feedback on STGP web page.

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Anticipated Next Steps



Outreach



Application




Evaluation & Award

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Transit Fare Discount Study

Mobility Working Group

Mobility Working Group | Item 8
Ashley Wiley, Regional Planner
November 9, 2023

Transit Fare Discount Programs

Goals:

1. Help people get where they need/want to go
 - *Our free youth transit program is a great example*
2. Make it easier and more affordable for people to use public transit
3. Less greenhouse gas emissions and cleaner air
4. Better traffic flow



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What is SANDAG doing?



- Researching what would encourage people to use transit more
- Studying free or discounted transit fare programs in other cities
- Getting input on how the community wants us to invest public transit funding **in the future**:
 - *Ex. Discounts (For who? What kind?) versus more service, more routes, more amenities, etc.*

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Potential Transit Discount Programs

- Keep the free youth transit program for 18 and under longer
- Expand free youth transit to youth 24 and under
- Free or discounted passes for low-income people
- Free or discounted passes for other groups (for example, 65 and older; all students, or veterans)



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Weighing priorities in event of limited funding

- Keep transit coming frequently (ex. every 15 minutes)
- Keep all service hours (early morning, evenings and weekends)
- Lower or free fares (for some groups)
- Maintenance
- Transit stop amenities (ex. benches, shade structures, or digital displays)
- Security: ex. lighting and staff
- Expanding routes into new areas



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Outreach Activities



1. In-person Public Input

- Attend community events
- Co-host pop-up events with CBOs

2. Online

- Survey
- Website

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Next steps

This fall

- Research
- Getting public input

Next year 2024

- Reporting on the study results, putting these in the Regional Plan

By 2030

- New transit investments and program(s)



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