



TO: Mayor and Councilmembers

FROM: Charles W. Ebeling, Public Works Director

CONTACT: James Winslow, Senior Project Engineer
Teresa Lopes, Senior Project Engineer

SUBJECT: Measure A Cycle 4 Grant Application

RECOMMENDATION:

Consider approving five new Capital Improvement Program projects and authorize inclusion in the Capital Improvement Program List.

BACKGROUND:

The Public Works Department, Capital Improvement Program (CIP) team routinely reviews and evaluates the overall CIP list of projects. Recommended changes to the CIP project list, cost estimates, or scope are made through an annual process. CIP projects with budgets are then included in the Annual CIP Budget. The Public Works Department is continuing to develop and refine the annual CIP process to ensure transparency and efficiency. As Public Works continues to organize and restructure, the process will become routine. The general format for the basic annual process includes developing the CIP, preparing the annual work plan, and budgeting projects.

The CIP team also evaluates the existing CIP list of projects as well as other master planning documents to identify potential projects that may align with upcoming grant funding opportunities. The Public Works Department may need to recommend that Council, as new opportunities arise, add new projects to the CIP list outside of the normal annual process. The purpose of this staff report is for Public Works to request that five projects be added to the CIP list and receive Council authorization. This is a necessary step for Public Works to submit applications for the SBCAG South Coast Measure A grant program, Cycle 4 funding.

Measure A Grant Background

In November 2008, voters passed the Road Repair, Traffic Relief and Transportation Safety Measure (referred to as Measure A), which provides approximately \$1.0 billion for transportation needs over 30 years within Santa Barbara County from 2010 to 2040.

Measure A became effective on April 1, 2010. Funds are allocated in accordance with the Investment Plan that was part of the measure. The Investment Plan calls for the North County and South Coast to each receive 43.3 percent of revenues – estimated at \$455 million in funding over 30 years – for high priority transportation projects and programs of that region. The Santa Barbara County Association of Governments (SBCAG) as the Local Transportation Authority (LTA) for Santa Barbara County administers the Measure A sales tax program for the entire County.

The South Coast subprogram includes a competitive grant program in two categories – Regional Bicycle and Pedestrian (RBP) and Safe Routes to School (SRTS) Programs. The Measure A Grants, Cycle 4 covers Fiscal Years (FY) 2019/20 to 2021/22. Each category has an estimated available funding of \$1,403,994 over the three years. The purpose of the Bicycle and Pedestrian Program is to fund projects that would expand and improve the South Coast's regional bicycle and pedestrian facilities network. The purpose of the Safe Routes to School Program is to fund projects that increase pedestrian and bicycle safety to, from, and near schools. The South Coast Measure A respective category guidelines, schedule, and estimated available funding are included in Attachments 1 through 4.

Eligible applicants for the Measure A Grant programs include the cities of Carpinteria, Goleta, and Santa Barbara and the County of Santa Barbara. School districts, universities, colleges, transit agencies, and Caltrans are eligible to compete for funding with a city or county sponsor.

DISCUSSION:

The Public Works Department team is recommending that the City Council add five new projects to the City's CIP project list. The five projects are recommended because they either add to recently completed projects (i.e. Hollister Class I Bike Path) or are projects identified through the recently adopted City's Bicycle and Pedestrian Master Plan (BPMP) process. The City Council adopted the BPMP after a comprehensive two-year long process of community engagement, data analysis, feasibility analysis, and project vetting. The timing of the BPMP adoption provides an opportunity to potentially include projects derived from community feedback and input into the upcoming Measure A Grant program. Two of the recommended new potential projects are considered master plans or studies – Citywide Traffic Signals Evaluation and School Zone Signage and Striping. These two studies close gaps in the City's documentation and asset assessments and are stepping-stones to Public Works being able to successfully, efficiently, and effectively complete other projects list in the CIP. The recommended new projects to be added to the CIP list are presented below:

- Hollister Class I Bike Path Lighting (continuation of CIP No. 9039)
- Ward Drive Sidewalk Infill
- Citywide Evaluation of Existing Traffic Signals
- School Zone Signing and Striping Evaluation
- Covington Bridge Multipurpose Path Replacement

The proposed additions to the CIP are necessary to allow the CIP team to submit project applications to the SBCAG South Coast Measure A grant program, Cycle 4. Public Works will likely be submitting seven potential projects to the Cycle 4 Measure A Grant program. The team will review and evaluate each project's scope, cost estimates, and viability through pre-application process. After the one-page pre-application submittal, Public Works will prepare the final application due on January 18, 2019. SBCAG's scoring committee will review and score the applications. Following SBCAG Board approval of the selected project applications, the Council will authorize entering into a Cooperative Agreement with SBCAG to receive the grant funds and begin work on the projects. Public Works will work on resolutions to add the new projects to the CIP to enable additional potential funding sources such as Development Impact Fees to be eligible for these projects. The projects will also be added to the CIP Budget. Any project that SBCAG Board does not select for funding will remain in the CIP list and in the future budget as unfunded. Public Works will continue to seek grant funding for the projects.

Over the next several months, the Public Works Department intends to continue to develop and refine the annual CIP development process. This includes creating a combined/comprehensive CIP, developing an annual work plan including project prioritization, and refining the Department's budgeting process. This approach will provide the team with better process and opportunities to apply for outside funding.

Moving forward, CIP projects will go through a rigorous and thorough review process to determine the project's feasibility, scope, potential funding, resources required, priority, and to determine how realistic completion of the project is.

Measure A Grant Projects

Because Public Works is requesting new projects be added outside the typical annual CIP development process, this is an opportunity to highlight for Council's information the proposed Measure A grant projects. The Public Works, Capital Improvement Program (CIP) team, identified seven potential projects for Measure A Grants – three for the RBP Program category and four for the SRTS Program category. The table below lists the likely projects (in order of priority) the team will be submitting grant applications for followed by a brief discussion on each project's merits.

Priority	Project Name	Measure A Grant Program	New CIP Project	Existing CIP Project No. or BPMP
1	PHB Crosswalk at Calle Real/ Fairview Center	Safe Routes to School		9099
2	Hollister Class I Multi-Use Path Lighting	Safe Routes to School	New/Change in scope	Phase II of 9039
3	Medians, Bike Path, and Transit Improvements at Storke Road, Marketplace Drive, and Hollister Avenue	Regional Bike and Ped		9062
4	Citywide Evaluation of Existing Traffic Signals	Regional Bike and Ped	New/Change in scope	9083 and from BPMP process

5	Ward Drive Sidewalk Infill	Regional Bike and Ped	New	
6	Citywide School Zones Signing and Striping Evaluation	Safe Routes to School	New	From BPMP process
7	Covington Bridge Multipurpose Path Replacement	Safe Routes to School	New	From BPMP process

Project Descriptions

The description of each potential project is listed below. Public Works has drafted preliminary CIP sheets for the projects listed (Attachment 5). The scope, costs, and schedules are preliminary and will be refined during the grant application process.

1. Pedestrian Hybrid Beacon (PHB) Crossing on Calle Real at Fairview Center/Cajun Kitchen (CIP No. 9099) – The proposed project in the SRTS category includes design and construction of a new crossing controlled by a PHB on Calle Real. The proposed crossing will be located on Calle Real west of Fairview Ave near the terminus of the existing bike/pedestrian access ramp (from Fairview) across Calle Real to the Fairview Center. The project will provide pedestrian and bicycle safety improvements at a location where a large number of bicyclists and pedestrians currently cross without a crosswalk.
2. Hollister Class I Bike Path/Multi-purpose Path lighting (New/changed Scope of CIP Project – Phase II of CIP No. 9039) – The proposed SRTS category project includes design and installing pathway lighting along the newly constructed Hollister Class I Bike Path. The new path lighting project will improve bicycle and pedestrian safety for users along the bike path. The additional project is a result of community engagement by Public Works during and after the Class I project construction.
3. Medians, Bike Path, and Transit Improvements at Storke Road and Hollister Avenue (CIP No. 9062) – This proposed RBP category project includes designing and reconstructing the medians along the southern leg of Storke Road and the eastern leg of Hollister Ave at the intersection of Storke Road and Hollister Avenue. The reconfiguration will also address the locations of the transit stops along these roadway segments and improvements to the Class II bike lanes. The City is partnering with Santa Barbara Metropolitan Transit District (MTD) on the Measure A Grant application for the transit stop improvements.
4. Citywide Evaluation of Existing Traffic Signals (New/changed Scope of CIP No. 9083) – The proposed RBP category project consists of evaluating, analyzing, and recording the existing traffic signal equipment for all traffic signals within the City limits. The project will also result in replacing traffic signal controllers, conduits, conductors, ADA pedestrian push buttons, count-down timers, and other equipment at four locations in the City – Hollister Avenue at Rutherford Street, Hollister Avenue at Pine Avenue, Fairview Avenue at Encina Road, and Fairview

Avenue at Calle Real. The proposed project is a result of the recent City BPMP process and will support a future Federal Highway Safety Improvement Program (HSIP) grant to upgrade our traffic signals citywide and provide Americans with Disabilities Act (ADA) pedestrian push-buttons and signals where none currently exist. The project will improve bicycle and pedestrian safety by developing an inventory of needed improvements for each traffic signal and recommended improvements. The recommended new project is a result of the City's BPMP outreach process.

5. Ward Drive Sidewalk Infill – (New CIP project) - The proposed RBP category project includes designing and constructing new sidewalk in front of 849 Ward Drive. The project will infill a 230 ft. gap of missing sidewalk along a 2,400 ft stretch of Ward Drive with recently constructed sidewalk extending from Ekwill Street to the terminus of Ward Drive at the Obern Trail. Right-of-way acquisition will be necessary in front of the 849 Ward Drive property to construct the project. The proposed project is a result of community input following the recent sidewalk and bike lane improvements along Ward Drive and new redevelopment improvements adjacent to the proposed project location. The project will remove a gap in the bicycle and pedestrian network.
6. School Zone Signing and Striping Evaluation – (New CIP project) – The proposed SRTS category project includes evaluating and prioritizing the signage and striping needs in the vicinity of schools. The project will result in an asset database, Geographic Information Systems (GIS) maps, and recommended signage and striping improvements around schools within the City limits. The recommended new project is a result of the City's BPMP outreach process.
7. Covington Bridge Multipurpose Path Replacement – (New CIP project) – The proposed SRTS category project includes designing and constructing a new multipurpose path bridge across San Pedro Creek between Carlo Drive and Valdez Avenue. The bridge is on the North Goleta Route bike route and students and residents heavily use the crossing commuting to and from schools. The current bridge is pedestrian only recommending that users walk their bikes across the bridge. The recommended new project is a result of the City's BPMP outreach process.

Measure A Grant Application Schedule

Applicants must complete a pre-application for each project and submit pre-applications to SBCAG by November 16, 2018. SBCAG will review and provide a summary of the pre-applications on their Measure A website. The purpose of the pre-application is to determine the amount of Cycle 4 funding that may be requested compared to estimated revenues available and to determine if a project meets eligibility criteria.

Final applications are due to SBCAG on January 18, 2019. SBCAG board will award the projects on April 18, 2019.

Past and Current Measure A Grant Status

The Public Works Department has received eleven (11) Measure A Grants from Cycles 1 through 3, for a total of \$1,370,480. The table below lists the CIP Project, CIP No., Measure A Cycle, project status, amount awarded, and amount expended to date.

CIP Project No.	Project Name	Cycle	Status	Total Awarded Amount	Expended Amount
9039	Hollister Class I Bikeway	1	Complete	\$107,272	\$107,272
9047	Patterson Avenue Sidewalk Infill	1	Complete	\$50,000	\$50,000
9048	Cathedral Oaks Rd @ Santa Marguerita Dr Pedestrian Flashing Beacons	1	Complete	\$30,000	\$30,000
9049	Maria Ygnacio Trail Solar Lighting	1	Complete	\$65,970	\$65,970
9046	Ward Drive Class II Bikelanes	2	Complete	\$300,000	\$300,000
9050	Stow Canyon Sidewalk Infill	2	Complete	\$85,000	\$85,000
9059	Bicycle/Pedestrian Master Plan	3	Adopted	\$73,350	\$71,948
9060	Fairview Avenue Sidewalk Infill & Bike Lane	3	Design	\$96,000	\$10,203
9070	Fairview Avenue at Calle Real / 101 Sidewalk Infill	3	Design	\$66,000	\$0
9087	Mid-Block Crosswalk Controlled by a PHB Signal on Calle Real/Encina	3	Design	\$180,000	\$0
9088	RRFB Improvement at School Crosswalk	3	Design	\$316,888	\$18,701
	Total			\$1,370,480	\$739,094

FISCAL IMPACTS:

The Public Works team will develop the costs estimates associated with the project delivery process consisting of conceptual design, environmental review and right-of-way, design, and construction phases for each proposed project as part of the pre-application process. The team will also work with the Finance Department and City Managers Office in determining and recommending the City local match for each project application submitted. SBCAG will allocate Measure A grant funding to awarded projects in future fiscal years. Public Works will present the list of successful projects and recommended budget allocations to Council as part of the City's annual budget process. Public Works will refine the preliminary CIP project sheets and will include them in the upcoming recommended CIP budget.

Potential fiscal impacts would include appropriating new funding for the local match to successful Measure A grant projects, if needed. Future Measure A local funds (non-grant funds), gas tax, and Transportation Development Act (TDA) funding revenues are the likely sources for local matching funds.

ALTERNATIVES:

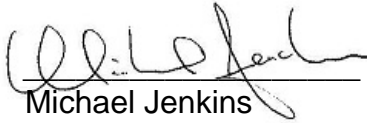
Council may elect to not authorize the new projects be added to the CIP list and as a result these new projects will not be eligible for Measure A Grants, Cycle 4 funding. Public Works would submit Measure A grant applications for the two current CIP approved projects. Future project applications can be submitted during the next Measure A cycle in approximately 2-3 years.

Reviewed By:



Carmen Nichols
Deputy City Manager

Legal Review By:



Michael Jenkins
City Attorney

Approved By:



Michelle Greene
City Manager

ATTACHMENTS:

1. South Coast Measure A Regional Bicycle and Pedestrian Program Guidelines, Cycle 4, FY 19/20 – 21/22
2. South Coast Measure A Safe Routes to School Program Guidelines, Cycle 4, FY 19/20 – 21/22
3. Measure A Safe Routes to School & Bicycle and Pedestrian Programs, Cycle 4 Call for Projects Schedule
4. Measure A South Coast Regional Bicycle and Pedestrian Program and Safe Routes to School Program – Estimated Available Funding for Cycle 4
5. Preliminary CIP Project Sheets

ATTACHMENT 1

South Coast Measure A Regional Bicycle and Pedestrian Program Guidelines, Cycle 4,
FY 19/20 – 21/22



Measure A

South Coast Regional Bicycle and Pedestrian Program Guidelines



CYCLE 4

FY 19/20 – 21/22

Table of Contents

1. Measure A Overview	1
2. Program Description	1
3. Eligible Applicants	1
4. Role of the Santa Barbara County Association of Governments	1
5. Role of Scoring Committee	2
6. Call for Projects Frequency	2
7. Available Funding	2
8. Eligible Project Implementation Activities	3
9. Pre-Application	3
10. Application	4
11. Evaluation/Scoring Criteria	4
12. Consideration of Fairness and Equity	6
13. Timely Use of Funds	6
14. Cooperative Funding Agreement	7
15. Reimbursement Program	8
16. Progress Reports	8

1. Measure A Overview

Voter passage in November 2008 of the Road Repair, Traffic Relief and Transportation Safety Measure (referred to as Measure A), will provide approximately \$1.0 billion for transportation needs over 30 years within Santa Barbara County, from 2010-2040. The dedicated sales tax revenue generated will help leverage and match an estimated \$0.5 billion in state and federal funds. Measure A went into effect and revenues began to be collected on April 1, 2010. Funds will be spent in accordance with the Investment Plan that was part of the measure.

The Investment Plan calls for the North County and South Coast to each receive 43.3 percent of revenues, estimated at \$455 million in funding over 30 years, for high priority transportation projects and programs that advisory committees in each region have selected to address the current and future needs of that region.

Per California state law, it is the intent that the revenues provided from the Measure A sales tax program be used to supplement existing local revenues being used for the purposes set forth in the Investment Plan.

2. Program Description

Included in the South Coast subprogram is the Regional Bicycle and Pedestrian Program. The purpose of the Bicycle and Pedestrian Program is to fund projects that would expand and improve the South Coast's regional bicycle and pedestrian facilities network through a competitive grant process.

The Investment Plan requires that each jurisdiction spend a minimum percentage of their local street and transportation improvement funds on eligible alternative transportation projects. Any funding a jurisdiction receives from the Regional Bicycle and Pedestrian Program is separate from this requirement and cannot be used to meet these minimum alternative mode percentages.

3. Eligible Applicants

Eligible applicants include the cities of Carpinteria, Goleta and Santa Barbara and the County of Santa Barbara. School districts, universities, colleges, transit agencies, and Caltrans are eligible to compete for funding with a city or county sponsor.

A School district, university, college, transit agency or Caltrans may sign the application as an "applicant" with a local agency signature as sponsor. Entities other than those listed above, such as a non-profit organization, can coordinate with a local agency to submit an application, but may not sign the application as an "applicant." Sponsors must be declared at submittal of the pre-application using the "Measure A Sponsor Agreement" form (available at www.measurea.net). Projects that do not have a signed sponsor agreement form attached to their pre-application at the time of submittal will not be eligible for funding in Cycle 4.

4. Role of the Santa Barbara County Association of Governments

- a) SBCAG as the Local Transportation Authority (LTA) for Santa Barbara County is responsible for administering the Measure A sales tax program and the South Coast Regional Bicycle and Pedestrian Program. SBCAG staff, in coordination with the scoring committee, shall review and recommend applications for available funds to the South Coast Subregional Committee of the SBCAG Board. The Subregional Committee shall recommend projects for funding to the full SBCAG Board. Once projects are

approved for funding by the full board, staff will work with sponsors on delivering projects in a timely manner.

- b) Funds requested from the program will supplement, but not supplant local funds that have traditionally been used for safe routes to school, bicycle and pedestrian projects.
- c) After projects have been approved by the SBCAG Board, projects will be programmed in the Measure A Authority Program of Projects under the South Coast Authority Projects section.

5. Role of Scoring Committee

SBCAG will establish a scoring committee to evaluate and select projects recommended for funding. The Scoring Committee will be comprised of *one representative each* from: the Cities of Carpinteria, Santa Barbara, Goleta and the County of Santa Barbara; the Santa Barbara Bicycle Coalition; COAST; the Parent Teachers' Association; Santa Barbara MTD; Traffic Solutions; and Caltrans.

SBCAG staff will facilitate the scoring process and will provide programming recommendations on projects selected by the scoring committee. Projects will be proposed for funding based on priority ranking given by the Scoring Committee. The highest and lowest scores will not be used in the committee scoring process; remaining scores will be averaged. The scoring committee has the ability to redirect applications to the Safe Routes to School program instead of the Regional Bike and Pedestrian Program and vice versa, providing the project schedule, funding amounts and timeline remains the same. The Scoring Committee will recommend projects for funding to the South Coast Subregional Committee and the SBCAG Board.

6. Call for Projects Frequency

SBCAG shall conduct a call for projects covering three years (Fiscal Years [FY] 2019/20 to 2021/22) for cycle 4 of the South Coast Regional Bicycle and Pedestrian Program. There will be a call for projects approximately every three years.

7. Available Funding

- The Measure A program includes \$13 million for the South Coast Regional Bicycle and Pedestrian Program over the 30-year life of the Measure A program.
- The following are the estimated available amounts for Fiscal Years 2019/20 through 2021/22.

	FY 19/20	FY 20/21	FY 21/22
Annual	\$477,865	\$441,968	\$446,771
Interest	\$2,660	\$2,660	\$2,660
Cumulative Total	\$480,525	\$925,153	\$1,374,584

Program funding is available in or after the year it is programmed. Funding requests in a particular fiscal year should not exceed the amount of cumulative funding that is available for that fiscal year.

8. Eligible Project Implementation Activities

Project implementation activities that are eligible for reimbursement include:

Capital Projects

- Planning and project development
- Preliminary engineering
 - o Environmental clearance
 - o Preparation of Plans, Specifications and Estimate (PS&E)
- Right-of-way
 - o Engineering
 - o Appraisals and acquisition
 - o Utilities
- Construction
 - o Construction costs
 - o Construction engineering
 - o Construction management
- Maintenance

Plans & Studies

- Bicycle and Pedestrian Master Plans
- Studies (including surveys and counts)

Programs

- Education/Awareness/Outreach
- Encouragement/Marketing
- Safety programs

9. Pre-Application

Project sponsors must complete a pre-application for each project by a date to be announced by SBCAG. Pre-applications will be summarized by SBCAG and posted on the Measure A website. The purpose of the pre-application is to determine the amount of cycle 4 funding that may be requested compared to estimated revenues available and to determine if a project meets eligibility criteria. Using this information, prospective project sponsors may then make an informed decision about the likelihood of their project receiving funding, and decide whether to invest the time in completing a full project application. Entities that require a sponsor, such as a

college, nonprofit, or transit agency, must declare a sponsor at the time of pre-application submittal by attaching a signed sponsor agreement to the pre-application.

10. Application

Project sponsors must complete an application for each project by a date to be announced by SBCAG that will request information including (but not limited to) agency contact information, project or program scope, cost estimates, schedule, partner agencies, and matching funds. Applicants must request a finite amount of funding; no “continuum” of funding may be shown on applications; however, agencies may check the box inquiring their openness to a change in project scope if they would accept less than their requested amount.

The South Coast Subregional Committee of the SBCAG Board will approve the application prior to a call for projects. After a call for projects is made, applicants will have nine (9) to fourteen (14) weeks to prepare their application(s). A submittal deadline date will be cited when the call is announced.

Applicants or agencies requiring a co-sponsor may submit a maximum of four (4) applications. Co-sponsoring an application does not count towards this limit. No more than 30% of total Cycle 4 funding available may be requested in a single application.

11. Evaluation/Scoring Criteria

The Scoring Committee will evaluate applications according to the following criteria:

CAPITAL PROJECTS CRITERIA

1) Safety

- a) Project will improve safety of pedestrians and/or bicyclists. Priority will be given to projects/programs that directly address demonstrated safety needs.
- b) Project will create or increase the security of physical property for bicyclists, such as bike parking.

2) Demand

- a) Serves a high volume of existing pedestrians and/or bicycle riders, or creates the potential for a high volume of pedestrians and/or bicycle riders.

3) Access and Connectivity

- a) Priority to projects that provide or improve bikeway/pedestrian facility continuity to activity centers such as public buildings, transit facilities including bus stops, business districts, shopping centers, schools, etc.
- b) Priority to projects that provide interface with other modes of transportation.
- c) Priority to projects that eliminate a gap or overcome an obstacle in a bicycle or pedestrian facility, allowing more convenient and safer travel. This includes bicycle security.

4) Outside Funding

- a) Priority to project(s) that have secured funding from other sources, including, but not limited to, Measure A Local Streets and Transportation Improvement Funds, or will use Measure A funds to leverage other funding.

5) Local Support

- a) Project is in a locally or regionally adopted plan; or
- b) Community outreach has been or is being completed; or
- c) There is other demonstrated community support, such as a written Letter of Support.

6) Project Readiness & Schedule

Submitted projects will be ranked based on project readiness. Priority will be given to:

- a) Projects which are fully funded, if application is approved.
- b) Projects which have considered and, if needed, resolved any foreseeable implementation issues.

7) Trip Purpose

- a) Priority will be given to projects that serve primarily utilitarian trips, then to projects that are primarily used for recreational purposes.

PLANS & STUDIES CRITERIA

1) Plan Status and Study Significance

- a) Priority to jurisdictions with no bicycle or pedestrian plan, then to those with plans that are more than five years old, and thereafter to those with plans between three and five years old.
- b) Priority to studies that can be applied outside the jurisdiction completing the study and that can be shared with other jurisdictions.
- c) Priority to studies that have regional significance beyond their local benefits. Completion of study is advantageous to the regional network.

2) Outside Funding

- a) Priority to plan(s) that have secured funding from other sources, including, but not limited to Measure A Local Streets and Transportation Improvement Funds, or will use Measure A funds to leverage other funding.

PROGRAMS CRITERIA

1) Safety

- a) Priority to programs that focus on the safety of pedestrians and/or bicyclists.

- b) Project will create or increase the security of physical property for bicyclists, such as bike parking.
- 2) Demand
 - a) Priority to programs that serve a high number of South Coast residents.
- 3) Outside Funding
 - a) Priority to program(s) that have secured additional funds, including, but not limited to Measure A Local Streets and Transportation Improvement Funds, private donations and grants, in-kind donations, and volunteer hours.
- 4) Local Support
 - a) There is demonstrated community support for the program, such as a written Letter of Support; or
 - b) Project is in a locally or regionally adopted plan.
- 5) Effectiveness
 - a) Program (or similar programs) has been shown to be effective at encouraging bicycling and/or walking, or improving bicycle and/or pedestrian safety.
- 6) Implementation/Readiness
 - a) Priority to programs have considered and, if needed, resolved any foreseeable implementation issues, have partnering agencies (if any) that have fully coordinated on program implementation, and for which program details are substantially determined in order to allow quick implementation once funding is received.

12. Consideration of Fairness and Equity

It is the intent of this program to fund a variety of bicycle and pedestrian projects and programs throughout the South Coast. Prior to each funding cycle, SBCAG will review previously funded projects to determine if program funds are being distributed fairly and equitably throughout the region and between project types. The scoring committee will place a heavy emphasis on the quality of applications when scoring.

If not, appropriate methods to ensure a fair and equitable distribution of funds will be developed with the assistance of local agency staffs and other stakeholders and recommended to the Subregional Committee and full SBCAG Board for approval.

13. Timely Use of Funds

To ensure that all funded projects are delivered in a timely manner, project sponsors must follow timely use of funds requirements for projects. If project sponsors do not meet the timely use of funds requirements, then extensions may be requested at the recommendation of the South Coast Subregional Planning Committee and approval of the SBCAG Board.

The timely use of funds schedules are as follows:

Capital Projects

Preliminary Engineering, Environmental and Design Projects must begin in the fiscal year they are programmed and be completed by the end of the following fiscal year. Project sponsors will have the opportunity to request one extension of up to 6 months for preliminary engineering, environmental and design projects.

Construction Projects must begin in the fiscal year they are programmed and be completed by the end of the second fiscal year following the fiscal year in which the funds were programmed. Project sponsors will have the opportunity to request one extension of up to 18 months for construction projects.

Plans & Studies

Plans and studies must begin in the fiscal year they are programmed and be completed by the end of the following fiscal year. Project sponsors will have the opportunity to request one extension of up to 12 months.

Programs

Programs must begin in the fiscal year they are programmed and be completed by the end of the final program fiscal year. Project sponsors will have the opportunity to request one extension of up to 12 months.

Extensions

The SBCAG Board may extend the deadlines for timely use of funds no more than one time and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than the duration of time listed above for each type of project or project phase.

The extension request should describe the specific circumstance that justifies the extension and identify the delay directly attributable to that circumstance. The request should also identify any cost increase related to the delay and how the increase would be funded.

If the same project has been awarded funds in multiple cycles, the extension only applies to the current cycle funding is being billed against. In no circumstance will timely use of funds deadlines be retroactively or preemptively extended.

Any project or project phase granted an extension may not compete for additional funding for a subsequent phase until that project or project phase has been completed and funds are expended.

If any agency does not meet the timely use of funds requirements, then unused funds programmed to the project will be forfeited and be made available for programming in a special or subsequent funding cycle.

14. Cooperative Funding Agreement

Sponsors awarded funding will be required to sign a cooperative agreement with SBCAG for the project defining the scope, estimated cost, schedule for the project, progress reporting requirements, reimbursement process, timely use of funds deadlines, etc.

15. Reimbursement Program

It should be emphasized that the South Coast Regional Bicycle and Pedestrian Program is a reimbursement program. Awardees must use their own funds first and submit invoices to SBCAG for reimbursement according to the process described in the cooperative funding agreement. Every third invoice submitted must demonstrate that appropriate Measure A match percentages (in individual cooperative agreements) have been met.

16. Progress Reports

A progress report will be used to document completed activities for all funded projects. Semiannual progress reports must be submitted to SBCAG by January 15th and July 15th of each fiscal year for which funds are programmed until project or program completion in order for the project to remain eligible for reimbursement. Non-compliance will place the project on the inactive list. A project which remains on the inactive list for one year will forfeit its funds and the funds will be made available for programming in a special or subsequent funding cycle.

Project completion reports must also be submitted to SBCAG within 6 months after a project has been completed.

ATTACHMENT 2

South Coast Measure A Safe Routes to School Program Guidelines, Cycle 4, FY 19/20
– 21/22



Measure A
South Coast Safe Routes to School
Program Guidelines



CYCLE 4
FY 19/20 – 21/22

Table of Contents

1. Measure A Overview	1
2. Program Description	1
3. Eligible Applicants	1
4. Role of the Santa Barbara County Association of Governments	1
5. Role of Scoring Committee	2
6. Call for Projects Frequency	2
7. Available Funding	2
8. Eligible Project Implementation Activities	3
9. Pre-Application	3
10. Application	3
11. Evaluation/Scoring Criteria	4
12. Consideration of Fairness and Equity	6
13. Timely Use of Funds	6
14. Cooperative Funding Agreement	7
15. Reimbursement Program	7
16. Progress Reports	8

1. Measure A Overview

Voter passage in November 2008 of the Road Repair, Traffic Relief and Transportation Safety Measure (referred to as Measure A), will provide approximately \$1.0 billion for transportation needs over 30 years within Santa Barbara County, from 2010-2040. The dedicated sales tax revenue generated will help leverage and match an estimated \$0.5 billion in state and federal funds. Measure A went into effect and revenues began to be collected on April 1, 2010. Funds will be spent in accordance with the Investment Plan that was part of the measure.

The Investment Plan calls for the North County and South Coast to each receive 43.3 percent of revenues, estimated at \$455 million in funding over 30 years, for high priority transportation projects and programs that advisory committees in each region have selected to address the current and future needs of that region.

Per California state law, it is the intent that the revenues provided from the Measure A sales tax program be used to supplement existing local revenues being used for the purposes set forth in the Investment Plan.

2. Program Description

Included in the South Coast subprogram is the Safe Routes to School Program. The purpose of the program is to fund projects through a competitive grant process that increase pedestrian and bicycle safety to, from and near schools on the South Coast.

The Investment Plan requires that each jurisdiction spend a minimum percentage of their local street and transportation improvement funds on eligible alternative transportation projects. Any funding a jurisdiction receives from the Safe Routes to School Program is separate from this requirement and cannot be used to meet these minimum alternative mode percentages.

3. Eligible Applicants

Eligible applicants include the cities of Carpinteria, Goleta and Santa Barbara and the County of Santa Barbara. School districts, universities, colleges, transit agencies, and Caltrans are eligible to compete for funding with a city or county co-sponsor.

A School district, university, college, transit agency or Caltrans may sign the application as an “applicant” with a local agency signature as co-sponsor. Entities other than those listed above, such as a non-profit organization, can coordinate with a local agency to submit an application, but may not sign the application as an “applicant.” Sponsors must be declared at submittal of the pre-application using the “Measure A Sponsor Agreement” form (available at www.measurea.net). Projects that do not have a signed sponsor agreement form attached to their pre-application at the time of submittal will not be eligible for funding in Cycle 4.

4. Role of the Santa Barbara County Association of Governments

- a) SBCAG as the Local Transportation Authority (LTA) for Santa Barbara County is responsible for administering the Measure A sales tax program and the South Coast Safe Routes to School Program. SBCAG staff, in coordination with the scoring committee, shall review and recommend applications for available funds to the South Coast Subregional Committee of the SBCAG Board. The Subregional Committee shall recommend projects for funding to the full SBCAG Board. Once projects are approved for funding by the full board, staff will work with sponsors on delivering projects in a timely manner.

- b) Funds requested from the program will supplement, not supplant, local funds that have traditionally been used for safe routes to school, bicycle and pedestrian projects.
- c) After projects have been approved by the SBCAG Board, projects will be programmed in the Measure A Authority Program of Projects under the South Coast Authority Projects section.

5. Role of Scoring Committee

SBCAG will establish a scoring committee to evaluate and select projects recommended for funding. The Scoring Committee will be comprised of one representative each from: the Cities of Carpinteria, Santa Barbara, Goleta and the County of Santa Barbara; the Santa Barbara Bicycle Coalition; COAST; the Parent Teachers' Association; Santa Barbara MTD; Caltrans; Traffic Solutions; and the County Office of Education.

SBCAG staff will facilitate the scoring process and will provide programming recommendations on projects selected by the scoring committee. Projects will be proposed for funding based on priority given by the Scoring Committee. The highest and lowest scores will not be used in the committee scoring process; remaining scores will be averaged. The scoring committee has the ability to redirect applications to the Regional Bicycle and Pedestrian Program instead of the Safe Routes to School Program and vice versa, providing the project schedule, funding amounts and timeline remains the same. The Scoring Committee will recommend projects for funding to the South Coast Subregional Committee and the SBCAG Board.

6. Call for Projects Frequency

SBCAG shall conduct a call for projects covering three years (Fiscal Years [FY] 2019/20 to 2021/22) for cycle 4 of the South Coast Safe Routes to School Program. There will be a call for projects approximately every three years.

7. Available Funding

- The Measure A program includes \$13 million for the South Coast Safe Routes to School Program over the 30-year life of the Measure A program.
- The following are the estimated available amounts for Fiscal Years 2019/20 through 2021/22.

	FY 19/20	FY 20/21	FY 21/22
Annual	\$477,865	\$441,968	\$446,771
Interest	\$2,660	\$2,660	\$2,660
Cumulative Total	\$480,525	\$925,153	\$1,374,584

Program funding is available in or after the year it is programmed. Funding requests in a particular fiscal year should not exceed the amount of cumulative funding that is available for that fiscal year.

8. Eligible Project Implementation Activities

Project implementation activities that are eligible for reimbursement include:

Capital Projects

- Planning and project development
- Preliminary engineering
 - o Environmental clearance
 - o Preparation of Plans, Specifications and Estimate (PS&E)
- Right-of-way
 - o Engineering
 - o Appraisals and acquisition
 - o Utilities
- Construction
 - o Construction costs
 - o Construction engineering
 - o Construction management
- Maintenance

Plans & Studies

- Safe Routes to School Plans
- Studies (including surveys and counts)

Programs

- Education/Awareness/Outreach
- Encouragement/Marketing
- Safety programs

9. Pre-Application

Project sponsors must complete a pre-application for each project by a date to be announced by SBCAG. Pre-applications will be summarized by SBCAG and posted on the Measure A website. The purpose of the pre-application is to determine the amount of cycle 4 funding that may be requested compared to estimated revenues available and to determine if a project meets eligibility criteria. Using this information, prospective project sponsors may then make an informed decision about the likelihood of their project receiving funding, and decide whether to

invest the time in completing a full project application. Entities that require a sponsor, such as a college, nonprofit, or transit agency, must declare a sponsor at the time of pre-application submittal by attaching a signed sponsor agreement to the pre-application.

10. Application

Project sponsors must complete an application for each project by a date to be announced by SBCAG that will request information including but not limited to agency contact information, project or program scope, cost estimates, schedule, partner agencies, and matching funds. Applicants must request a finite amount of funding; no “continuums” of funding may be shown on applications; however, agencies may check the box inquiring their openness to a change in project scope if they would accept less than their requested amount.

The South Coast Subregional Committee of the SBCAG Board will approve the application prior to a call for projects. After a call for projects is made, applicants will have eleven (11) to fifteen (15) weeks to prepare their application(s). A submittal deadline date will be cited when the call is announced.

Applicants or agencies requiring a co-sponsor may submit a maximum of four (4) applications. Co-sponsoring an application does not count towards this limit. No more than 30% of total Cycle 4 funding available may be requested in a single application.

11. Evaluation/Scoring Criteria

Projects should, to the extent possible, take a comprehensive approach to Safe Routes to School, incorporating as many of the Federal Highway Administration’s “6 Es” as possible:

- Engineering - Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways.
- Education - Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.
- Enforcement - Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings , and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs.
- Encouragement - Using events and activities to promote walking and bicycling.
- Evaluation - Monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after the intervention(s).
- Equity – Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for students with disabilities, low-income students, Native American students, students of color, female students, LGBTQ students, students whose families speak a language other than English, homeless students, and other demographic groups.

The Scoring Committee will evaluate applications according to the following criteria:

CAPITAL PROJECTS CRITERIA

1) Safety

- a) Project will improve safety of pedestrians and/or bicyclists. Priority will be given to projects/programs that directly address demonstrated safety needs.
- b) Project will create or increase the security of physical property for bicyclists, such as bike parking.

2) Demand

- a) Serves a high volume of existing pedestrians and/or bicycle riders, or creates the potential for a high volume of pedestrian and/or bicycle riders.
- b) Serves multiple school routes.

3) Access and Connectivity

- a) Priority to projects that provide interface with other modes of transportation.
- b) Priority to projects that eliminate a gap or overcome an obstacle in a bicycle or pedestrian facility, allowing more convenient and safer travel. This includes bicycle security.

4) Outside Funding

- a) Priority to project(s) that have secured funding from other sources, including, but not limited to, Measure A Local Streets and Transportation Improvement Funds, or will use Measure A funds to leverage other funding.

5) Local Support

- a) Project is in a locally or regionally adopted plan; or
- b) Community outreach has been or is being completed; or
- c) There is other demonstrated community support, such as a written Letter of Support.

6) Project Readiness & Schedule

Submitted projects will be ranked based on project readiness. Priority will be given to:

- a) Projects which are fully funded, if application is approved.
- b) Projects which have considered and, if needed, resolved any foreseeable implementation issues.

PLANS & STUDIES CRITERIA

1) Plan Status and Study Significance

- a) Priority to jurisdictions with no bicycle or pedestrian plan, then to those with plans that are more than five years old, and thereafter to those with plans between three and five years old.
- b) Priority to studies that can be applied outside the jurisdiction completing the study and that can be shared with other jurisdictions.
- c) Priority to studies that have regional significance beyond their local benefits. Completion of study is advantageous to the regional network.

2) Outside Funding

- a) Priority to plan(s) that have secured funding from other sources, including, but not limited to Measure A Local Streets and Transportation Improvement Funds, or will use Measure A funds to leverage other funding.

PROGRAMS CRITERIA

1) Safety

- a) Priority to programs that focus on the safety of pedestrians and/or bicyclists near schools.
- b) Project will create or increase the security of physical property for bicyclists, such as bike parking.

2) Demand

- a) Priority to programs that serve a high number of South Coast students.

3) Outside Funding

- a) Priority to program(s) that have secured additional funds, including, but not limited to Measure A Local Streets and Transportation Improvement Funds, private donations and grants, in-kind donations, and volunteer hours.

4) Local Support

- a) There is demonstrated community support for the program, such as a written Letter of Support.

5) Effectiveness

- a) Program (or similar programs) has been shown to be effective at encouraging bicycling and/or walking, or improving bicycle and/or pedestrian safety near schools.

6) Implementation/Readiness

- a) Priority to programs have considered and, if needed, resolved any foreseeable implementation issues, have partnering agencies (if any) that have fully coordinated on program implementation, and for which program details are substantially determined in order to allow quick implementation once funding is received.

12. Consideration of Fairness and Equity

It is the intent of this program to fund a variety of Safe Routes to School projects and programs throughout the South Coast. Prior to each funding cycle, SBCAG will review previously funded projects to determine if program funds are being distributed fairly and equitably throughout the region and between project types. The scoring committee will place a heavy emphasis on the quality of applications when scoring.

If not, appropriate methods to ensure a fair and equitable distribution of funds will be developed with the assistance of local agency staffs and other stakeholders and recommended to the Subregional Committee and full SBCAG Board for approval.

13. Timely Use of Funds

To ensure that all funded projects are delivered in a timely manner, project sponsors must follow timely use of funds requirements for projects. If project sponsors do not meet the timely use of funds requirements, then extensions may be requested at the recommendation of the South Coast Subregional Planning Committee and approval of the SBCAG Board.

The timely use of funds schedules are as follows:

Capital Projects

Preliminary Engineering, Environmental and Design Projects must begin in the fiscal year they are programmed and be completed by the end of the following fiscal year. Project sponsors will have the opportunity to request one extension of up to 6 months for preliminary engineering, environmental and design projects.

Construction Projects must begin in the fiscal year they are programmed and be completed by the end of the second fiscal year following the fiscal year in which the funds were programmed. Project sponsors will have the opportunity to request one extension of up to 18 months for construction projects.

Plans & Studies

Plans and studies must begin in the fiscal year they are programmed and be completed by the end of the following fiscal year. Project sponsors will have the opportunity to request one extension of up to 12 months.

Programs

Programs must begin in the fiscal year they are programmed and be completed by the end of the final program fiscal year. Project sponsors will have the opportunity to request one extension of up to 12 months.

Extensions

The SBCAG Board may extend the deadlines for timely use of funds no more than one time and only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than the duration of time listed above for each type of project or project phase.

The extension request should describe the specific circumstance that justifies the extension and identify the delay directly attributable to that circumstance. The request should also identify any cost increase related to the delay and how the increase would be funded.

If the same project has been awarded funds in multiple cycles, the extension only applies to the current cycle funding is being billed against. In no circumstances will timely use of funds deadlines be retroactively or preemptively extended.

Any project or project phase granted an extension may not compete for additional funding for a subsequent phase until that project or project phase has been completed and funds are expended.

If any agency does not meet the timely use of funds requirements, then unused funds programmed to the project will be forfeited and be made available for programming in a special or subsequent funding cycle.

14. Cooperative Funding Agreement

Sponsors awarded funding will be required to sign a cooperative agreement with SBCAG for the project defining the scope, estimated cost, schedule for the project, progress reporting requirements, reimbursement process, timely use of funds deadlines, etc.

15. Reimbursement Program

It should be emphasized that the South Coast Safe Routes to School Program is a reimbursement program. Awardees must use their own funds first and submit invoices to SBCAG for reimbursement according to the process described in the cooperative funding agreement. Every third invoice submitted must demonstrate that appropriate Measure A match percentages (in individual cooperative agreements) have been met.

16. Progress Reports

A progress report will be used to document completed activities for all funded projects. Semiannual progress reports must be submitted to SBCAG by January 15th and July 15th of each fiscal year for which funds are programmed until project or program completion in order for the project to remain eligible for reimbursement. Non-compliance will place the project on the inactive list. A project which remains on the inactive list for one year will forfeit its funds and the funds will be made available for programming in a special or subsequent funding cycle.

Project completion reports must also be submitted to SBCAG within 6 months after a project has been completed.

ATTACHMENT 3

Measure A Safe Routes to School & Bicycle and Pedestrian Programs, Cycle 4 Call for
Projects Schedule



Measure A Safe Routes to School & Bicycle and Pedestrian Programs

Cycle 4 Call for Projects Schedule

Milestone	Regional Bicycle & Pedestrian Program	Safe Routes to School Program
Guidelines Committee meets to kick off Cycle 4 – Meeting 1	September 10 th	
Notification to schools on Cycle 4	September	
Guidelines Committee Meeting 2	Week of September 24	
SBCAG Board Issues Cycle 4 call for projects	October 19th	
Pre-applications due to SBCAG	November 16th	
SBCAG posts summary of pre-applications received for Cycle 4 on the Measure A website	November 19 th	
Sponsor agreements (if required) due to sponsor	December 3 rd	
Cycle 4 applications due to SBCAG	January 18, 2019	
Scoring Committee meets to score applications	March 15, 2019	
Presentation of Scoring Committee's recommendation to TTAC as an information item	April 4, 2019	
Presentation of Scoring Committee's funding recommendation to the Subregional Planning Committees for recommendation of approval	April 10, 2019	
Approval of projects by SBCAG board; approved projects are amended into the Measure A Program of Projects	April 18, 2019	
SBCAG and local agencies (sponsors) enter into cooperative agreements	May-July, 2019	
Reimbursable expenses can be incurred and projects with first-year funding can claim funds (contingent on cooperative agreement approval)	August 1, 2019	

ATTACHMENT 4

Measure A South Coast Regional Bicycle and Pedestrian Program and Safe Routes to
School Program – Estimated Available Funding for Cycle 4



Measure A South Coast Regional Bicycle and Pedestrian Program and Safe Routes to School Program

Estimated Available Funding for Cycle 4

The Measure A program includes \$13 million for the South Coast Regional Bicycle and Pedestrian Program over the 30-year life of the Measure A program.

The following are the estimated available amounts for Fiscal Years 2019/20 through 2021/22.

Prior Unprogrammed Interest	Actual revenues over estimates from Cycle 3 (FYs 16/17 and 17/18)	FY 19/20	FY 20/21	FY 21/22	Total
\$7,793	\$29,597	\$477,865	\$441,968	\$446,771	\$1,403,994

The Measure A program includes \$13 million for the South Coast Safe Routes to School Program over the 30-year life of the Measure A program.

The following are the estimated available amounts for Fiscal Years 2019/20 through 2021/22.

Prior Unprogrammed Interest	Actual revenues over estimates from Cycle 3 (FYs 16/17 and 17/18)	FY 19/20	FY 20/21	FY 21/22	Total
\$7,793	\$29,597	\$477,865	\$441,968	\$446,771	\$1,403,994

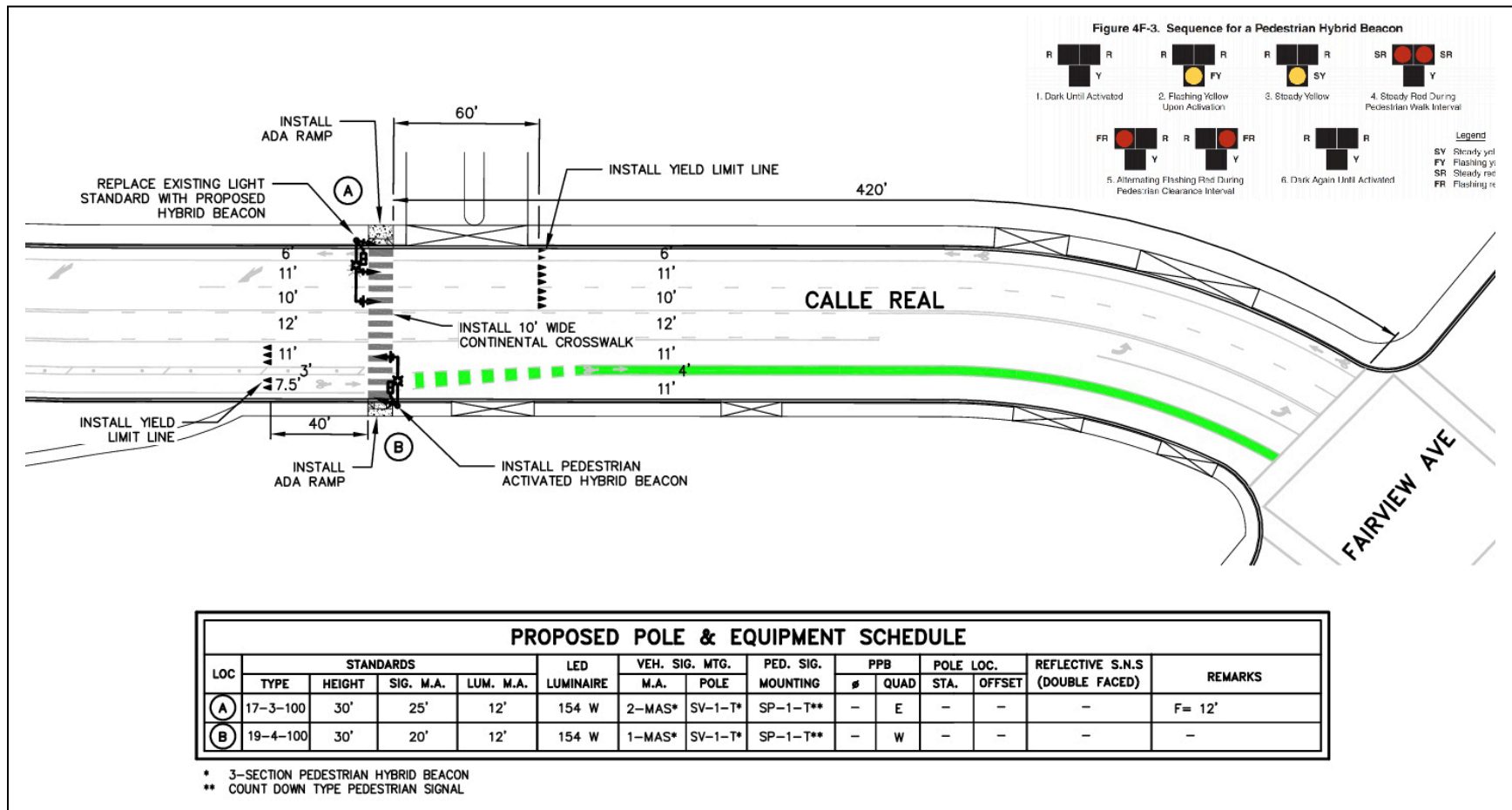
ATTACHMENT 5

Measure A South Coast Regional Bicycle and Pedestrian Program and Safe Routes to
School Program –Cycle 4 Preliminary CIP Project Sheets

Public Works

Crosswalk at Calle Real/Fairview – New

9099



Public Works

Crosswalk at Calle Real/Fairview – New

9099

<i>Description:</i>	The project will provide a crosswalk on Calle Real approximately 550 feet west of Fairview. The project will include the installation of a Pedestrian Hybrid Beacon (PHB) to enhance pedestrian crossing safety and improve visibility for pedestrians. The installation of a formalized crosswalk addresses existing pedestrian crossing patterns from the Fairview Overcrossing on the south to destinations in the Fairview Shopping Center and beyond to the north. The project will include constructing PHB system including signals on poles with mast-arms, developing a power supply, installation of pedestrian push buttons, new crosswalk markings, new striping, and signage.
<i>Benefit/Core Value:</i>	Strengthen City-wide infrastructure including roads and traffic circulation. Maintain a safe community.
<i>Purpose and Need:</i>	The purpose of the project is to formalize an additional crossing along Calle Real and provide for a safe pedestrian route from Old Town to the Fairview Center and destinations to the north. The project addresses the need to provide for a protected crosswalk for the currently unprotected pedestrian crossing of Calle Real in this location. Based on observation and study by the City's traffic engineer, staff has identified this location as meeting the warrants for a PHB protected crosswalk.
<i>Project Status:</i>	The project is in Preliminary Engineering.

Funding Source		Prior Year Actuals	FY 2017-18 Estimated Actuals	FY 2017-18 Projected Carryovers	PROPOSED					TOTAL
					FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23	
Project Phases										
704	Land Acquisition/ROW	-	-	-						-
705	Preliminary Eng/Environ	-	-	-			125,000			125,000
705	Construction/CM	-	-	-			175,000			175,000
TOTAL		-	-	-	-	-	300,000	-	-	300,000
Sources of Funds										
TBD	Local Match (15%)	-					45,000			45,000
935	To Be Determined (TBD) Other Grants/Sources	-	-		-		255,000			255,000
TOTAL		-	-	-	-	-	255,000	-	-	300,000

Public Works

Hollister Class I Multi-Use Path Lighting

9039/TBD

<i>Description:</i>	The project includes design and installing pathway lighting fixtures along the newly constructed Hollister Class I Bike/Multi-Use Path along the south side of Hollister Avenue from Pacific Oaks Road to Ellwood Elementary school. The conduit and pullboxes for the future lighting had been installed with the Class I bike/multi-purpose path construction. The project includes purchasing and installing and the lighting fixtures, installing wiring for the system, and providing electrical service.
<i>Benefit/Core Value:</i>	Strengthen Infrastructure and maintain a safe community.
<i>Purpose and Need:</i>	The newly constructed Hollister Class I Bike/Multi-Use Path Lighting project will add requested additional path lighting. The request is a result of the community engagement during and post-construction of the path project. There is sparse lighting along Hollister Ave from Pacific Oaks Rd to Pebble Beach Drive. The path is used heavily by residents and elementary school-aged students at Ellwood Elementary School. The community has requested the installation of lighting for safe usage of the path during dark hours
<i>Project Status:</i>	Preliminary Design.

					PROPOSED					
Funding Source		Prior Year Actuals	FY 2017-18 Estimated Actuals	FY 2017-18 Projected Carryovers	FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23	TOTAL
Project Phases										
704	Land Acquisition/ROW	-	-	-						-
705	Preliminary Eng/Environ	-	-	-		50,000				50,000
705	Construction/CM	-	-	-			400,000			400,000
TOTAL		-	-	-	-	50,000	400,000	-	-	450,000
Sources of Funds										
TBD	Local Match (15%)	-					60,000			60,000
995	To Be Determined (TBD) Other Grants/Sources	-	-		-		340,000			340,000
	TOTAL	-	-	-	-	-	340,000	-	-	400,000



Public Works

Storke Road Medians

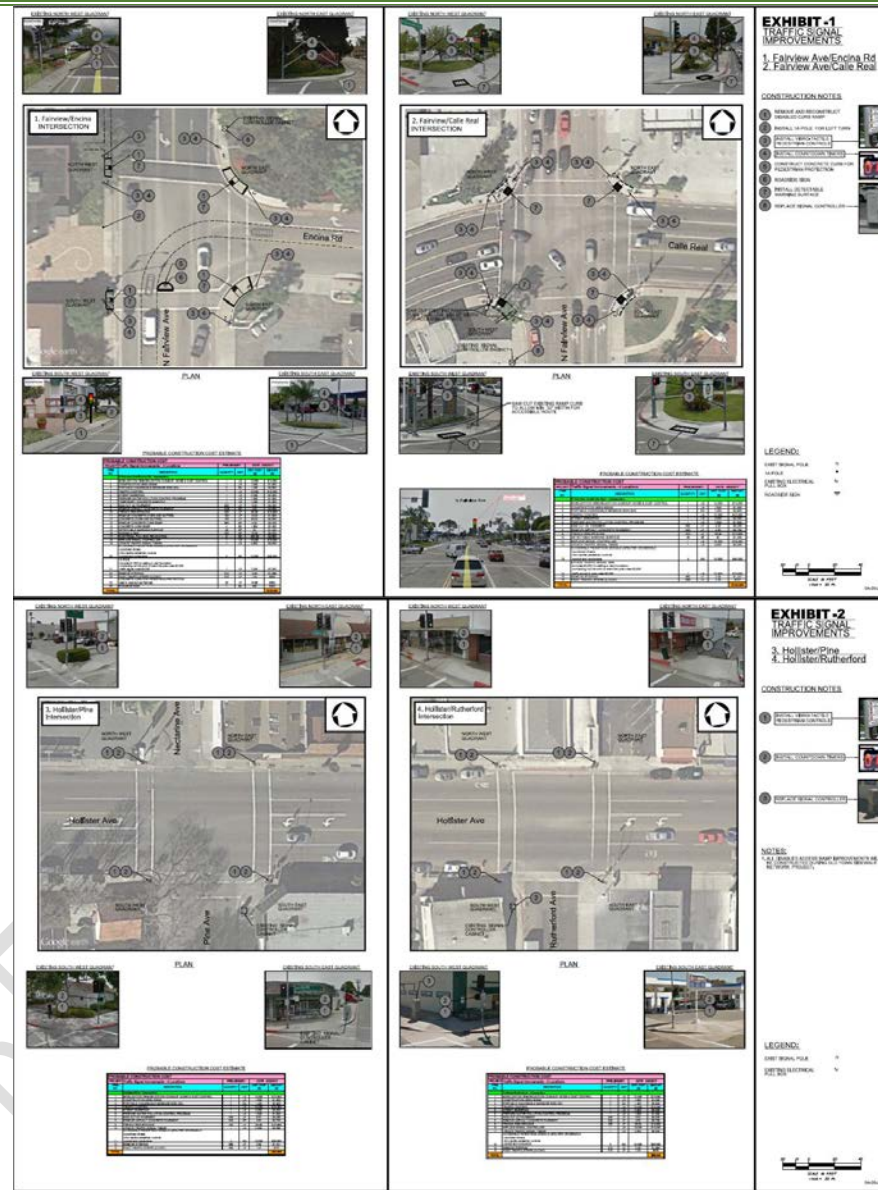
9062

<i>Description:</i>	Adjusting the medians on Storke Road near the Hollister Avenue intersection, relocate three bus stops, and option for reinstate a free right turn lane from NB Storke to Hollister.
<i>Benefit/Core Value:</i>	To maintain and improve City-wide facilities, roads and traffic circulation.
<i>Purpose and Need:</i>	The project will provide for adjusting the medians on Storke Road southbound to allow for increased left turn pocket storage areas.
<i>Project Status:</i>	The project is in the preliminary engineering stage.

		Prior Year Actuals	FY 2017/18 Estimated Actuals	FY 2017/18 Projected Carryovers	Proposed					TOTAL
					FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	
Project Phases										
704	Land Acquisition/ROW	-	-	-		350,000				350,000
706	Preliminary Eng/Environ	-	-	30,000	200,000	150,000				380,000
705	Construction/CM	-	-	-	-		750,000			750,000
TOTAL BY PHASE		-	-	30,000	200,000	500,000	750,000	-	-	1,480,000
Sources of Funds										
230	Long Range Development Plan	-	-	30,000	200,000	-	-			230,000
995	To Be Determined (TBD) Other Grants/Sources	-	-	-		500,000	750,000			1,250,000
TOTAL BY FUND		-	-	30,000	200,000	500,000	750,000	-	-	1,480,000

Public Works Signal Upgrades

9083



Public Works

Signal Upgrades

9083

<i>Description:</i>	This revised proposed project consists of evaluating, analyzing, and recording the existing traffic signal equipment for all traffic signals within the City limits. Additionally, the project will replace traffic signal controllers, conduits, conductors and other equipment, as well as providing new pedestrian push buttons, count-down timers and upgraded traffic signal poles and mast arms where required for the intersection of Hollister Avenue @ Rutherford Street, Hollister Avenue @ Pine Avenue, Fairview Avenue @ Encina Road and Fairview Avenue @ Calle Real.
<i>Benefit/Core Value:</i>	Strengthen Infrastructure and maintain a safe community.
<i>Purpose and Need:</i>	The purpose of the project is to improve traffic signal operation, reliability and intersection function, addressing the needs of vehicle and pedestrian safety and accessibility.
<i>Project Status:</i>	The project is in the preliminary engineering phase.

Funding Source		Prior Year Actuals	FY 2017-18 Estimated Actuals	FY 2017-18 Projected Carryovers	PROPOSED					TOTAL
					FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23	
Project Phases										
704	Land Acquisition/ROW	-	-	-						-
705	Preliminary Eng/Environ	-	8,151	141,850		125,000				275,001
705	Construction/CM	-	-	50,000	200,000					250,000
TOTAL		-	8,151	191,850	200,000	125,000	-	-	-	525,001
Sources of Funds										
101	General Fund	-	8,151	191,850	200,000		-			400,001
TBD	Local Match (15%)					25,000				
995	To Be Determined (TBD) Other Grants/Sources	-	-		-	100,000	-			100,000
TOTAL		-	-	-	-	100,000	-	-	-	500,001

Public Works

Ward Drive Sidewalk Infill

TBD

<i>Description:</i>	This project includes designing and constructing new sidewalk in front of 849 Ward Drive. The project will infill a 230 ft. gap of missing sidewalk along a 2,400 ft stretch of Ward Drive with recently constructed sidewalk extending from Ekwill Street to the terminus of Ward Drive at the Obern Trail. Right-of-way acquisition will be necessary in front of the 849 Ward Drive property to construct the project.
<i>Benefit/Core Value:</i>	Strengthen Infrastructure and maintain a safe community.
<i>Purpose and Need:</i>	The proposed project is a result of community input following the recent sidewalk and bike lane improvements along Ward Drive and new redevelopment improvements adjacent to the proposed project location. The project will remove a gap in the bicycle and pedestrian network.
<i>Project Status:</i>	The project is in the conceptual phase.

					PROPOSED					
Funding Source		Prior Year Actuals	FY 2017-18 Estimated Actuals	FY 2017-18 Projected Carryovers	FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23	TOTAL
Project Phases										
704	Land Acquisition/ROW	-	-	-						-
705	Preliminary Eng/Environ	-	-	-		85,000				85,000
705	Construction/CM	-	-	-			150,000			150,000
TOTAL		-	-	-	-	85,000	150,000	-	-	235,000
Sources of Funds										
TBD	Local Match (15%)	-				12,750	22,500			35,250
995	To Be Determined (TBD) Other Grants/Sources	-	-		-	72,250	127,500			199,750
TOTAL		-	-	-	-	72,250	127,500	-	-	235,000

Public Works

Citywide School Zones Signage and Striping Evaluation

TBD

<i>Description:</i>	This project includes evaluating and prioritizing the signage and striping needs in the vicinity of schools city-wide. The project will result in an asset database, Geographic Information Systems (GIS) maps, and recommended signage and striping improvements around schools within the City limits.
<i>Benefit/Core Value:</i>	Strengthen Infrastructure and maintain a safe community.
<i>Purpose and Need:</i>	The recommended new project is a result of the City's BPMP outreach process and completes the gap in the documentation and evaluation of the network.
<i>Project Status:</i>	The project is in the conceptual phase.

					PROPOSED					
Funding Source		Prior Year Actuals	FY 2017-18 Estimated Actuals	FY 2017-18 Projected Carryovers	FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23	TOTAL
Project Phases										
704	Land Acquisition/ROW	-	-	-						-
705	Preliminary Eng/Environ	-	-	-		150,000				150,000
705	Construction/CM	-	-	-						-
TOTAL		-	-	-	-	150,000	-	-	-	150,000
Sources of Funds										
TBD	Local Match (15%)	-				22,500	-			22,500
995	To Be Determined (TBD) Other Grants/Sources	-	-		-	127,500	-			127,500
TOTAL		-	-	-	-	127,500	-	-	-	150,000

Public Works

Covington Bridge Multipurpose Path Replacement

TBD

<i>Description:</i>	This project includes designing and constructing a new multipurpose path bridge across San Pedro Creek between Carlo Drive and Valdez Avenue. The bridge is on the North Goleta Route bike route and students and residents heavily use the crossing commuting to and from schools. The current bridge is pedestrian only recommending that users walk their bikes across the bridge.
<i>Benefit/Core Value:</i>	Strengthen Infrastructure and maintain a safe community.
<i>Purpose and Need:</i>	The recommended new project is a result of the City's BPMP outreach process.
<i>Project Status:</i>	The project is in the conceptual phase.

					PROPOSED					
Funding Source		Prior Year Actuals	FY 2017-18 Estimated Actuals	FY 2017-18 Projected Carryovers	FY2018-19	FY2019-20	FY2020-21	FY2021-22	FY2022-23	TOTAL
Project Phases										
704	Land Acquisition/ROW	-	-	-						-
705	Preliminary Eng/Environ	-	-	-			100,000			100,000
705	Construction/CM	-	-	-				300,000		300,000
TOTAL		-	-	-	-	-	100,000	300,000	-	400,000
Sources of Funds										
TBD	Local Match (15%)	-					15,000	45,000		60,000
995	To Be Determined (TBD) Other Grants/Sources	-	-		-		85,000	255,000		340,000
TOTAL		-	-	-	-	-	85,000	255,000	-	400,000