



## Board of Directors Agenda

Friday, June 28, 2024  
9 a.m.

Welcome to SANDAG. The Board of Directors meeting scheduled for Friday, June 28, 2024, will be held in person in the SANDAG Board Room. While Board of Directors members will attend in person, members of the public will have the option of participating either in person or virtually.

For public participation via Zoom webinar, click the link to join the meeting: <https://us02web.zoom.us/j/81956647715>

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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](mailto:clerkoftheboard@sandag.org) (please reference Board of Directors 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.*

# Board of Directors

Friday, June 28, 2024

## Comments and Communications

### 1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG 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. Board members and SANDAG staff also may present brief updates and announcements under this agenda item.

## Consent

### +2. Approval of Meeting Minutes

Approve

*Tessa Lero, SANDAG*

The Board of Directors is asked to approve the minutes from its May 24, 2024, meeting and the June 14, 2024, Tribal Summit.

[Meeting Minutes.pdf](#)

[Summit Meeting Minutes.pdf](#)

### +3. Meetings and Events Attended on Behalf of SANDAG

Information

*Francesca Webb, SANDAG*

This report provides an update on meetings and events attended by Board members.

[Meetings and Events.pdf](#)

### +4. Transportation Development Act: FY 2024 Productivity Improvement Program and FY 2025 Allocations

Approve

*Brian Lane, SANDAG*

The Transportation Committee recommends that the Board of Directors approve the eligibility of the Metropolitan Transit System and North County Transit District to receive their FY 2025 Transportation Development Act allocations of funds.

[TDA FY 2024 Productivity Improvement Program.pdf](#)

[Att. 1 - FY 2024 Productivity Improvement Performance Measures Summary.pdf](#)

[Att. 2 - FY 2024 Productivity Imp Perf Measure Results by Mode.pdf](#)

[Att. 3 - MTS Annual TDA Claim Form - Form B.pdf](#)

[Att. 4 - NCTD Annual TDA Claim Form - Form B.pdf](#)

[Att. 5 - CTSA Performance Monitoring Report FY 2024, Quarter 2.pdf](#)

### +5. FY 2025 Transportation Development Act and State Transit Assistance Claims

Adopt

*Marcus Pascual, SANDAG*

The Transportation Committee recommends that the Board of Directors:

1. Adopt Resolutions Nos. 2024-24 through 2024-29, approving the FY 2025 Transportation Development Act and State Transit Assistance (STA) claims in substantially the same form as the attached resolutions; and
2. Approve the STA findings as certified by the North County Transit District.

[FY 2025 TDA and STA Claims.pdf](#)  
[Att. 1 - TDA Summary of FY 2025 Claims.pdf](#)  
[Att. 2 - Description of TDA and STA Claims and Resolutions.pdf](#)

- +6. Federal Transit Administration Section 5311 Program of Projects** Approve  
*Richard Radcliffe, SANDAG*

The Transportation Committee recommends that the Board of Directors approve the Federal Fiscal Year 2024 apportionments of Federal Transit Administration Section 5311 Non-Urbanized Area Formula Program funds for the San Diego region.

[FTA Section 5311 POP.pdf](#)

- +7. Annual Public Transit Report** Approve  
*Zaccary Bradt, SANDAG*

The Transportation Committee recommends that the Board of Directors approve the submission of the Annual Public Transit Report to the State Legislature.

[Annual Public Transit Report.pdf](#)  
[Att. 1 - Annual Report on Public Transit in the SD Region.pdf](#)

- +8. Waiver of Timeline to Prepare Coordinated Plan** Approve  
*Tim Garrett, Rubi Morales, SANDAG*

The Board of Directors is asked to approve a waiver of Board Policy No. 018 to authorize staff to update the Coordinated Plan (Regional Short-Range Transit Plan and Coordinated Public Transit-Human Services Transportation Plan) by mid-2025 rather than 2024.

[Waiver of Timeline to Prepare Coordinated Plan.pdf](#)

- +9. Policy Advisory Committee Actions** Approve  
*Francesca Webb, SANDAG*

The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees since the last Board meeting.

[PAC Actions.pdf](#)

- +10. FY 2025 Transportation Development Act Unobligated Funds Reserve Release** Adopt  
*Marcus Pasquel, SANDAG*

The Transportation Committee recommends that the Board of Directors adopt Resolution Nos. 2024-20 through 2024-23, approving the release of Transportation Development Act reserves as requested by the Metropolitan Transit System, North County Transit District, the Consolidated Transportation Services Agency, and SANDAG.

[TDA Reserve Unobligated Funds Reserve Release.pdf](#)  
[Att. 1 - TDA Summary of FY 2025 Unobligated Funds Reserve Release Claims.pdf](#)  
[Att. 2 - FACT CTSA FY 2025 Workplan Reserve Release.pdf](#)  
[Att. 3 - Resolution Nos. 2024-20 through 2024-23.pdf](#)

- +11. Chief Executive Officer Delegated Actions\*** Information  
*Beth Lupu, SANDAG*

In accordance with various Board Policies, this report summarizes delegated actions taken by the Chief Executive Officer.



[CEO Delegated Actions.pdf](#)

[Att. 1 - Investment Securities Transactions Activity - May 2024.pdf](#)

**+12. Approval of Proposed Solicitations and Contract Awards**

Approve

*Kelly Mikhail, SANDAG*

The Board of Directors is asked to authorize the Chief Executive Officer to:

1. Conduct a solicitation for Next Gen Rapid Planning and Design as detailed in this report; and
2. Award contracts to the vendors identified in this report for Transportation Demand Management Outreach and Marketing and SANDAG Regional Vanpool Leasing Program.

[Approval of Proposed Solicitations and Contract Awards.pdf](#)

**+13. Approval of Proposed Solicitation: Otay Mesa East Port of Entry Project and Proposed Evaluation Criteria for Construction Manager/General Contractor Procurement**

Approve

*Shelby Tucker, Janet Yeh, Allie DeVaux, SANDAG*

The Board of Directors is asked to authorize the Chief Executive Officer to conduct a solicitation for the Otay Mesa East Port of Entry Project Construction Manager/General Contractor Services and approve the proposed evaluation criteria.

[Approval of Proposed Solicitation for OME CMGC.pdf](#)

[Att. 1 - Evaluation Criteria.pdf](#)

**+14. 2023 Regional Transportation Improvement Program Amendment No. 13 and Air Quality Conformity Re-Determination\***

Adopt

*Richard Radcliffe, Kirsten Uchitel, SANDAG*

The Transportation Committee recommends that the Board of Directors adopt Resolution No. 2024-31, approving Amendment No. 13 to the 2023 Regional Transportation Improvement Program and adopting the Air Quality Conformity Re-Determination.

[2023 RTIP Amendment 13 and AQC ReDetermination.pdf](#)

[Att. 1 - Reso 2024-31.pdf](#)

[Att. 2 - Table 1 Summary of Changes Report - Amend No 13.pdf](#)

**Reports**

**+15. LOSSAN Rail Realignment Project**

Discussion/  
Possible  
Action

*Danny Veeh, Keith Greer, SANDAG*

Staff will present an update on the California Environmental Quality Act Notice of Preparation and future National Environmental Policy Act processes for the LOSSAN Rail Realignment project, including proposed public outreach and engagement activities during the scoping period.

[San Diego LOSSAN Rail Realignment Project .pdf](#)

[Att. 1 - CEQA Notice of Preparation.pdf](#)

[Att. 2 - Screening Report.pdf](#)

[Supporting Materials.pdf](#)

**+16. Specialized Transportation Grant Program Cycle 13 Call for Projects\***

Approve

*Jenny Russo, Zach Rivera, SANDAG*

The Transportation Committee recommends that the Board of Directors approve the Specialized Transportation Grant Program Cycle 13 call for projects and other process changes as described in the report.

[STGP Cycle 13 CFP.pdf](#)

[Att. 1 - Discussion Memo.pdf](#)

[Att. 2 - STGP Cycle 13 Call for Projects.pdf](#)

[Supporting Materials.pdf](#)

**Closed Session**

**+17. Conference with Property Negotiators Pursuant to Government Code Section 54956.8**

*Betsy Blake, SANDAG; Matt Carlson, Hunter Rowe, CBRE*

The Board of Directors will be briefed on the status of the sale of the real property located at 5965 & 5975 Santa Fe Street, San Diego, CA (Assessor Parcel Numbers 359-010-40 and 359-010-41) and consider granting authority to its negotiators regarding the price and terms of payment for the property's sale on the open market.

**+18. Conference with Legal Counsel – Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(d)(2) (One Potential Case) and Potential Initiation of Litigation Pursuant to Government Code Section 54956.2(d)(4) (One Potential Case)**

*Samantha Foulke, SANDAG*

The Board of Directors will be briefed on a written claim filed by Rodrigo Rodriguez alleging lost wages in connection with work performed on behalf of a SANDAG contractor as well as the potential initiation of litigation for a related matter.

**Adjournment**

**19. Adjournment**

The next Board of Directors meeting is scheduled for Friday, July 12, 2024, at 10 a.m.

+ next to an agenda item indicates an attachment

\* next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item

## **May 24, 2024, Board of Directors Minutes**

### [View Meeting Video](#)

Vice Chair Sean Elo-Rivera (City of San Diego) called the meeting of the Board of Directors to order at 9:02 a.m.

#### **1. Non-Agenda Public Comments/Member Comments**

Public Comments: Dan Summers, Bee Mittermiller, Alan C., Truth, and Michael Brando.

Member Comments: Everett Townsend (Caltrans D-11), Councilmember Melanie Burkholder (Carlsbad), and Mayor Rebecca Jones (San Marcos).

Agency Updates: Vice Chair Elo-Rivera and Chief Executive Officer Coleen Clementson.

#### **Consent**

#### **2. Approval of Meeting Minutes**

The Board of Directors was asked to approve the minutes from its May 10, 2024, meeting.

#### **3. Quarterly Project Progress and Budget Update, FY 2024, Quarter 3\***

This quarterly report provided an update on the status of the agency's projects as approved in the FY 2024 Program Budget through March 2024 (Quarter 3).

#### **4. Overview of Developments in the Financial Markets, Quarterly Finance Report as of March 31, 2024\***

This report provided an update on the latest developments in the financial markets, economy, sales tax revenues, and strategies being explored and implemented to minimize possible impacts to the TransNet Program.

#### **5. Federal Transit Administration Draft FFY 2025-2027 Disadvantaged Business Enterprise Program Triennial Goal**

The Board of Directors was asked to approve the release of the Draft Proposed Triennial Federal Transit Administration Overall Disadvantaged Business Enterprise Goal and Methodology (FFY 2025-2027) for a 30-day public comment period.

#### **6. FY 2025 Transit Capital Improvement Program\***

The Transportation Committee recommended that the Board of Directors approve the submittal of Federal Transit Administration grant applications for the San Diego region; and adopt Regional Transportation Commission Resolution No. RTC-2024-02, approving Amendment No. 11 to the 2023 Regional Transportation Improvement Program.

#### **7. San Diego LOSSAN Rail Realignment Project Update**

This report provided an update on the San Diego LOSSAN Rail Realignment project.

## **8. Active Transportation Program Cycle 7 Call for Projects**

The Transportation Committee recommended that the Board of Directors adopt Resolution No. 2024-19, certifying the submission of the proposed 2025 San Diego Regional Active Transportation Program call for projects to the California Transportation Commission for use in the 2025 San Diego Regional Active Transportation Program competition.

## **9. Chief Executive Officer Delegated Actions\***

In accordance with various Board Policies, this report summarized delegated actions taken by the Chief Executive Officer.

Public Comments: Alan C., Item Nos. 2-9; Truth, Items No. 2-9; Allegedly Audra, Item Nos. 2-9; Mark, Item Nos. 2-9; Michael Brando, Item Nos. 3-9; Jason Wells, Item Nos. 3 and 6; Mike, Item Nos. 7 and 9; Consuelo, Item Nos. 2-9; Mary D., Item Nos. 2-9; Blair Beekman, Item Nos. 2-9; Gambler, Item Nos. 2-9; and Phone #415, Item Nos. 2-9.

Action: Upon a motion by Second Vice Chair Lesa Heebner (Solana Beach), and a second by Councilmember Luz Molina (National City), the Board voted to approve the Consent Agenda.

The motion passed.

Yes: Chairwoman Nora Vargas (County of San Diego), Vice Chair Elo-Rivera, Second Vice Chair Heebner, Councilmember Burkholder, Councilmember Carolina Chavez (Chula Vista), Councilmember John Duncan (Coronado), Deputy Mayor Terry Gaasterland (Del Mar), Mayor Bill Wells (El Cajon), Mayor Tony Kranz (Encinitas), Mayor Dane White (Escondido), Councilmember Jack Fisher (Imperial Beach), Councilmember Jack Shu (La Mesa), Mayor Racquel Vasquez (Lemon Grove), Councilmember Molina, Deputy Mayor Ryan Keim (Oceanside), Mayor Steve Vaus (Poway), Mayor Jones, Mayor John Minto (Santee), and Deputy Mayor Katie Melendez (Vista).

No: None.

Abstain: None.

Absent: None.

## **Reports**

### **10. Process for Removing Tolls on State Route 125**

Senior Director of Planning Antoinette Meier and Director of Accounting and Finance Dawn Vettese, and Nikki Tiongco and Marc Baza, Caltrans presented an overview of the process and anticipated costs and schedule for removing toll only operations from State Route 125. The Board of Directors was asked to provide feedback to staff on next steps.

Public Comments: Truth, Alan C., Allegedly Audra, Mark, Michael Brando, Gambler, Consuelo, Mike, Blair Beekman, Mary D., and Paul the Bold.

Vice Chair Elo-Rivera called the meeting to recess at 10:35 a.m.

Vice Chair Elo-Rivera reconvened the meeting at 10:41 a.m.

The Clerk of the Board reconfirmed a quorum.

Action: Upon a motion by Chairwoman Vargas, and a second by Councilmember Chavez, the Board voted to approve a budget amendment to provide the Board with a firm updated timeline and details that should include the Project Initiation Phase, Equity Analysis, and the Environmental Impact Report as well as any negotiations that go on with Caltrans, and conduct an analysis of opportunity costs for public safety without immediate investment in State Route 67.

The motion passed.

Yes: Chairwoman Vargas, Vice Chair Elo-Rivera, Second Vice Chair Heebner, Councilmember Burkholder, Councilmember Chavez, Councilmember Duncan, Deputy Mayor Gaasterland, Mayor Kranz, Mayor White, Councilmember Fisher, Councilmember Shu, Mayor Vasquez, Councilmember Molina, Deputy Mayor Keim, Mayor Jones, Mayor Minto, and Deputy Mayor Melendez.

No: Mayor Wells.

Abstain: None.

Absent: Poway.

## **11. Amendments to Bylaws and Board Policies**

The Board of Directors was asked to approve the proposed amendments to the SANDAG Bylaws and Board Policies and Board Policy No. 032: San Diego County Regional Transportation Commission Interest Rate Swap Policy.

Public Comments: Truth, Alan C., Allegedly Audra, Mark, Michael Brando, Gambler, Consuelo, Mike, Mary D., Blair Beekman, and Paul the Bold.

A motion was made by Mayor Jones, and a second by Councilmember Burkholder, to approve the proposed amendments to the SANDAG Bylaws and Board Policies and Board Policy No. 032: San Diego County Regional Transportation Commission Interest Rate Swap Policy, as amended to Board Policy No. 004 to add paragraph 3.9.7. All members of the Board and Policy Advisory Committee's leadership shall undergo de-escalation training during their term in order to best adhere to the purpose of this policy in order for the meeting to be conducted in an orderly fashion.

Action: Upon a substitute motion by Mayor Kranz, and a second by Chairwoman Vargas, the Board voted to approve the proposed amendments to the SANDAG Bylaws and Board Policies and Board Policy No. 032: San Diego County Regional Transportation Commission Interest Rate Swap Policy; except for Board Policy Nos. 004, 025, and 039

The motion passed.

Yes: Chairwoman Vargas, Vice Chair Elo-Rivera, Second Vice Chair Heebner, Councilmember Chavez, Councilmember Duncan, Deputy Mayor Gaasterland, Mayor Kranz, Councilmember Fisher, Councilmember Shu, Councilmember Molina, Deputy Mayor Keim, Mayor Jones, and Mayor Minto.

No: Councilmember Burkholder, Mayor Wells, and Mayor White.

Abstain: None.

Absent: Lemon Grove, Poway, and Vista.

## **12. FY 2025 Proposed Program Budget Amendment: Batiquitos Lagoon Double Track**

The Board of Directors was asked to approve an amendment to the FY 2025 Program Budget for the Batiquitos Lagoon Double Track project (Capital Improvement Project No. 1239816), increasing the total project budget by \$42.5 million.

Public Comments: Truth, Alan C., Allegedly Audra, Mark, Michael Brando, Gambler, Consuelo, Mike, Blair Beekman, Mary D., and Paul the Bold.

Action: Upon a motion by Mayor Kranz, and a second by Second Vice Chair Heebner, the Board voted to approve an amendment to the FY 2025 Program Budget for the Batiquitos Lagoon Double Track project (Capital Improvement Project No. 1239816), increasing the total project budget by \$42.5 million.

The motion passed.



Yes: Second Vice Chair Heebner, Councilmember Burkholder, Councilmember Chavez, Councilmember Duncan, Deputy Mayor Gaasterland, Mayor Kranz, Councilmember Fisher, Councilmember Shu, Councilmember Molina, and Supervisor Joel Anderson (County of San Diego).

No: Mayor White, Mayor Jones, and Mayor Minto.

Abstain: None.

Absent: El Cajon, Lemon Grove, Oceanside, Poway, City of San Diego, and Vista.

Closed Session Public Comments: Truth, Item Nos.13-15; Allegedly Audra, Item Nos.13-15; Mark, Item Nos.13-15; Michael Brando, Item Nos.13-15; and Paul the Bold, Item Nos.13-15.

Continued Non-Agenda Public Comments: Mark, Gambler, Consuelo, Mike, Allegedly Audra, Blair Beekman, Paul the Bold, and Mary D.

Second Vice Chair Heebner recessed to closed session at 1:23 p.m.

### **Closed Session**

#### **13. Conference with Legal Counsel –Significant Exposure to Litigation Pursuant to Government Code Section 54956.9 (D)(2) (One Potential Case)**

#### **14. Conference with Legal Counsel –Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(d)(2) (Two Potential Cases)**

The Board of Directors was briefed on two written claims filed by Silvia A. Castellanos Rodriguez and the Estate of Aurora Urea, Silvia A. Castellanos Rodriguez, Juan Sebastian Castellanos Rodriguez alleging damages arising from personal injuries occurring on I-5 in the vicinity of Canon Road in the City of Carlsbad.

#### **15. Conference with Legal Counsel – Pursuant to Government Code Section 54956.9 (D)(4): Potential Initiation of Litigation (One Potential Case)**

Second Vice Chair Heebner reconvened to open session at 2:08 p.m.

General Counsel John Kirk reported the following out of closed session: The Board met in closed session on Agenda Item Nos.13-15, and there is no reportable action at this time.

#### **16. Adjournment**

The next Board of Directors meeting is the 2024 Tribal Summit scheduled for Friday, June 14, 2024, at 10 a.m. The Tribal Summit will be held at Pala Casino, 11154 CA-76, Pala, CA.

Second Vice Chair Heebner adjourned the meeting at 2:09 p.m.

## Confirmed Attendance at SANDAG Board of Directors Meeting

Board of Directors	Title	Name	Attend
City of Carlsbad	Councilmember	Melanie Burkholder (Primary)	Yes
City of Chula Vista	Councilmember	Carolina Chavez (Primary)	Yes
City of Coronado	Councilmember	John Duncan (Primary)	Yes
County of San Diego	Chairwoman	Nora Vargas (Primary) (left at 12:59pm)	Yes
County of San Diego	Supervisor	Joel Anderson (Primary)	Yes
City of Del Mar	Deputy Mayor	Terry Gaasterland (Primary)	Yes
City of El Cajon	Mayor	Bill Wells (Primary) (left at 12:40pm)	Yes
City of Encinitas	Mayor	Tony Kranz (Primary)	Yes
City of Escondido	Mayor	Dane White (Primary)	Yes
City of Imperial Beach	Councilmember	Jack Fisher (Primary)	Yes
City of La Mesa	Councilmember	Jack Shu (Primary)	Yes
City of Lemon Grove	Mayor	Racquel Vasquez (Primary)(left at 12:30 pm)	Yes
City of National City	Councilmember	Luz Molina (Primary)	Yes
City of Oceanside	Deputy Mayor	Ryan Keim (Primary)	Yes
City of Poway	Mayor	Steve Vaus (Primary) (left at 10:35am)	Yes
City of San Diego	Councilmember	Raul Campillo (Alternate) (left at 11:54am)	Yes
City of San Diego	Vice Chair	Sean Elo-Rivera (Primary)(left at 12:57pm)	Yes
City of San Marcos	Mayor	Rebecca Jones (Primary)	Yes
City of Santee	Mayor	John Minto (Primary)	Yes
City of Solana Beach	Second Vice Chair	Lesa Heebner (Primary)	Yes
City of Vista	Deputy Mayor	Katie Melendez (Primary) (left at 12:30 pm)	Yes
Caltrans	Director	Everett Townsend	Yes
Metropolitan Transit System	Councilmember	Matthew Leyba-Gonzalez (Primary)	Yes
North County Transit District	Deputy Mayor	Jewel Edson (Primary)	Yes
Imperial County	Supervisor	Jesus Eduardo Escobar	No
U.S. Department of Defense	Executive Director	Dennis Keck (Primary)	Yes
Port of San Diego	Commissioner	Dan Malcolm (Primary)	No
San Diego County Water Authority	Director	Mel Katz (Primary)	Yes
SDCRAA	Director	Gil Cabrera (Primary)	Yes
Mexico	Vice Consul General	Gilberto Luna (Alternate)	No
SCTCA	Chairwoman	Erica Pinto (Primary)	No
Association of Planning Groups	Chairwoman	Robin Joy Maxson	Yes

## **June 14, 2024, Board of Directors Tribal Summit Minutes**

Second Vice Chair Lesa Heebner (Solana Beach) called the Retreat of the Board of Directors to order at 10 a.m.

### **1. Non-Agenda Public Comments/Member Comments**

Public comments: Tom Corringham, Albert Perdon, Truth, Allegedly Audra, and Mike.

Member comments: None.

### **2. Tribal Summit**

This Board of Directors participated in discussions with regional Tribal Leadership on regional collaboration, areas of mutual interest including transportation, climate, energy, cultural resources, and public safety.

The Board of Directors Tribal Summit recessed for lunch at 12:08 p.m.

The Board of Directors Tribal Summit reconvened at 12:55 p.m.

Public comments: Truth, Mike, Bryant Rumbaugh, and Timothy Bilash.

Action: Discussion.

Continued Non-Agenda Public Comments: Bryant Rumbaugh and Mary Davis.

### **3. Adjournment**

The next Board of Directors meeting is scheduled for Friday, June 28, 2024, at 9 a.m.

Second Vice Chair Heebner adjourned the Tribal Summit at 2:33 p.m.

**Board of Directors Tribal Summit Attendance**  
June 14, 2024

Board of Directors	Title	Name	Attended
City of Carlsbad	Councilmember	Melanie Burkholder (Primary)	Yes
	Mayor Pro Tem	Priya Bhat-Patel (1st Alt.)	No
	Mayor	Keith Blackburn (2nd Alt.)	No
City of Chula Vista	Councilmember	Carolina Chavez (Primary)	Yes
	Deputy Mayor	Alonso Gonzalez (1st Alt.)	No
	Councilmember	Jose Preciado (2nd Alt.)	No
City of Coronado	Councilmember	John Duncan (Primary)	No
	Councilmember	Mike Donovan (1st Alt.)	No
	Mayor	Richard Bailey (2nd Alt)	No
County of San Diego (Seat A)	Chairwoman	Nora Vargas (Primary)	Yes
	Supervisor	Terra Lawson-Remer (Alt)	No
	Supervisor	Monica Montgomery Steppe (Alt)	No
County of San Diego (Seat B)	Supervisor	Joel Anderson (Primary)	Yes
	Supervisor	Terra Lawson-Remer (Alt)	No
	Supervisor	Monica Montgomery Steppe (Alt)	No
City of Del Mar	Deputy Mayor	Terry Gaasterland (Primary)	Yes
	Councilmember	Tracy Martinez (1st Alt.)	No
	Mayor	Dave Druker (2nd Alt)	Yes
City of El Cajon	Mayor	Bill Wells (Primary)	No
	Councilmember	Steve Goble (Alternate)	No
City of Encinitas	Mayor	Tony Kranz (Primary)	Yes
	Councilmember	Kellie Hinze (1st Alt.)	No
	Deputy Mayor	Joy Lyndes (2nd Alt.)	No
City of Escondido	Mayor	Dane White (Primary)	No
	Councilmember	Michael Morasco (Alt)	No
	Councilmember	Joe Garcia (2 Alt)	Yes
City of Imperial Beach	Councilmember	Jack Fisher (Primary)	Yes
	Councilmember	Mitch McKay (1st Alt)	No
	Mayor Pro Tem	Matthew Leyba-Gonzalez (2nd Alt.)	No

Board of Directors	Title	Name	Attended
<b>City of La Mesa</b>	Councilmember	Jack Shu (Primary)	Yes
	Councilmember	Patricia Dillard (1st Alt)	No
<b>City of Lemon Grove</b>	Mayor	Racquel Vasquez (Primary)	Yes
	Councilmember	George Gastil (1st Alt.)	No
	Councilmember	Alysson Snow (2nd Alt.)	No
<b>City of National City</b>	Councilmember	Luz Molina (Primary)	Yes
	Councilmember	Jose Rodriguez (1st Alt.)	No
	Mayor	Ron Morrison (2nd Alt.)	No
<b>City of Oceanside</b>	Deputy Mayor	Ryan Keim (Primary)	No
	Councilmember	Rick Robinson (Alt)	Yes
<b>City of Poway</b>	Mayor	Steve Vaus (Primary)	No
	Deputy Mayor	Caylin Frank (1st Alt)	No
	Councilmember	Brian Pepin (2nd Alt.)	No
<b>City of San Diego (Seat A)</b>	Mayor	Todd Gloria (Primary)	No
	Councilmember	Raul Campillo (1st Alt)	No
	Council President Pro Tem	Joe LaCava (2nd Alt)	No
<b>City of San Diego (Seat B)</b>	Vice Chair	Sean Elo-Rivera (Primary)	No
	Councilmember	Vivian Moreno (1st Alt)	Yes
	Councilmember	Marni Von Wilpert (2nd Alt)	No
<b>City of San Marcos</b>	Mayor	Rebecca Jones (Primary)	No
	Councilmember	Ed Musgrove (1st Alt.)	No
	Deputy Mayor	Sharon Jenkins (2nd Alt)	No
<b>City of Santee</b>	Mayor	John Minto (Primary)	Yes
	Councilmember	Laura Koval (1st. Alt.)	No
	Councilmember	Ronn Hall (2nd Alt)	No
<b>City of Solana Beach</b>	Second Vice Chair	Lesa Heebner (Primary)	Yes
	Councilmember	David Zito (1st Alt.)	No
	Deputy Mayor	Jewel Edson (2nd Alt.)	No



Board of Directors	Title	Name	Attended
City of Vista	Deputy Mayor	Katie Melendez (Primary)	Yes
	Councilmember	Dan O'Donnell (1st Alt.)	No
	Mayor	John Franklin (2nd Alt.)	No

Advisory Members	Title	Name	Attended
Caltrans	Director	Everett Townsend (1st Alt.)	No
	Deputy Director	Roy Abboud (2nd. Alt.)	Yes
Metropolitan Transit System	Mayor Pro Tem	Matthew Leyba-Gonzalez (Primary)	No
	Councilmember	Patricia Dillard (Alternate)	No
	Councilmember	Ronn Hall (Alternate)	No
North County Transit District	Deputy Mayor	Jewel Edson (Primary)	Yes
	Mayor Pro Tem	Priya Bhat-Patel (1st Alt.)	No
	Councilmember	Sharon Jenkins (2nd Alt.)	No
Imperial County	Supervisor	Jesus Eduardo Escobar (Primary)	No
U.S. Department of Defense	Executive Director	Dennis Keck (Primary)	No
		Anna Shepherd (Alternate)	No
		Muska Laiq (Alternate)	No
Port of San Diego	Commissioner	Dan Malcolm (Primary)	No
		Job Nelson (Alternate)	No
San Diego County Water Authority		Mel Katz (Primary)	No
		Nick Serrano (1st Alt)	No
		Consuelo Martinez (2nd Alt.)	No
SDCRAA [DNP]		Gil Cabrera (Primary)	No
		James Sly (Alt)	No
Mexico	Consul General	Alicia Kerber-Palma (Primary)	No
	Deputy Consul General	Gilberto Luna (Alternate)	No
SCTCA	Chairman	Cody Martinez (Primary)	No
	Chairwoman	Erica Pinto (Alt)	Yes
Association of Planning Groups – San Diego County	Chairwoman	Robin Joy Maxon	Yes
		Eileen Delaney	No

## Meetings and Events Attended on Behalf of SANDAG

### Overview

In accordance with Government Code requirements, when members of a legislative body attend meetings at the expense of the local agency, a report is to be provided summarizing such meetings. Since the last report, Board of Directors members reported their participation in the following meetings and events on behalf of SANDAG. Key topics of discussion are also summarized.

### ***May 16, 2024: Bike Anywhere Day Pit Stops and Media Interviews***

Chairwoman Nora Vargas (County of San Diego), Deputy Mayor Terry Gaasterland (Del Mar), Mayor Tony Kranz (Encinitas), Councilmember Ed Musgrove (San Marcos), Councilmember Jack Shu (La Mesa), Mayor Racquel Vasquez (Lemon Grove), and Councilmember Carolina Chavez (Chula Vista) participated as the official SANDAG representatives for Bike Anywhere Day. The Board Members participated in Bike Anywhere Day activities including hosting a pit stop and promoting the event with interviews with various media outlets.

### ***May 20, 2024: LOSSAN Board Meeting***

Councilmember Joy Lyndes (Encinitas) participated in the LOSSAN Board meeting as the officially appointed SANDAG representative. The Board approved an amendment to an existing agreement to add funding for the Canada Honda Creek bridge replacement project; approved the selection of Crowe LLP to provide independent annual financial auditing services; received updates from SANDAG on the Del Mar Bluffs 5 project; and adopted proposed revisions to the LOSSAN policies and procedures as recommended by staff.

### ***May 22, 2024: CALCOG Board Meeting and Legislative Days***

Councilmember Jose Rodriguez (National City) participated in the CALCOG Meeting and Board Orientation as the officially appointed SANDAG representative. CM Rodriguez attended sessions to discuss legislative support and funding for high-priority programs and issues impacting COGs and specific actions undertaken by CALCOG.

### ***May 23, 2024: FACT Board Meeting***

Deputy Mayor Jewel Edson (Solana Beach) participated in the FACT Board Meeting as the officially appointed representative for SANDAG. The FACT Board received updates and reports from its partners including SANDAG. The Board discussed ridership for the RideFACTNOW service and the status of grant funded projects and programs.

### Action: Information

This report provides an update on meetings and events attended by Board members.

### Fiscal Impact:

Funding for expenses related to these meetings is provided via Overall Work Program Element No. 9000100 in accordance with Article III, Section 5 of the SANDAG Bylaws.

### Schedule/Scope Impact:

None.

***May 24, 2024: Board Meeting Presenter***

Councilmember David Zito (Solana Beach and Audit Committee Chair) participated in the SANDAG Board meeting as the official representative for the SANDAG Audit Committee. Chair Zito introduced the Board agenda item regarding the Audit Report for the Toll Operations System and presented details from the discussion and actions taken by the Audit Committee on this item.

***June 17, 2024: LOSSAN Board Meeting***

Deputy Mayor Lyndes participated in the LOSSAN Board meeting as the official appointed representative for SANDAG. The Board approved received updates on rail corridor performance, schedule, and service including ridership and revenues; state legislative support; and approved the RFP for the Ortega Siding Project; and discussed the capital and marketing programs. from SANDAG on the Del Mar Bluffs 5 project; and adopted proposed revisions to the LOSSAN policies and procedures as recommended by staff.

***Victoria Stackwick, Chief of Staff***

## Transportation Development Act: FY 2024 Productivity Improvement Program and FY 2025 Allocations

### Overview

The Transportation Development Act (TDA) provides one-quarter percent of the state sales tax for operating and capital support of public transportation systems and non-motorized transportation projects. SANDAG, as the designated Regional Transportation Planning Agency, is responsible for the allocation of TDA funds to the region's cities, county, transit operators, and the Consolidated Transportation Service Agency (CTSA).

Pursuant to California Public Utilities Code Section 99244, a transit operator can be allocated no more in FY 2025 than it was allocated in FY 2024 unless the region's transportation planning agency determines that the operator made a reasonable effort to implement the productivity improvement recommendations adopted after the last triennial TDA audit (completed in June 2022).

On February 23, 2024, the Board of Directors approved the TDA estimated apportionment of \$190.97 million for FY 2025, including \$135.31 million for the Metropolitan Transit System (MTS) and \$55.56 million for the North County Transit District (NCTD).

### Key Considerations

Since the outbreak of the COVID-19 pandemic, the transit industry has faced many challenges, with most transit service reporting ridership drops of approximately 50%. Recognizing the effect of the pandemic on transit revenues as well as the requirements set forth in the TDA, the Governor of California signed [Assembly Bill 90](#) (AB 90) on June 29, 2020, which suspends penalties related to farebox recovery ratios through FY 2021. AB 90 and Senate Bill 125 were passed in subsequent years to extend transit operator's exemptions from penalties or other revenue reduction provisions through the 2026 fiscal year. MTS and NCTD have implemented ridership recovery campaigns to stem the ridership losses and the agencies are starting to see positive changes in the performance metrics across the board for all services. Both transit agencies have experienced difficulties as a result of the ongoing bus operator shortage. MTS and NCTD have made many efforts to attract and retain bus operators including increasing hourly pay and providing signing bonuses. As a result, both agencies have seen a surge in the hiring and retention of operators and are on track to fully restore service to pre-pandemic levels in 2024.

### Action: Approve

The Transportation Committee recommends that the Board of Directors approve the eligibility of the Metropolitan Transit System and North County Transit District to receive their FY 2025 Transportation Development Act allocations of funds.

### Fiscal Impact

Approval of the requests will allow the requesting agencies to claim and receive their full FY 2025 Transportation Development Act revenue apportionment. Denial of the eligibility request may result in a potential reduction of funding of \$174,625 for the North County Transit District. The Metropolitan Transit System will be unaffected as their FY 2025 apportionment is less than in FY 2024.

### Schedule/Scope Impact

None.

### ***Operator Performance Review***

SANDAG evaluates operator effort by tracking performance measures over a rolling three-year period, as well as an annual review of actions taken by each operator to address recommendations received during the triennial audit. Based on the performance measures monitored as part of the TDA Productivity Improvement Program (Attachments 1 and 2), and the agencies responses to the audit recommendations (Attachments 3 and 4), staff has determined that MTS and NCTD have made reasonable efforts toward achieving their respective FY 2024 productivity improvements and should be allocated their full allocation of FY 2025 TDA funds.

### ***CTSA Performance Review***

At the direction of the Transportation Committee, SANDAG amended its contract agreement with Facilitating Access to Coordinated Transportation (FACT), the designated CTSA for San Diego County, in June 2019 to add performance measures. FACT's FY 2024 Quarter 2 report is included in Attachment 5 as a sample of the quarterly report submissions received since FY 2020. The monitoring report shows that FACT is complying with all requirements in the agreement.

### ***Next Steps***

Upon approval of the Board along with the approval of each agency's annual claims, the County Auditor will disburse TDA monies in accordance with the allocation instructions from SANDAG. SANDAG staff will continue to monitor the performance indicators on a quarterly basis.

### ***Antoinette Meier, Senior Director of Regional Planning***

- Attachments:
1. FY 2024 Productivity Improvement Performance Measures Summary
  2. FY 2024 Productivity Improvement Performance Measure Results by Mode
  3. MTS Annual TDA Claim Form (Form B)
  4. NCTD Annual TDA Claim Form (Form B)
  5. CTSA Performance Monitoring Report FY 2024, Quarter 2



## ***FY 2024 Productivity Improvement Performance Measures Summary***

This summary provides an overview of the Metropolitan Transit System (MTS) and the North County Transit District's (NCTD) performance through Quarter 2 of FY 2024. Attachment 2 includes charts for each of the six performance measures by mode. In the years prior to the COVID-19 outbreak, both MTS and NCTD had worked to improve ridership after years of decline. This downward trend was not unique to the San Diego region. MTS implemented its Transit Optimization Plan, while NCTD also implemented significant service changes to increase productivity. Both agencies also looked to stabilize ridership and revenue metrics by updating the regional fare ordinance and reinvesting resources from underutilized services into more productive areas and routes with high demand.

However, with the outbreak of the COVID-19 global pandemic in early 2020, the agencies faced declines in ridership while working to protect the health and safety of their employees and riders. COVID-19-related exemptions to farebox recovery ratio requirements have been approved by the legislature and will continue through 2026. With the pandemic subsiding, the agencies are starting to see returns in ridership as seen in the positive changes across the board for all services.

### ***MTS FY 2024 Quarter 2 Performance***

The results of the FY 2024 Quarter 2 MTS performance trend analysis indicate that:

- MTS Trolley has seen a 8.5 percent decrease in the operating cost per passenger, an 8.8 percent increase in the operating cost per revenue hour, an 18.9 percent increase in passengers per revenue hour, and a 24.7 percent increase in passengers per revenue mile since Quarter 2 in FY 2023.
- MTS Bus has seen a 2.5 percent decrease in the operating cost per passenger, a 0.4 percent decrease in the operating cost per revenue hour, a 3.0 percent increase in passengers per revenue hour, and a 3.8 percent increase in passengers per revenue mile since Quarter 2 in FY 2023.
- *Rapid* (Routes 201, 202, 204, 215, 225, 227, 235, and 237) has seen a 10.8 percent decrease in the operating cost per passenger, an 11.0 percent decrease in the operating cost per revenue hour, a 0.2 percent decrease in passengers per revenue hour, and a 1.0 percent decrease in passengers per revenue mile since Quarter 2 in FY 2023.
- MTS ADA has seen a 7.9 percent increase in the operating cost per passenger, a 9.3 percent increase in the operating cost per revenue hour, a 1.3 percent increase in passengers per revenue hour, and a 4.5 percent increase in passengers per revenue mile since Quarter 2 in FY 2023.

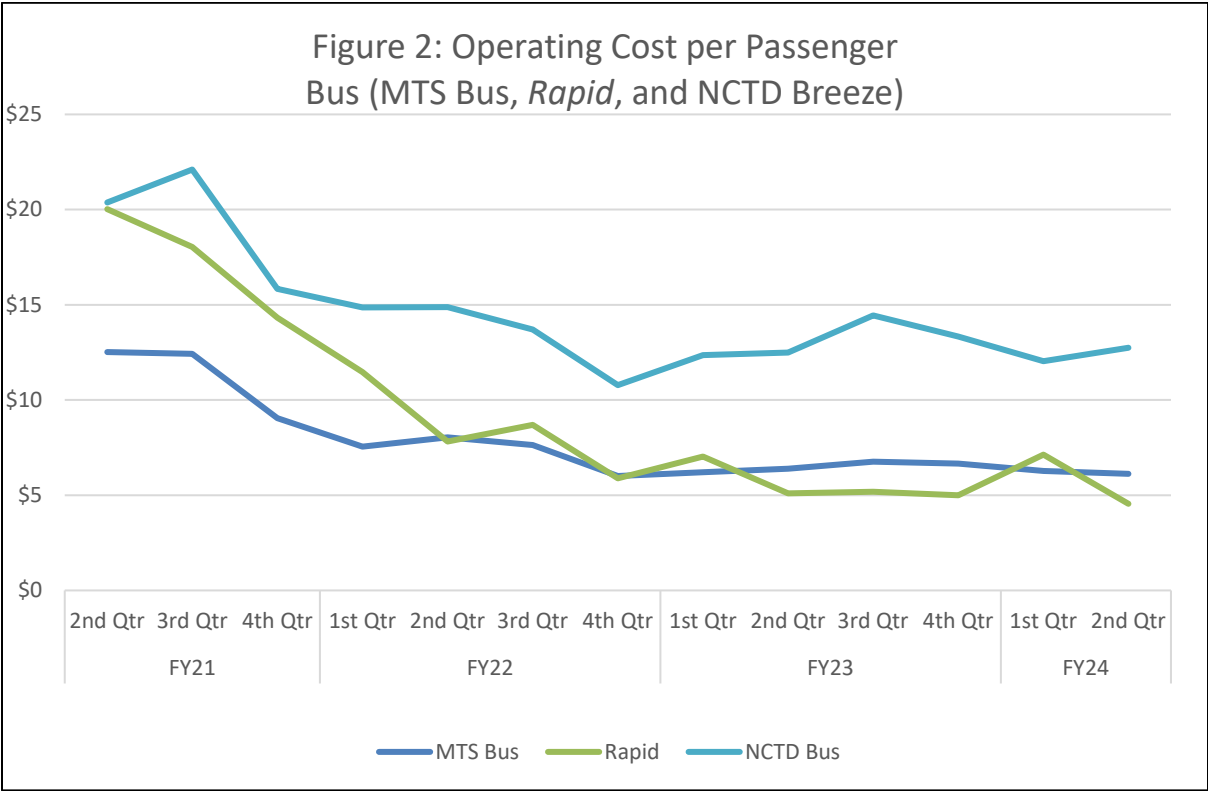
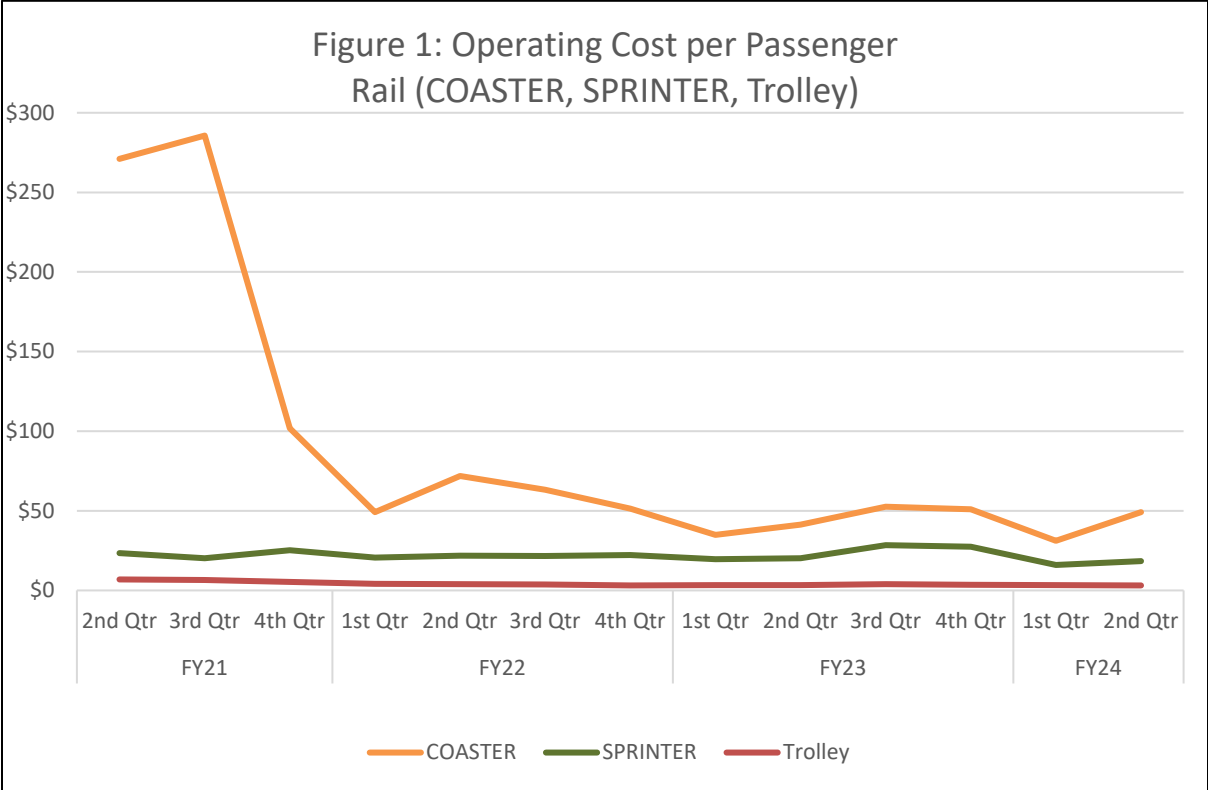
- MTS farebox recovery rate for fixed-route services ended the quarter at 20.3 percent. This meets the 20.0 percent TDA minimum threshold requirement required in years without exemptions. For ADA services, the farebox recovery rate ended the quarter at 7.3 percent, and is below the TDA minimum threshold of 10 percent.

### ***NCTD FY 2024 Quarter 2 Performance***

The results of the FY 2024 Quarter 4 NCTD performance trend analysis indicate that:

- NCTD COASTER has seen a 19.0 percent increase in the operating cost per passenger, a 22.9 percent increase in the operating cost per revenue hour, a 3.3 percent increase in passengers per revenue hour, and a 8.7 percent increase in passengers per revenue mile since Quarter 2 in FY 2023.
- NCTD SPRINTER has seen a 9.3 percent decrease in the operating cost per passenger, a 33.1 percent increase in the operating cost per revenue hour, a 46.6 percent increase in passengers per revenue hour, and a 46.2 percent increase in passengers per revenue mile since Quarter 2 in FY 2023.
- NCTD BREEZE (including FLEX) has seen a 1.9 percent increase in the operating cost per passenger, a 0.8 percent increase in the operating cost per revenue hour, a 1.1 percent decrease in passengers per revenue hour, and a 4.3 percent increase in passengers per revenue mile since Quarter 2 in FY 2023.
- NCTD ADA has seen a 1.6 percent increase in the operating cost per passenger, a 7.1 percent increase in the operating cost per revenue hour, a 5.4 percent increase in passengers per revenue hour, and a 16.7 percent increase in passengers per revenue mile since Quarter 2 in FY 2023.
- NCTD farebox recovery rate for fixed-route services ended the quarter at 7.5 percent, which is below the 18.8 percent TDA minimum threshold requirement in years without exemptions. For ADA services, the farebox recovery rate ended the quarter at 5.7 percent, which is below the TDA minimum threshold of 10 percent.

Q2 FY 2024 Productivity Improvement Results Evaluation



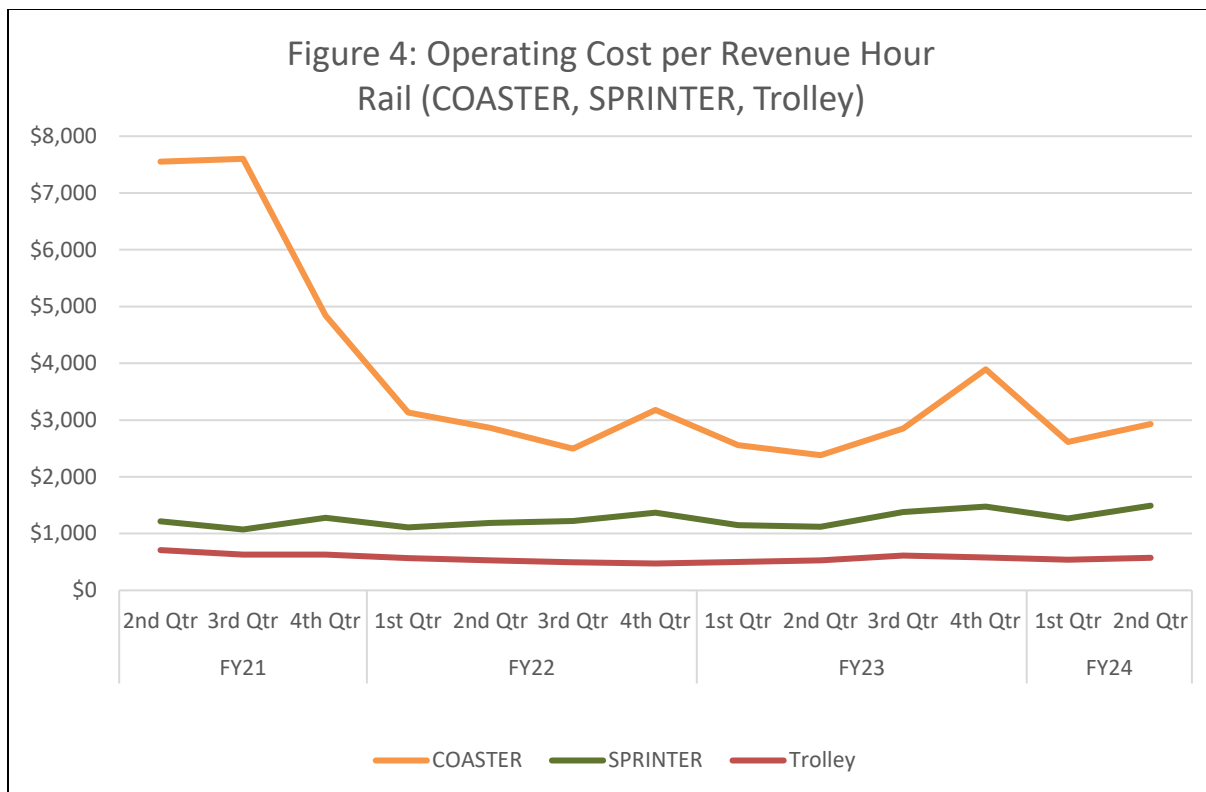
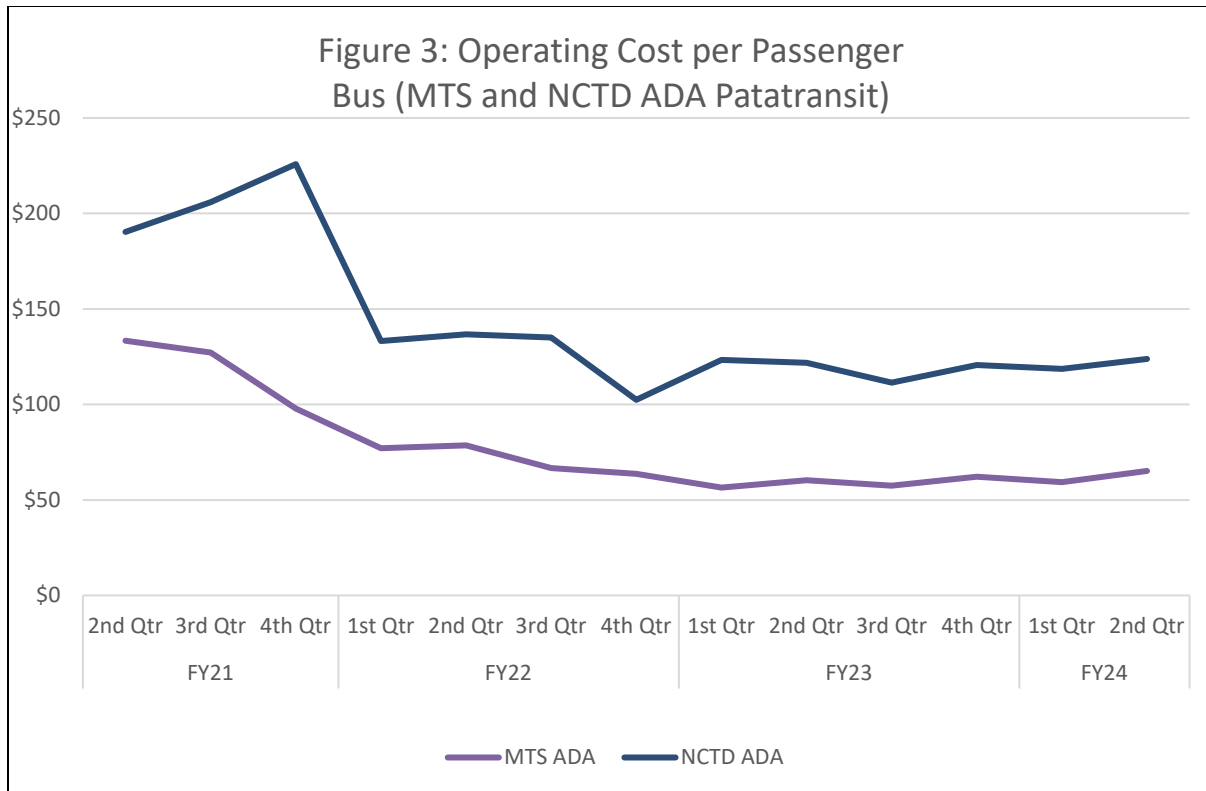


Figure 5: Operating Cost per Revenue Hour  
Bus (MTS Bus, *Rapid*, and NCTD Breeze)

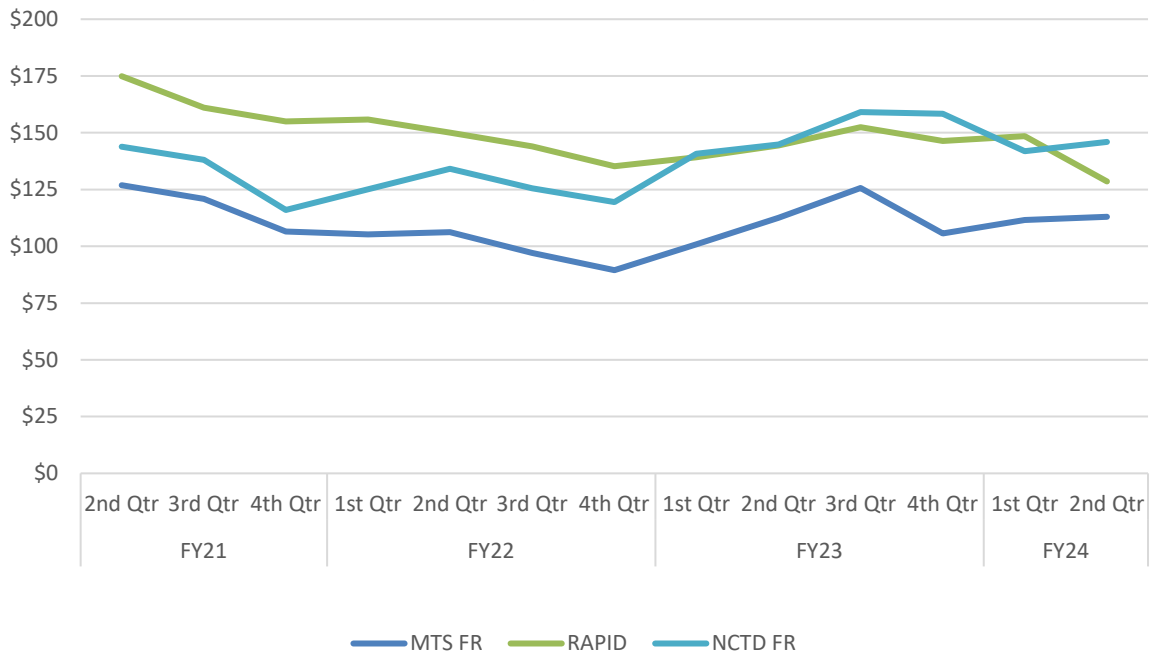


Figure 6: Operating Cost per Revenue Hour  
Bus (MTS and NCTD ADA Paratransit)

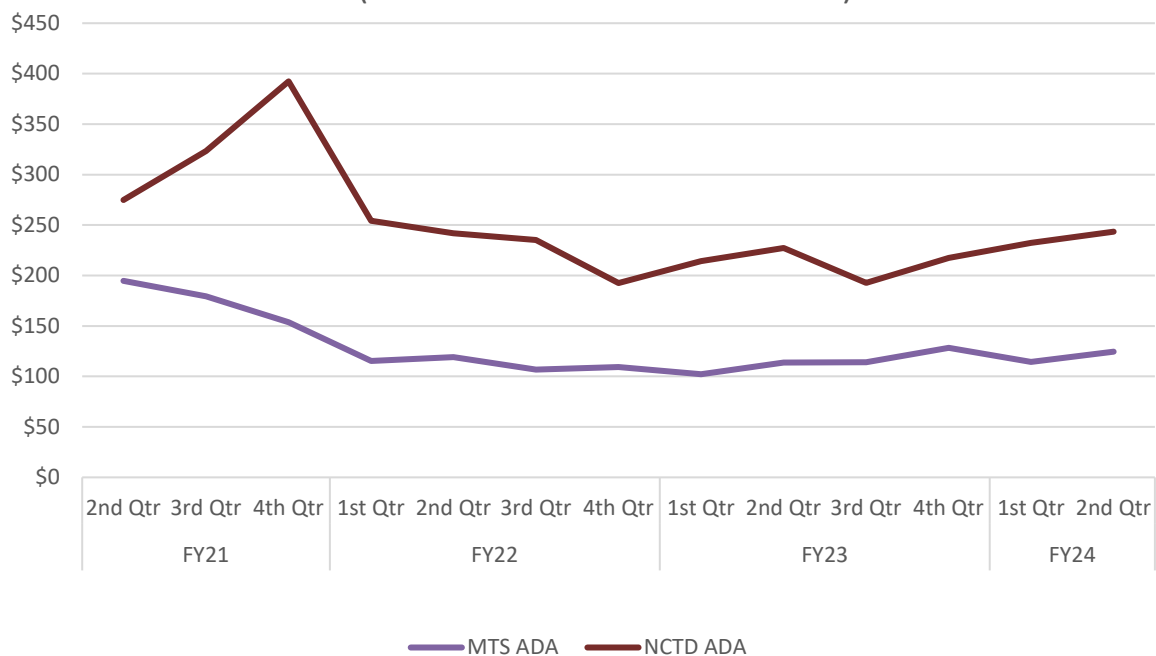




Figure 7: Passengers per Revenue Hour  
Rail (COASTER, SPRINTER, Trolley)

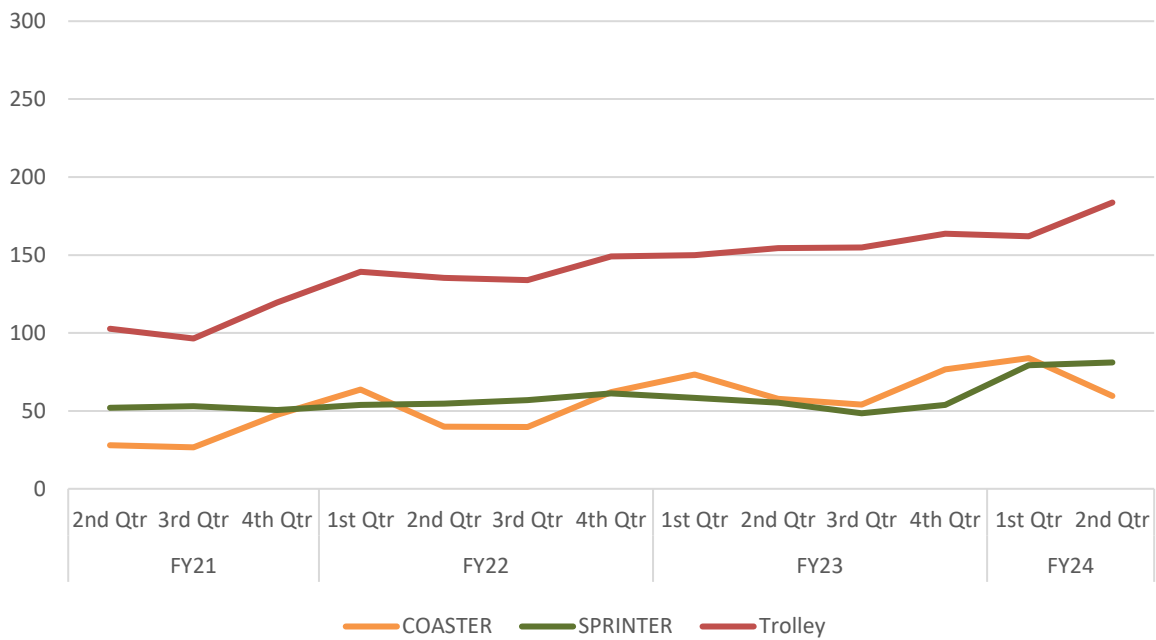


Figure 8: Passengers per Revenue Hour  
Bus (MTS Bus, Rapid, and NCTD Breeze)

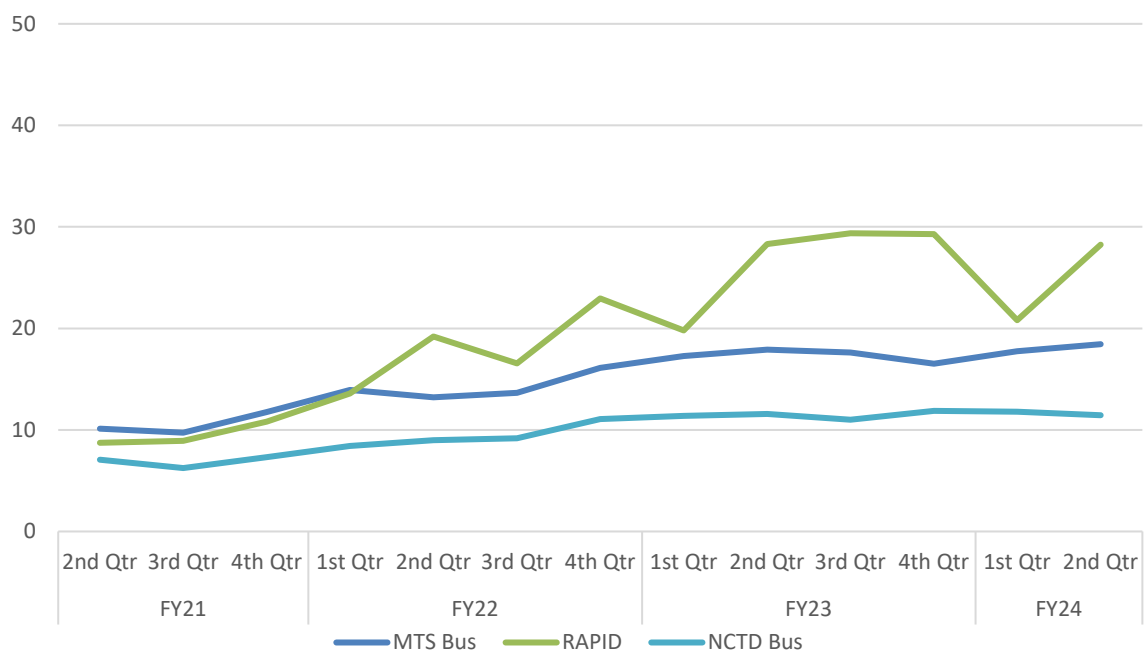


Figure 9: Passengers per Revenue Hour  
Bus (MTS ADA and NCTD ADA Paratransit)

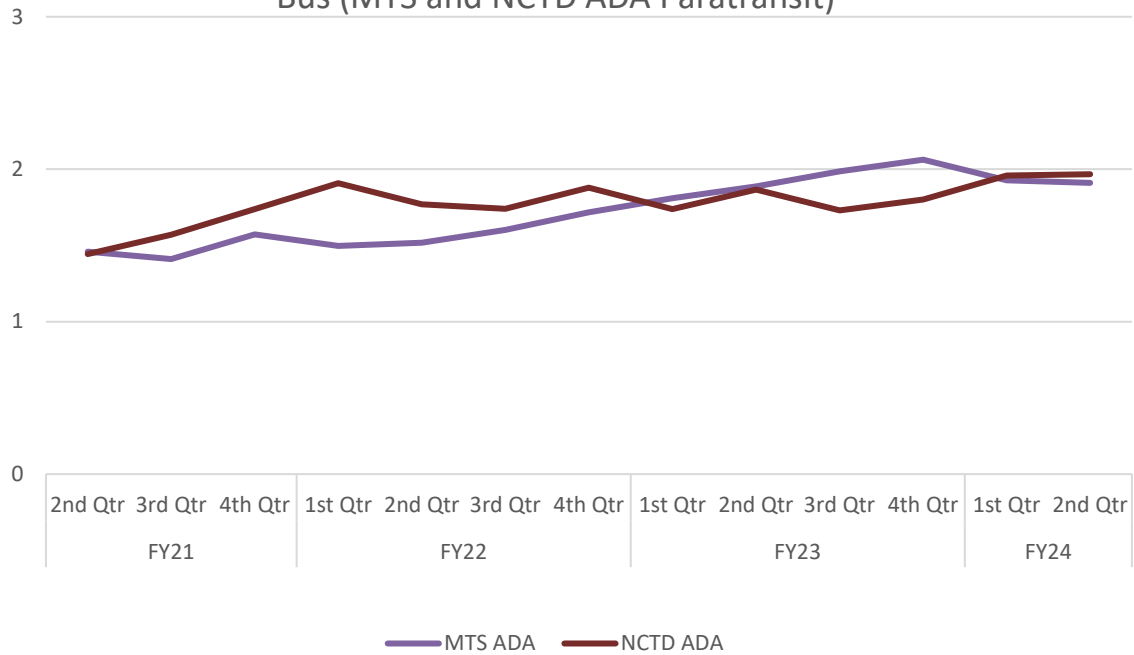


Figure 10: Passengers per Revenue Mile  
Rail (COASTER, SPRINTER, Trolley)

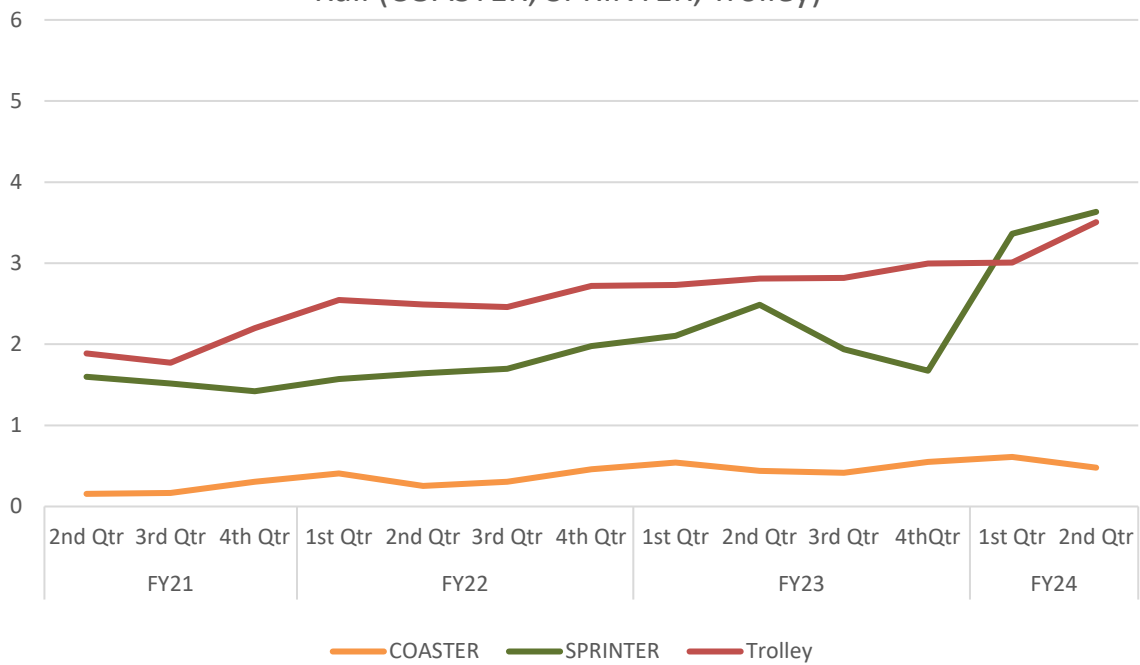


Figure 11: Passengers per Revenue Mile  
Bus (MTS Bus, *Rapid*, and NCTD Breeze)

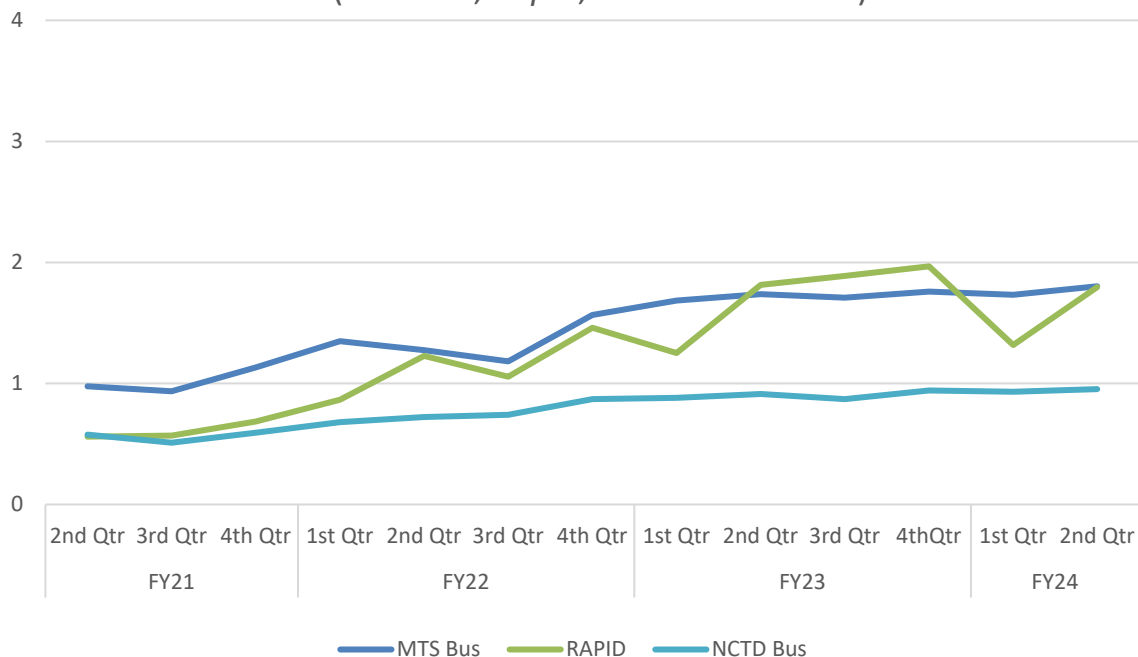


Figure 12: Passengers per Revenue Mile  
Bus (MTS and NCTD ADA Patatransit)

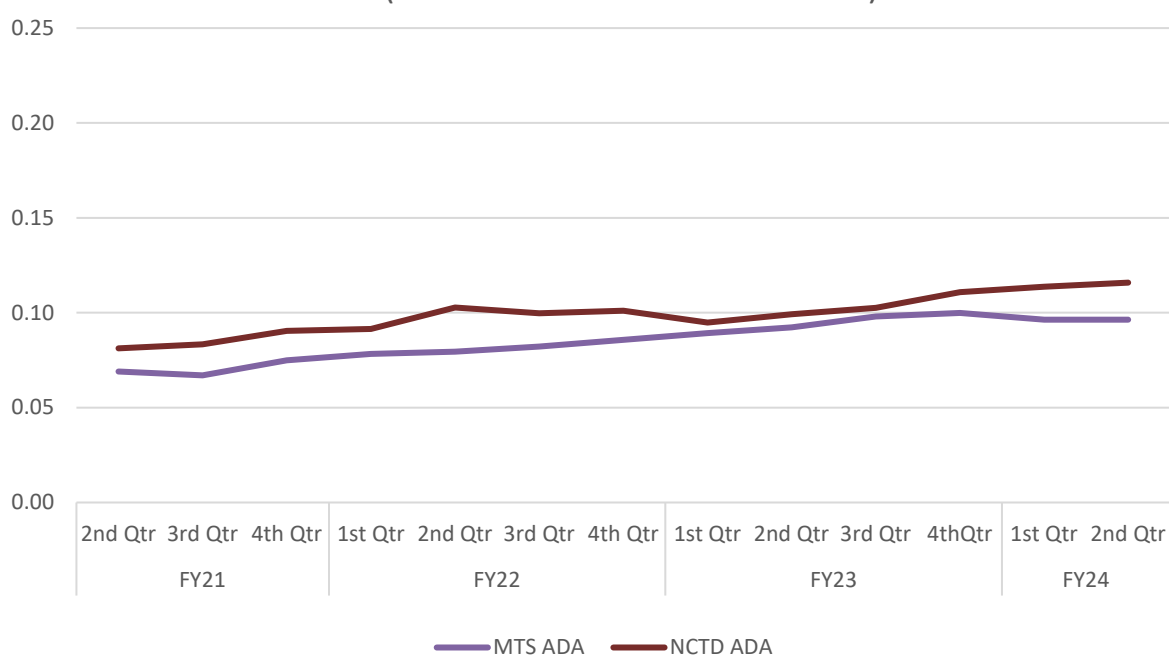


Figure 13: Revenue Hours per Employee  
Rail (COASTER, SPRINTER, Trolley)

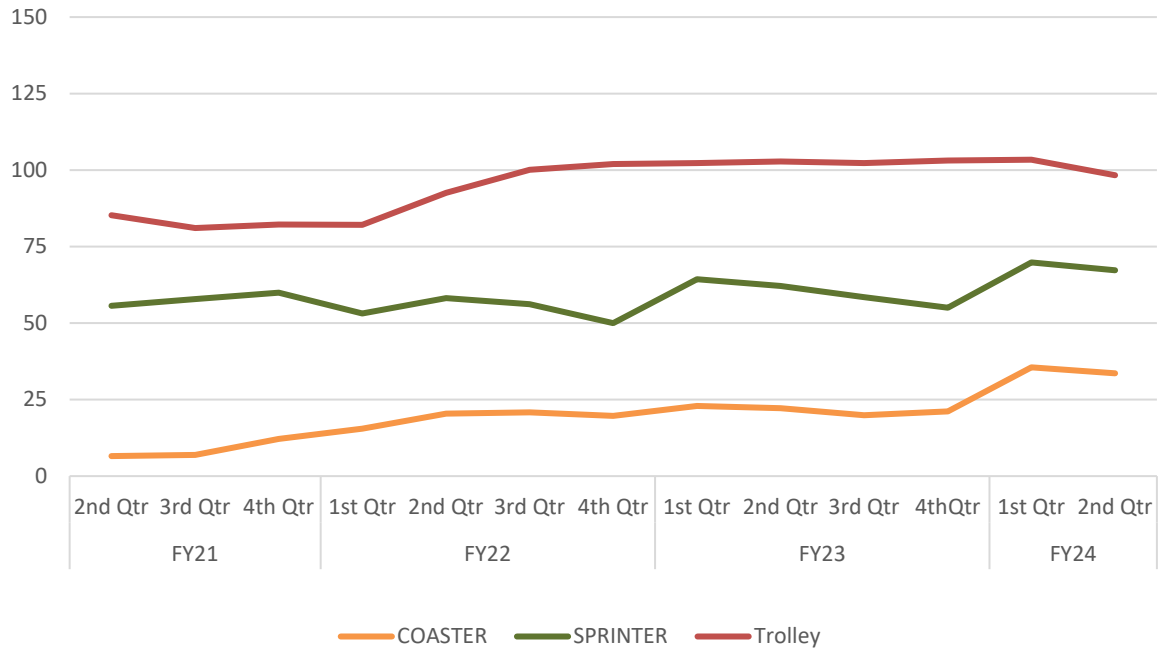
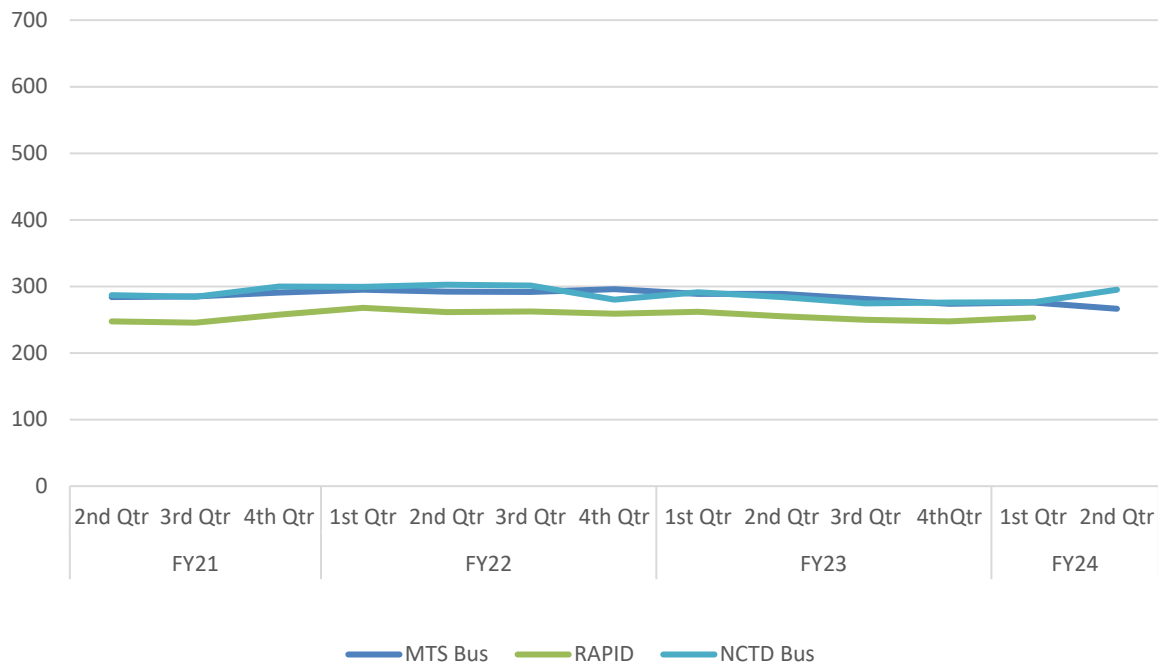


Figure 14: Revenue Hours per Employee  
Bus (MTS Bus, Rapid, and NCTD Breeze)



\*Employee counts for MTS RAPID are pending; to be updated.

Figure 15: Revenue Hours per Employee  
Bus (MTS and NCTD ADA Patatransit)

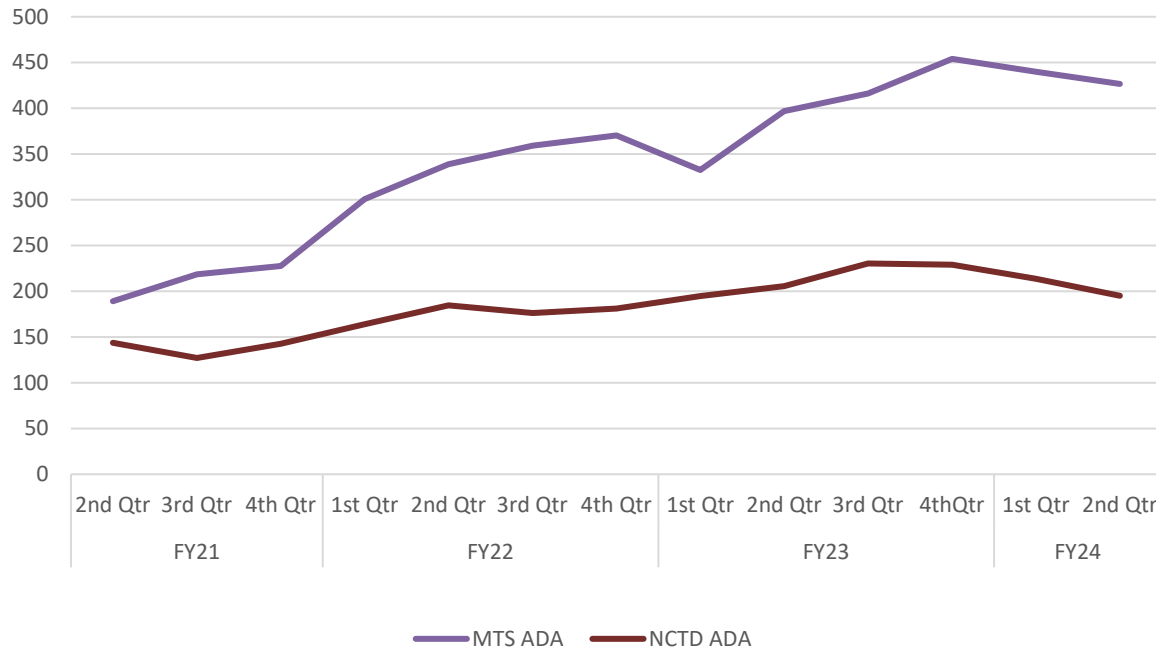


Figure 16: Farebox Recovery Ratio  
Bus and Rail (MTS Fixed Route)

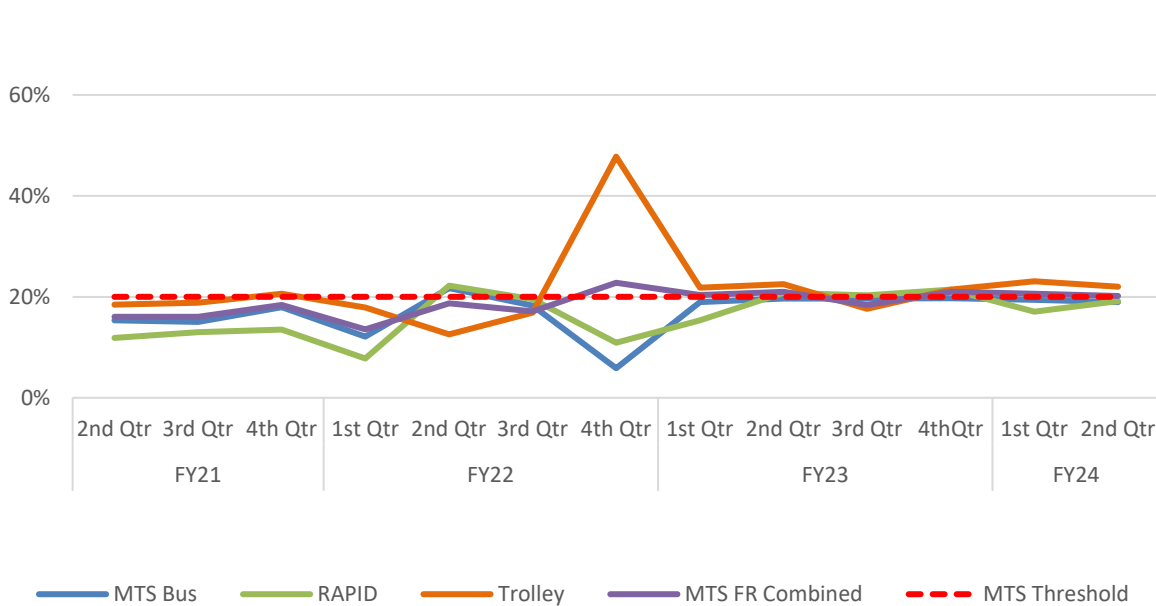


Figure 17: Farebox Recovery Ratio  
Bus and Rail (NCTD Fixed Route)

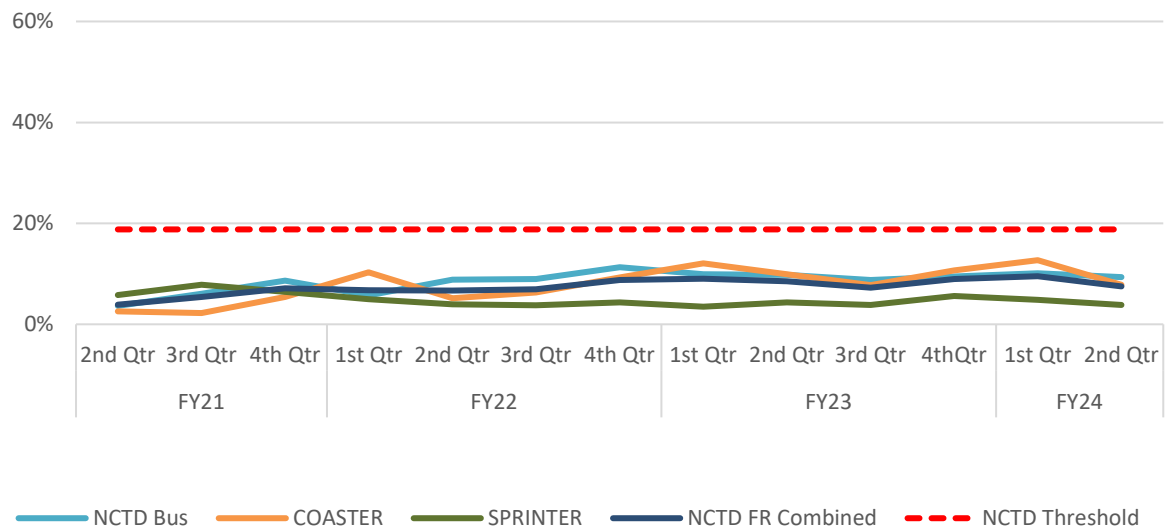
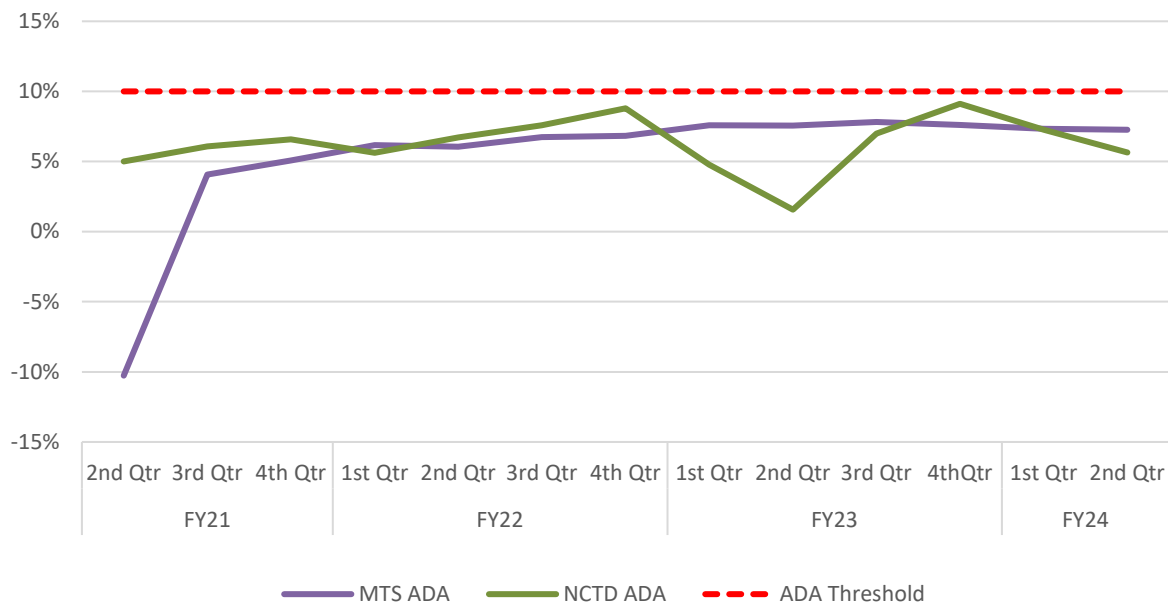


Figure 18: Farebox Recovery Ratio  
Bus (MTS and NCTD ADA Paratransit)



ANNUAL TDA CLAIM FORM

Form B

### STATEMENT OF EFFORTS MADE TO IMPLEMENT PERFORMANCE AUDIT RECOMMENDATIONS

SANDAG Staff Member: Zaccary Bradt Date Completed: April 19, 2024

Operator: Metropolitan Transit System (MTS)

Date of Last Performance Audit: June 2022

Page	Performance Audit Recommendation(s)	Actions Taken to Implement Recommendations
40	<p><b><u>Recommendations</u></b></p> <p>MTS should work with SANDAG TDA staff to achieve greater alignment with respect to the various uses and external reporting of farebox recovery ratio (for example, California TDA eligibility, annual financial accounting, NTD reporting, industry measure).</p>	<p>MTS has begun to, and will continue to, provide all of the various layers of operating and non-operating revenues with SANDAG and delineate which are eligible for inclusion within the farebox recovery ratio (FRR) for complete transparency in the calculation. MTS will then have a complete set of metrics that have the traditionally calculated FRR as well as an FRR that includes other eligible sources of revenues. This transparency is also now needed as we work with the Federal Transit Administration and their calculations of FRR in the annual National Transit Database report, and it will provide insight to our CPAs as they validate the calculation of our final agency FRR metric.</p>

## STATEMENT OF EFFORTS MADE TO IMPLEMENT PERFORMANCE AUDIT RECOMMENDATIONS

SANDAG Staff  
Member:

Zaccary Bradt

Date

Completed:

May 2024

Operator: North County Transit District (NCTD)

Date of Last Performance Audit:

June 2022

Page	Performance Audit Recommendation(s)	Actions Taken to Implement Recommendations
43	<p><b><u>Recommendation 1</u></b></p> <p>NCTD should work with SANDAG TDA staff to achieve greater alignment with respect to the various uses and external reporting of farebox recovery ratio (for example, California TDA eligibility, annual financial accounting, NTD reporting, industry measure).</p>	<p>NCTD already performs the calculations of Farebox Recovery Ratio utilizing local support and the exclusions allowed by TDA (Ratio) and reports this Ratio annually in the State Controller's Office reports. The Ratios reported to the State Controller's Office are for all modes of service combined (BREEZE, COASTER, SPRINTER, FLEX) and for paratransit; the Ratio is not reported individually by mode, except paratransit (LIFT). NCTD reported the combined and paratransit Ratios in its Fiscal Year 2023 (FY2023) Annual Comprehensive Financial Report (ACFR) and will continue reporting in the ACFR for future fiscal years</p>





CTSA Performance Monitoring Report		
<b>Consolidated Transportation Services Agency (CTSA)</b>  <b>Contact Information:</b> Arun Prem, Executive Director Full Access and Coordinated Transportation, Inc. (FACT) 760-754-1252 <a href="mailto:aprem@factsd.org">aprem@factsd.org</a> 516 Civic Center Dr., Oceanside, CA 92054		<b>QUARTER: 2</b> 10/01/23 - 12/31/23 mm/dd/yy - mm/dd/yy
		<b>Notes:</b>
		<b>Contract Number:</b> 5000644  TDA Article 4.5 Funds
TASK PERFORMANCE MEASURE/DELIVERABLE		QUARTERLY DATA
<b>1. Provide information and referral services.</b>		
Number of referrals	100% referrals number reported (by agency)	373
<b>2. Facilitate at least 4 Council on Access and Mobility (CAM) Meetings annually.</b>		
Manage CAM meetings and agendas	At least 4 CAM meetings held annually	•Quarterly CAM meetings •October 10, November 14
CAM meeting agendas	Report agenda and attendance from each CAM meeting	•See Attachment A , Pg. 2 for Agendas • Attendance: Approximately 25 to 30 participants each meeting
1 technical training workshop per year, and 6 training/education items on CAM agenda	Report all training items	•Ongoing: Online Harassment Prevention Trainign made available to members free of cost to help agencies meet the new employee training requirements. Online Mandated Reporter Training made available to members free of cost. •Eudcation items included presentations on code of conduct, best practices for collecting rider feedback, and shared technology platform coordination •December 2023 Annual Board of Directors Meeting (agenda included in Attachment A)
<b>3. Maintain a public webpage that hosts a comprehensive and up to date database of specialized transportation providers, including options for seniors and persons with disabilities.</b>		
Number of web hits to FACT website	100% documentation of web hits	9,075 web hits
Number of web hits for "Find a Ride" page	100% documentation of web hits	1,024
Number of providers in the database	Maintain contact with 100% of the agencies in the database each year	•Current number of agencies: 177 •Approximately 25% of agencies in the database are contacted each quarter to verify annually that all agencies' information is accurate. List of agencies contacted this quarter (Attachment A, Pg. 8) •Number of agencies added: 9 •Number of agencies removed: 16
<b>4. Increase/leverage available funding for senior/disabled transportation in the San Diego Region.</b>		
List of identified sources of funding.	Update funding inventory at least annually	Caltrans' FTA 5310 program, FTA 5339 (b) and (c) programs, FTA Mobility for All Grants, NCMC Grants, County of San Diego Community Enhancement Grant (CE) and Neighborhood Reinvestment Program (NRP), SANDAG's Specialized Transportation Program (STGP): TransNet SMG and FTA 5310), Sustainable Transportation Equity Project (STEP) Grant, Paycheck Protection Program (PPP), County Community Development Block Grant, California Small Business COVID-19 Relief Grant, Coronavirus Response and Relief Supplemental Apportionments Act of 2021 (CRRSAA) 5310 funds, American Rescue Plan Act (ARPA), SD Foundation: Age Friendly Communities Grant, NCMC Ready-to-Launch Grant, American Cancer Society Community Transportation, SANDAG Access for All (AFA) program, FTA Innovative Coordinated Access & Mobility (ICAM) Grant, County of SD TNC Access for All (AFA) Funds RFP 11561, Alliance Healthcare Foundation Grant, Yield Giving grant, SDG&E Community Assistance Grant, SD County RFQ 11724, As-Needed Emergency Transportation Services, and Coordinated Agency Services (Currently 10 contracts); Other contracts are currently under discussion and contract bids are pending.
Number of applications to SANDAG, DOT and other funding sources	Provide list of annual applications submitted and dollar amount of successful applications.	•Caltrans FTA Section 5310 – Awarded \$400,000 •SANDAG AFA Call for Projects – Awarded \$2,530,000 •SANDAG STGP Cycle 12 Call for Projects – In Oct. 2022, FACT applied for operating funds and MM funds - Awarded \$790,758 •American Cancer Society Community Transportation – Awarded \$10,000 •SDG&E Community Assistance Grant – Submitted letter of Interest Feb. 2023. Not awarded •Caltrans FTA 5339 B and C – Applied for vehicle funding in March 2023. Not awarded* As a non-profit FACT is not eligible to apply for many FTA grant program

## FY 2025 Transportation Development Act and State Transit Assistance Claims

### Overview

SANDAG, as the Regional Transportation Planning Agency, is responsible for apportionment of Transportation Development Act (TDA) funds each year in conformance with state statute. SANDAG is also responsible for submitting State Transit Assistance (STA) claims for North County Transit District (NCTD), while the Metropolitan Transit System (MTS) may receive its STA funds directly and adopt its own findings.

The County Auditor also receives an allocation based on estimates of its costs to administer the TDA program. Additionally, up to 2% of the total available funds under Article 4.5, the Community Transit Service program, is available to be claimed by the Consolidated Transportation Service Agency (CTSA). The remaining apportionment is available to be claimed by NCTD and MTS.

The transit operators and other member agencies submit their annual TDA claims based on the approved annual apportionment and in compliance with [SANDAG Board Policy No. 027](#).

On [February 16, 2024](#), the Transportation Committee recommended and on [February 23, 2024](#), the Board of Directors approved the TDA estimated apportionment of \$205.7 million for FY 2025.

Attachment 1 provides a summary of the TDA claims. Attachment 2 describes the TDA and STA claims that the funding would support in FY 2025, as well as the required resolutions for the FY 2025 requested claims.

### Key Considerations

The TDA program is the major funding source that supports the region's public transit operators and nonmotorized transportation projects, like bicycle and pedestrian projects. TDA comes from a quarter of a percent of state sales tax assessed in the region.

The STA program provides a second source of transit funding for transportation planning and mass transportation purposes, derived from the statewide sales tax on diesel fuel, and as specified by the Legislature.

### Action: Adopt

The Transportation Committee recommends that the Board of Directors:

1. Adopt Resolutions Nos. 2024-24 through 2024-29, approving the FY 2025 Transportation Development Act and State Transit Assistance (STA) claims in substantially the same form as the attached resolutions; and
2. Approve the STA findings as certified by North County Transit District.

### Fiscal Impact:

The total Transportation Development Act (TDA) claim amount for San Diego County is \$205.7 million for FY 2025. An additional \$1 million is set aside annually for the Active Transportation Grant Program call for projects, per Board of Directors direction in 2013. The North County Transit District and Metropolitan Transit System State Transit Assistance (STA) allocation estimates for FY 2025 are \$14,208,695 and \$39,085,292, respectively.

### Schedule/Scope Impact:

TDA funding may be used for various planning, programming, and administrative-related expenses; funding of bike and pedestrian facilities; and support of community transit services. STA funding may be used for both capital projects and transit operations.

**Next Steps**

Pending approval of the TDA and STA claims by the Board, the County Auditor would disburse TDA and STA monies in accordance with the allocation instructions from SANDAG.

***Kimberly Trammel, Director of Accounting and Finance***

Attachments:   1. Transportation Development Act: Summary of FY 2025 Claims  
                  2. Description of Transportation Development Act and State Transit Assistance Claims  
                      including Required Resolutions for the FY 2025 TDA/STA Claims

## Transportation Development Act Summary of FY 2025 Claims

	Metropolitan Transit System	North County Transit District	SANDAG	Coordinated Transportation Services Agency	Bicycle and Pedestrian*	County Auditor	Total
FY 2025 Apportionment	\$138,237,709	\$56,557,121	\$6,717,464	\$194,990	\$3,979,384	\$50,000	\$205,736,668
Prior Year Carryover					5,000,000		5,000,000
<b>Total Available to Claim</b>	<b>138,237,709</b>	<b>56,557,121</b>	<b>6,717,464</b>	<b>194,990</b>	<b>8,979,384</b>	<b>50,000</b>	<b>210,736,668</b>
<b>FY 2025 Claims</b>							
Article 3 - Non-Motorized (bicycle and pedestrian)					(2,979,384)		(2,979,384)
Article 4 - General Public Transit							0
Operations	(75,764,011)	(49,882,182)					(125,646,193)
Capital	(45,489,968)	0					(45,489,968)
Capital Transfer to SANDAG	(284,392)	0					(284,392)
Support of ADA Operations	(6,055,700)	(3,000,000)					(9,055,700)
Administrative/Planning Transfer to SANDAG	(2,647,252)	(900,866)					(3,548,118)
<b>Subtotal Article 4</b>	<b>(130,241,323)</b>	<b>(53,783,048)</b>					<b>(184,024,371)</b>
Article 4.5 - Community Transit Service (accessible service for the disabled)							
Operations	(6,780,428)	(2,774,073)		(194,990)			(9,749,491)
<b>Subtotal Article 4.5</b>	<b>(6,780,428)</b>	<b>(2,774,073)</b>		<b>(194,990)</b>			<b>(9,749,491)</b>
Article 8 - Special Provisions							
Express bus	(895,849)						(895,849)
Ferry service	(320,110)						(320,110)
<b>Subtotal Article 8</b>	<b>(1,215,959)</b>						<b>(1,215,959)</b>
Planning/Administration							
Administration			(563,777)			(50,000)	(613,777)
SANDAG Regional Planning			(6,153,687)				(6,153,687)
<b>Subtotal Planning/Administration</b>			<b>(6,717,464)</b>			<b>(50,000)</b>	<b>(6,767,464)</b>
<b>Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,000,000</b>	<b>\$0</b>	<b>\$6,000,000</b>

\*The SANDAG Board approved to set aside \$1 million per year for call for projects. The set aside amount is reflected in the apportionment and is not included in the claims.

\*\* Totals may not add up due to rounding.

## **Description of Transportation Development Act Claims**

Transportation Development Act (TDA) funding may be used for planning, programming, and administrative-related expenses, and as authorized under four separate articles of the law. Article 3 funds are designated for bicycle and pedestrian projects, Article 4 funds are used to provide general public transit services, Article 4.5 funds are designated for community transit services, and Article 8 funds support specialized services such as express bus and ferry services.

### ***Administration and Planning***

Provisions of the TDA (Public Utilities Code section 99233.2) allow SANDAG and the County of San Diego Auditor Controller's office to claim funds to administer the program. In addition, SANDAG, as the Regional Transportation Planning Agency, can claim up to 3% of the annual apportionment to conduct regional transportation planning activities. Consistent with the FY 2025 Program Budget, it is recommended that SANDAG claim \$6,153,687 to carry out planning activities, such as transportation analysis and modeling, economic and demographic analysis and modeling, and other related planning activities, and \$563,777 for TDA program administration, including the TDA annual financial audits, triennial performance audits, and claim administration. The County of San Diego Auditor Controller is claiming \$50,000 for TDA administration costs.

### ***Article 3 - Non-Motorized Claims (Bicycle and Pedestrian Projects)***

Article 3 claims provide for the development of bicycle and pedestrian facilities and are allocated based on a regionwide priority list of projects. For FY 2025, there is \$3,979,384 million available for bicycle and pedestrian projects in the FY 2025 apportionment. There is currently \$5,000,000 in carryover funds set-aside for the regional Active Transportation Grant Program call for projects.

- Of the available funding, \$2,979,384 is proposed to fund the Pershing Drive Project (Capital Improvement Program [CIP] No. 1223057), which is included in the Board-approved Regional Bike Plan Early Action Program.
- Of the remaining amount, \$1 million represents the set-aside for the regional Active Transportation Grant Program call for projects for FY 2025, consistent with Board direction.

### ***Article 4 General Public (Fixed Transit Route)***

Article 4 funds the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) operations, provides a local match for federally funded capital projects, and comprises the largest portion of the TDA claim. These funds provide the most flexible form of revenues and can be used for any purposes necessary to develop and operate the transportation system, including operations, capital purchases, payment of bond debt, and to augment specialized services.

The total Article 4 claim under MTS is \$127,309,679 while the NCTD total is \$52,882,182. Article 4 also reflects total \$3,832,510 for SANDAG including transfers to SANDAG, as well as additional support for services provided under Article 4. Use of this funding is consistent with the projects proposed for funding in the FY 2025 Transit Capital Improvement Program approved by the Board at its May 24, 2024, meeting.

#### **Article 4.5 Community Transit Service (Accessible Service for the Disabled)**

Article 4.5 funds are allocated in the San Diego region to support demand response transit services required by the Americans with Disabilities Act (ADA). [SANDAG Board Policy No. 027](#), requires that after allocating 2% of these funds to the Consolidated Transportation Services Agency (CTSA), funds be distributed between the two transit agencies in the region based on service area population. ADA operations for MTS and NCTD also are augmented by annual transit revenues from the *TransNet* Program.

- MTS and NCTD are claiming \$6,780,428 and \$2,774,073, respectively, to provide operating support for the accessible paratransit services in their respective service areas, including Access and ADA Suburban services.
- Facilitating Access to Coordinated Transportation, as the CTSA, is claiming \$194,990 to assist seniors, persons with disabilities, and social service recipients in San Diego County to meet their transportation needs. Exhibit A provides the CTSA annual work program.

#### **Article 8 Special Provisions (Express Bus, Ferry)**

MTS is the only operator that claims this article for its express bus services (\$895,849), and to pass-through the funding to the City of Coronado that provides the ferry service (\$320,110). The total Article 8 claim is \$1,215,959.

#### **State Transit Assistance Claims**

Per State Transit Assistance (STA) requirements, SANDAG is responsible for submitting claims on behalf of NCTD while MTS may receive its funds directly. Of the \$14,208,695 available, NCTD is requesting to use \$12,480,677 available under STA for operations and \$1,728,018 for capital projects. State law requires operators to meet certain qualifying criteria to determine service efficiency to use STA funds for operations. SANDAG calculated the operating qualifications and determined that NCTD would meet the criteria, thereby allowing the funds to be used for operations. NCTD is also required to affirm certain findings under the STA statute. Exhibit B provides these findings.

Attachment 2, Exhibit C includes the required resolutions for the FY 2025 requested TDA claims and Attachment 2, Exhibit D includes the FY 2025 STA claim.

Attachments:	Exhibit A:	Highlights of FY 2025 Consolidated Transportation Services Agency Work Plan
	Exhibit B:	North County Transit District State Transit Assistance Findings
	Exhibit C:	Draft Resolution Nos. 2024-24 through 2024-28 for FY 2025 Transportation Development Act Claims
	Exhibit D	Draft Resolution No. 2024-29 for FY 2025 State Transit Assistance Claim

Full Access & Coordinated Transportation, Inc. (FACT)  
Consolidated Transportation Services Agency (CTSA) for San Diego County

Work Plan for Fiscal Year 2025

As defined in the Social Services Transportation Improvement Act (AB 120), the CTSA is a public entity responsible for improving transportation services required by social service recipients by promoting the consolidation and coordination of social service transportation services. The scope of CTSA activities include being the regional coordinator of social service transportation information, centralized administration and dispatching, identification and consolidation of funding sources, coordinated and consolidated training programs and combined purchasing of vehicles, supplies and equipment.

In 2006 San Diego Association of Governments (SANDAG) designated Full Access & Coordinated Transportation, Inc. (FACT) the Consolidated Transportation Services Agency (CTSA) for San Diego County. As the CTSA, FACT works to improve dedicated transportation services for people with disabilities, seniors, social service agencies, health care providers, various organizations and individuals within San Diego County. FACT is also the planning representative of the social service transportation community and works with the region to develop updates to the Coordinated Plan. FACT has begun the process to update the Business Plan (2025-2030 Business Plan Update) that forms the planning foundation for organizational development and the expansion of coordinated services in the region.

**Expenses:**

**1. One-call/one-click Mobility Center**

**Maintain FACT website**

- Maintain FACT website to keep content current, optimized for searching
- Use website for marketing and outreach

**Maintain transportation provider database**

- Update content of the provider database on an ongoing basis
- Conduct outreach with potential new providers
- Optimize website travel planner for finding suitable transportation

**Telephone Referrals**

- Respond to telephone requests for transportation information. Educate callers about transportation options from database.
- Provide enhanced in-person customer service where necessary to assist with ADA application process or take reservations for other providers, etc.

**2. Regional Coordination**

**Administer Council on Access and Mobility (CAM) and Other Meetings**

- Conduct Council on Access and Mobility (CAM) meetings (at least 4 annually) and other meetings related to regional coordination
- Continue outreach to providers

Full Access & Coordinated Transportation, Inc. (FACT)  
Consolidated Transportation Services Agency (CTSA) for San Diego County

Work Plan for Fiscal Year 2025

- Represent CAM during Level 3 or higher emergencies and coordinate disaster response as needed. Coordinate with the County Office of Emergency Services (OES) to ensure effective emergency preparedness planning. Assist OES to develop an emergency response plan.
- Conduct monthly FACT Board of Director Meetings and Board subcommittees as needed

**Training/Workshops**

- Facilitate a workshop/ training on issues of interest to CAM and partners
- Include guest speakers and educational items during CAM meetings

**Support for grantees**

- Provide letters of support to agencies applying for grants after verifying coordination efforts.
- Assist applicants in finding coordination opportunities
- Form partnerships to apply for grants where appropriate
- Offer compliance related information to grantees

**Coordinated Planning**

- Provide ongoing technical assistance and support to social service transportation providers and all other interested parties to find solutions to overcome identified barriers to coordination, consolidation and collaboration
- Coordinate and conduct surveys, and assessments, both formal and informal, to determine stakeholder transportation needs, vehicle and other relevant resources and barriers to coordination
- Make presentations to stakeholder groups
- Evaluate coordinated programs for pilot projects leading to regional deployment
- Market services through press releases, brochures, newsletters, newspaper articles, special events, workshops, and community trainings.
- Participation in Social Services Transportation Advisory Council (SSTAC), ADA Review Groups, Alliance for Regional Solutions (ARS), Volunteer Driver Coalition, and Age Well Meetings, etc.
- Attend SANDAG Transportation Committee, SANDAG Board, NCTD and MTS Board, City Council, and County Board of Supervisors meetings as needed.
- Provide input, data, and pictures for the SANDAG Coordinated Plan.

**Coordinated transportation and vehicle sharing**

- Partner with social service agencies, healthcare providers, cities, County of San Diego, and transit agencies to assist clients in need of transportation.
- Partner with social service agencies, specialized transportation providers, and brokerage partners to share accessible vehicles.

**3. Management of CTSA Activities**

- Disseminate quarterly CTSA FACT Newsletter to ensure ongoing awareness of current related events
- Maintain the CTSA Mailing List



Full Access & Coordinated Transportation, Inc. (FACT)  
Consolidated Transportation Services Agency (CTSA) for San Diego County

Work Plan for Fiscal Year 2025

- Complete all required reporting
- Maintain memberships in State and National organizations committed to coordinated transportation and non-profit corporation development: California Association for Coordinated Transportation (Cal-Act), American Public Transportation Association (APTA), etc.
- Travel to conferences and sponsored trainings.
- Annually update FACT's Business Plan covering the following areas: governance, regional needs assessment, integration of current CTSA work activities, technical assistance and coordination planning, information and marketing initiatives, service contracting and operations programs, policy development and advocacy, trip demand estimation and utilization projections, funding and financial projections.
- Maintain FACT's staff to ensure capacity to support ongoing programs and services and expansion as per the approved Business Plan.
- Participate in Annual TDA 4.5 Audit, Internal Agency Audit, and Triennial TDA 4.5 Audits
- Report Scope of Work deliverables to SANDAG quarterly

**4. Grant Support**

- Apply for Section 5310, Senior Mini-Grant, and other grant funding to support core CTSA activities
- Provide local match funds as needed to support awarded grant projects

**5. Transportation services**

- Provide RideFACT transportation for seniors, individuals with disabilities, and other underserved vulnerable populations in San Diego County.

All TDA 4.5 funding for FY 2025 will be used for CTSA activities. FACT was awarded 5310 funding to support these activities.

**FACT/CTSA  
TDA 4.5 Claim  
Expense Request  
FY 2025**

<b>1. One-call/One-click Mobility Center</b>		
Rent		35,000.00
Indirect Costs		71,000.00
Telephony, Software Development		15,000.00
Website Maintenance/Development		25,000.00
Outreach/Marketing		3,990.00
<b>2. Regional Coordination</b>		
CAM, Board, Trainings, and Other Meeting Expenses		15,000.00
<b>3. Management of CTSA Activities</b>		
Salaries and Benefits		30,000.00
<b>Total Request</b>	<b>\$</b>	<b>194,990.00</b>

**WHEREAS**, the North County Transit District ("Claimant") hereby affirms the certifications and required findings as part of the Transportation Development Act (TDA) and State Transit Assistance (STA) Claims for FY2025 as follows:

Finding #1: The Claimant's proposed expenditures are in conformance with the Regional Transportation Plan (RTP).

Finding #2: The Claimant is proposing a level of fare revenue sufficient to meet the fare revenue operating cost ratio requirements of Public Utilities Code (PUC) 99268.2, 99268.3, 99268.5 and 99268.9, as applicable.

Finding #3: The Claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

Finding #4: The sum of the Claimant's allocations from the STA Fund and the Local Transportation Fund do not exceed the maximum for which the Claimant is eligible.

Finding #5: Priority consideration has been given to offsetting unanticipated increases in the cost of fuel, enhancing existing public transportation services, and meeting high-priority regional needs.

Finding #6: The Claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC 99244.

Finding #7: The Claimant is not prevented by a labor contract entered into after June 28, 1979, from employing part-time drivers or from contracting with common carriers.

Finding #8: The Claimant has on file a certification by the Department of the California Highway Patrol verifying compliance with section 1808.1 of the Vehicle Code, pursuant to PUC 99251.

Finding #9: The Claimant is in compliance with the requirements of PUC 99314.6.

Authorized Representative/Contact:



(Signature)

Name: Shawn Donaghy  
Title: Chief Executive Officer



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## Resolution No. 2024-24

### Approving the Allocation of FY 2025 Transportation Development Act Funds Planning and Administration

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2025 TDA funds pursuant to Chapter 4, Article 3 (PUC 99233.1 and 99233.2), of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments has determined that the claims are eligible pursuant to the provisions of the TDA, as amended; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. Pursuant to GC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

Claim No.	Claimant	Allocation
25021000	County Auditor SANDAG	\$50,000
25051000	Administration	\$563,777
25051001	Regional Planning	<u>\$6,153,687</u>
<b>Total</b>		<b><u>\$6,767,464</u></b>

2. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2024.

Attest:

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Secretary

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

**Advisory Members:** California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.



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## Resolution No. 2024-25

### Approving the Allocation of FY 2025 Transportation Development Act Funds Article 3 Bicycle and Pedestrian Facilities and Programs

WHEREAS, the Transportation Development Act (TDA) claim listed below is submitted for FY 2025 TDA funds pursuant to Chapter 4, Article 3, Section 99234 of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claim and determined that the claim conforms substantially to the provisions of the TDA of 1971, as amended; and

WHEREAS, SANDAG finds the claim to be consistent with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors, pursuant to GC 29532 and PUC 99234, does hereby approve the allocation of TDA funds for the following project in the amounts specified below:

Claim No.	Claimant	Allocation
25011000	SANDAG (Pershing Drive Bikeway)	\$ 2,979,384
<b>Total</b>		<b>\$ 2,979,384</b>

2. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of this claim.

PASSED AND ADOPTED this 28th day of June 2024.

Attest:

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Secretary

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

**Advisory Members:** California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.



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## ***Resolution No. 2024-26***

### **Approving the Allocation of FY 2025 Transportation Development Act Funds Article 4 Fixed Route General Public Transit Service**

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2025 TDA funds pursuant to Chapter 4, Article 4, of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the TDA of 1971, as amended; and

WHEREAS, pursuant to PUC Section 99244, SANDAG is required to annually identify, analyze, and recommend potential productivity improvements for the transit operators; and

WHEREAS, SANDAG finds these claims for FY 2025 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors, pursuant to PUC Section 99244, finds that the claimants listed below have made a reasonable effort to implement the productivity improvement recommendations for FY 2024;
2. That the Board of Directors, at its June 28, 2024, meeting, approved eligibility of Metropolitan Transit System and North County Transit District to receive their FY 2025 allocations of Transportation Development Act funds, including consideration of these operators' FY 2024 Productivity Improvement Goals.
3. That the Board of Directors, pursuant to GC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

<b>Claim No.</b>	<b>Claimant</b>	<b>Allocation</b>
25031000	Metropolitan Transit System (MTS)	
	Operating (fixed route)	\$75,764,011
	Operating (ADA)	\$6,055,700
	Capital	<u>\$45,489,968</u>
	<b>Total</b>	<b>\$127,309,679</b>
25041000	North County Transit District (NCTD)	
	Operating (fixed route)	\$49,882,182
	Operating (ADA)	\$3,000,000
	Capital	<u>-\$0-</u>
	<b>Total</b>	<b>\$52,882,182</b>
	SANDAG	
25031004	Admin/Planning Transfer from MTS	\$2,647,252
25031004	Capital Transfer from MTS	\$284,392
25041002	Capital Transfer from NCTD	<u>-\$0-</u>
25041002	Admin/Planning Transfer from NCTD	<u>\$900,866</u>
	<b>Total</b>	<b>\$3,832,510</b>

4. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2024.

Attest:

\_\_\_\_\_  
**Chair**

\_\_\_\_\_  
**Secretary**

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

**Advisory Members:** California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.



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## Resolution No. 2024-27

### Approving the Allocation of FY 2025 Transportation Development Act Funds Article 4.5 Community Transit Service

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2025 TDA funds pursuant to Chapter 4, Article 4.5, of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the TDA of 1971, as amended, including the provision of PUC 99275.5; and

WHEREAS, SANDAG finds these claims for FY 2025 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors, pursuant to GC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

Claim No.	Claimant	Allocation
25031001	Metropolitan Transit System Operating	\$6,780,428
25041001	North County Transit District Operating	\$2,774,073
25061000	Coordinated Transportation Service Agency Operating	\$194,990
<b>Total</b>		<b>\$9,749,491</b>

2. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2024.

Attest:

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Secretary

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

**Advisory Members:** California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.





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## Resolution No. 2024-28

### Approving the Allocation of FY 2025 Transportation Development Act Funds Article 8 Special Provisions

WHEREAS, the Transportation Development Act (TDA) claimant listed below has submitted claims for FY 2025 TDA funds pursuant to Chapter 4, Article 8, of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the TDA, as amended; and

WHEREAS, SANDAG finds these claims for FY 2025 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors, pursuant to GC 29532, does hereby approve the allocation of TDA funds for costs associated with the operation of express bus services (PUC 99400.6), and the operation of commuter ferry service (PUC 99400.7) as shown below:

Claim No.	Claimant	Allocation
Metropolitan Transit System		
25031002	Operating for Express Bus Service	\$895,849
25031003	Operating for Ferry Service	<u>\$320,110</u>
<b>Total</b>		<b>\$1,215,959</b>

2. That the Metropolitan Transit System is directed to pass-through to the City of Coronado its appropriate share of TDA funding for operation of Ferry Service; and

3. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2024.

Attest:

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Secretary

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

**Advisory Members:** California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.



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## **Resolution No. 2024-29**

### **Approving the Allocation of FY 2025 State Transit Assistance Claim to the North County Transit District**

WHEREAS, the North County Transit District (NCTD) has filed a claim for State Transit Assistance (STA) funds in the amount of \$14,208,695 for FY 2025 pursuant to Section 6730(a) of Title 21 of the California Code of Regulations (CCR); and

WHEREAS, NCTD has affirmed all certifications required by Section 6754 (NCTD Affirmation), attached as Attachment 2, Exhibit B; and

WHEREAS, the San Diego Association of Governments (SANDAG) Board of Directors (Board) has considered the NCTD Affirmation as Exhibit B to the Board Report supporting the Board's consideration of this Resolution; and

WHEREAS, at its June 28, 2024, meeting, the Board determined that NCTD was eligible to receive TDA funds, including satisfaction of the eligibility requirements outlined in PUC section 99314.6; NOW THEREFORE

#### **BE IT RESOLVED.**

1. That the Board finds that the above claim is in substantial conformance with the provisions of the Transportation Development Act of 1971, as amended, and meets the specific requirements of Section 6754 of Title 21 of the CCR; and

2. That the Board does hereby find valid all elements of the NCTD Affirmation and hereby adopts such Affirmation as though fully set forth herein; and

3. That the Board does hereby find NCTD's proposed expenditures are in conformity with the SANDAG 2021 Regional Transportation Plan; and

4. That the Board does hereby find that SANDAG has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high-priority regional, countywide, or area-wide public transportation needs; and

5. That, considering the improvements recommended to NCTD and the efforts by NCTD to implement such recommendations (such improvements and recommendations are included in the Attachments to Item No. 5, of the June 28, 2024, Board meeting, which are incorporated herein by reference), the Board does hereby find that NCTD has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code section 99244;

6. That the Board does hereby find that NCTD is in compliance with the eligibility requirements of Public Utilities Code section 99314.6.

7. That the Board does hereby approve the allocation of STA to the following claimants for purposes listed below:

<b>Claim No.</b>	<b>Claimant</b>	<b>Allocation</b>
25041003	NCTD	
	Operating	\$12,480,677
	Capital	<u>1,728,018</u>
	<b>Total</b>	<b>\$14,208,695</b>

8. That the Board does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions to the San Diego County Auditor as are necessary and legal for payment of this claim.

PASSED AND ADOPTED this 28th of June 2024.

Attest:

\_\_\_\_\_  
**Chair**

\_\_\_\_\_  
**Secretary**

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

**Advisory Members:** California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.

## Federal Transit Administration Section 5311 Program of Projects

### Overview

The Federal Transit Administration (FTA) provides funding for capital and operating assistance to agencies providing transportation services in rural areas through the Section 5311 Non-Urbanized Area Formula Program. On April 8, 2024, Caltrans published the estimated apportionments for the Federal Fiscal Year (FFY) 2024 and requested a call for projects. For the San Diego area, this program is divided between the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) by a formula based on the rural population served by each agency.

### Key Considerations

FTA Section 5311 funds are initially apportioned to the state. The state, in turn, reapportions the funds to the regions based solely on the regional rural population as a share of the total state rural population. Consistent with an agreement with the transit agencies approved in FY 2007, the Board of Directors allocates these federal funds based on service area rural population: 59% to NCTD and 41% to MTS. The applications from the transit agencies as well as the SANDAG-approved Section 5311 Program of Projects were due to the state by May 30, 2024.

Based on Caltrans estimate, there is \$1,063,345 available for San Diego County for FFY 2024. Of this amount NCTD will receive \$627,374 (59%) and MTS will receive \$435,971 (41%) in FFY 2024. MTS intends to use these funds for intercity bus operations, and NCTD will use these funds for operating costs associated with rural bus routes.

The projects also must be included in an approved Regional Transportation Improvement Program (RTIP). Projects from both agencies were included in [Amendment No. 11, to the 2023 RTIP](#), which was approved by the Board at its May 24, 2024, meeting.

### Next Steps

Upon Board approval, MTS and NCTD will then submit their FFY 2024 FTA Section 5311 applications prior to receiving the funds.

**Susan Huntington, Director of Financial Planning, Budget, and Grants**

### Action: Approve

The Transportation Committee recommends that the Board of Directors approve the Federal Fiscal Year 2024 apportionments of Federal Transit Administration Section 5311 Non-Urbanized Area Formula Program funds for the San Diego region.

### Fiscal Impact:

Caltrans estimates \$1,063,345 of Federal Transit Administration Section 5311 funds are available for the San Diego region.

### Schedule/Scope Impact:

None.

## Annual Public Transit Report

### Overview

Assembly Bill 805 (Gonzalez, 2017) requires the Board of Directors to provide a report, developed through the Transportation Committee, to the State Legislature on or before July 1 of each year that outlines the region's public transit needs, transit funding criteria, recommended transit funding levels, additional work on public transit, and funds spent explicitly on public transportation.

### Key Considerations

This report reflects the status of the San Diego region's public transportation system in place during FY 2023 (July 1, 2022, through June 30, 2023). As San Diego continued to recover from the COVID-19 pandemic, SANDAG began implementing transit projects from the 2021 Regional Plan and continued popular services and programs countywide.

This year, SANDAG celebrated the first anniversary of the Mid-Coast Trolley Extension. The Blue Line continues to host the highest ridership of any transit line in the region and remains a top performer compared to other light rail lines nationally.

In partnership with the Metropolitan Transit System (MTS), North County Transit District (NCTD), and local community-based organizations, SANDAG extended the Youth Opportunity Pass pilot program, providing two additional years of free public transit service to anyone 18 and under in the region. This investment in our region's youth is already paying off, with over 9 million rides provided in FY 2023 and a culture of transit continuing to take shape.

SANDAG broke ground on the Border to Bayshore Bikeway, which will connect the San Ysidro Port of Entry with the Imperial Beach segment of the Bayshore Bikeway and completed 75% of the Pershing Bikeway. The bikeways will provide nine new miles of safe connections for people using bicycles and other active transportation options.

This report also contains information regarding regional needs for public transit and active transportation and regionwide annual expenditures. These figures are compiled from SANDAG's 2021 Regional Plan, the Regional Transportation Improvement Program, and SANDAG, MTS, and NCTD reports.

### Next Steps

Upon approval of the Board of Directors, staff will submit the report to the State Legislature by the July 1, 2024, deadline. In accordance with amendments in Senate Bill 891 (2023), the report for FY 2024 and subsequent years will be completed earlier, with a due date of December 31 following the conclusion of the fiscal year.

### **Antoinette Meier, Senior Director of Regional Planning**

Attachment: 1. FY 2023 Annual Report to the Legislature on Public Transit in the San Diego Region, (with appendices)

### Action: Approve

The Transportation Committee recommends that the Board of Directors approve the submission of the Annual Public Transit Report to the State Legislature.

### Fiscal Impact

Staff effort on this report is funded through existing funding in Overall Work Program Project No. 3320100.

### Schedule/Scope Impact

The report must be submitted to the State Legislature by July 1, 2024.

## **FY 2023 Annual Report to the Legislature on Public Transit in the San Diego Region**

Assembly Bill 805 (Gonzalez, 2017) requires the SANDAG Board of Directors to provide an annual report, developed through the Transportation Committee, to the State Legislature that outlines the region's efforts to support public transportation. The legislation, its criteria, and all required data are detailed in this report's appendices.

### **Implementing the 2021 Regional Plan**

Throughout FY 2023, SANDAG has taken steps to implement the Regional Plan's vision for providing convenient and timely transit options. In FY 2023, SANDAG began planning for three new Next Generation *Rapid* routes identified in the Regional Plan. *Rapid* routes provide fast and frequent connections to regional destinations, transit connections, education opportunities, and healthcare. SANDAG finalized this study at the end of FY 2024.

The 2021 Regional Plan identified the concept of "Flexible Fleets," offering new options for getting to and from transit and for short trips within the community via shared mobility services. New flexible fleet services launched in the summer of 2023, improving transit access to our popular beach communities. SANDAG continues to work with local jurisdictions and community organizations to increase the availability of flexible fleet services across the region.

This year, SANDAG began advanced planning for the Purple Line—a new high-speed transit line from the U.S.-Mexico border to Sorrento Mesa via National City, City Heights, and Kearny Mesa. The Purple Line will provide vital service to disadvantaged communities and significantly reduce travel times to key destinations.

Building a robust network of active transportation will help make our region safer, more sustainable, and healthier for all. In 2023, SANDAG continued construction work on regional bikeways in the cities of San Diego and Imperial Beach: the Pershing Bikeway through Balboa Park, the Barrio Logan segment of the Bayshore Bikeway, and the Border to Bayshore Bikeway connecting the San Ysidro Port of Entry to the regional bikeway network. These bikeways are slated to open in the coming years and will improve safety and connectivity throughout the region.<sup>1</sup>

SANDAG's Youth Opportunity Pass completed its first year, providing free public transit access to all youth 18 and under throughout the San Diego region. This partnership with our local transit operators, MTS and NCTD, has been extremely successful. In FY 2023, the Youth Opportunity Pass provided over 9 million rides to San Diego youth, taking them to school, to internships, to the beach, and to visit friends and family. SANDAG has approved funding to continue the Youth Opportunity Pass program for at least two more years and will continue working with our local and state partners to provide this program permanently for the youth of San Diego.

### **Looking Forward**

In October 2023 the SANDAG Board approved funding to advance planning for six *Rapid* routes, new Flexible Fleet pilots, and ongoing construction of regional bikeways.

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<sup>1</sup> [SANDAG TransNet Regional Bike Projects](#)

The Blue Line trolley and the transit center in San Ysidro are also slated for improvements. The future San Ysidro Mobility Hub will be able to host an enhanced Blue Line Trolley, the new Purple Line, and improved local and *Rapid* bus service. These improvements are designed to enhance the experience of people traveling throughout our binational region.

### **Fiscal Cliff**

Like other transit agencies around the state MTS and NCTD are still recovering from the impact of the pandemic and rely on funding from federal and state sources. Sustainable sources of funding are needed to both provide high-quality service and continue to deliver planned improvements. SANDAG and our operating partners in the region are actively working with partner agencies around the state to advocate for funding for transit operations, including participating in statewide listening sessions, coordinating on funding allocation discussions, and maintaining a strong presence in Sacramento.

Transit operators in San Diego estimate that their federal funding will dry up by 2027, just three years from now.<sup>2</sup> With local revenue still reduced from recovering ridership and costs increasing due to inflation, MTS and NCTD have started to make contingency plans for their operations should that deadline arrive without a viable replacement in place. Options include reducing existing transit service, delaying planned capital projects and increasing fares.

In 2023, new state transit assistance was approved through SB 125, providing relief to transit agencies across the state and signaling a willingness from the state government to ensure that transit service remains active throughout California. However, due to recent budget issues, this funding has been placed on hold, and our transit operators are once again unsure of their fiscal position. MTS had plans to use SB 125 funding to shore up operations for several more years while also delivering long-awaited capital improvements on the Orange Line trolley and enhancements to frequencies and spans of service systemwide. San Diego will need assistance to continue providing the transit service that our residents and visitors rely on.

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<sup>2</sup> [MTS Board of Directors](#), March 16, 2023, Item 14

## Appendix A

### Reporting Requirements

Consistent with Section 9795 of the California State Government Code:

(a)(1) Any report required or requested by law to be submitted by a state or local agency to the Members of either house of the Legislature generally, shall instead be submitted as a printed copy to the Secretary of the Senate, as an electronic copy to the Chief Clerk of the Assembly, and as an electronic or printed copy to the Legislative Counsel. Each report shall include a summary of its contents, not to exceed one page in length. If the report is submitted by a state agency, that agency shall also provide an electronic copy of the summary directly to each member of the appropriate house or houses of the Legislature. Notice of receipt of the report shall also be recorded in the journal of the appropriate house or houses of the Legislature by the secretary or clerk of that house.

(2) In addition to and as part of the information made available to the public in electronic form pursuant to [Section 10248](#), the Legislative Counsel shall make available a list of the reports submitted by state and local agencies, as specified in paragraph (1). If the Legislative Counsel receives a request from a member of the public for a report contained in the list, the Legislative Counsel is not required to provide a copy of the report and may refer the requester to the state or local agency that authored the report, or to the California State Library as the final repository of public information.

(b) No report shall be distributed to a Member of the Legislature unless specifically requested by that Member.

(c) Compliance with subdivision (a) shall be deemed to be full compliance with [subdivision \(c\) of Section 10242.5](#).

(d) A state agency report and summary subject to this section shall include an Internet website where the report can be downloaded and telephone number to call to order a hard copy of the report.

A report submitted by a state agency subject to this section shall also be posted at the agency's Internet website.

(e) For purposes of this section, "report" includes any study or audit.



## **Regional Identified Public Transit Needs**

A comprehensive list of transit projects identified by SANDAG and the region's transit operators that would meet the transit needs of the San Diego region is included in the 2021 Regional Plan. The 2021 Regional Plan presents the overall vision for how the San Diego region will grow through 2050, including all the transportation-related investments that will be needed to support that vision.

Each year, the Metropolitan Transit System (MTS) and North County Transit District (NCTD) are required to submit a Service Implementation Plan (SIP) to SANDAG in advance of the budget approval process. The SIPs list the operational changes each transit operator implemented or plans to implement to balance proposed fiscal year budgets.

### *Regional Public Transit Needs*

The 2021 Regional Plan identifies 56 public transit projects across a variety of modes and jurisdictions. These projects include Next Generation Rapid bus, new light rail, new regional rail, streetcar, ferry, mobility hubs, and an airport transit connection. The full list of identified projects is available in [Appendix A of SANDAG's 2021 Regional Plan](#).

The 2021 Regional Plan also identifies 124 active transportation projects that support the regional transit network. These projects include on-street and off-street facilities for bicycles, scooters, pedestrians, and more. The full list of identified projects is available in [Appendix A of SANDAG's 2021 Regional Plan](#).

### *Operator-Identified Service Area Needs*

MTS identified 42 projects for transit service improvements in its latest Service Implementation Plan, an element of its annual budgeting process. These improvements include frequency enhancements on bus and rail services, adjustments of certain bus route schedules, and realigned rail service patterns. The full list of identified projects is available in [MTS's 2024 Adopted Fiscal Year Budget](#).

NCTD identified 9 projects for transit service improvements in its latest Service Implementation Plan, an element of its annual budgeting process. These improvements include frequency enhancements on bus and rail services, implemented capital investment plans, bus service modifications, and new paratransit and microtransit service. The full list of identified projects is available in [NCTD's FY 2024 Service Implementation Plan](#).

## **Transit Project Evaluation Criteria**

SANDAG prioritizes projects and their phasing through the development of project evaluation criteria and network-based performance measures as part of the 2021 Regional Plan, among other factors. Input for the criteria is received through public workshops, as well as from the region's planning directors, the transit operators, SANDAG policy committees, and the Board of Directors.

The project evaluation criteria for the 2021 Regional Plan are organized within the three goals established by the Board of Directors: (1) Environment & Quality of Life; (2) Mobility & Safety; and (3) Economy. Each individual criterion is nested into one of the three goals. The full list of criteria is available in [Appendix T of SANDAG's 2021 Regional Plan](#).

## **Additional Work on Public Transit**

In addition to the regular work that SANDAG undertakes as part of its core mission to develop transportation programs and projects, there are a variety of additional efforts that are undertaken at the direction of the SANDAG Board of Directors which are transit supportive. The transit supportive studies and work that SANDAG implemented in FY 2023 total \$29.9 million. The full list of expenditures is available in Chapters 2 and 5 of [SANDAG's FY 2024 Budget](#).

## **Recommended Transit Funding Levels**

SANDAG, as the Metropolitan Planning Organization and the Regional Transportation Planning Agency, is required by state and federal laws to develop and adopt a Regional Transportation Improvement Program (RTIP). The RTIP is a multi-billion-dollar, multi-year program of proposed projects for major transportation improvements in the San Diego Region. All public transit funding that is recommended for expenditure in the five-year period covered by the RTIP is SANDAG Board approved as part of the FY 2023 Transit CIP. The RTIP includes committed funds of \$4.3 million by the region through as far as FY2033. The full list of expenditures and funding levels is available in [the latest update to the Regional Transportation Improvement Program](#).

## **Funds Spent Specifically on Public Transit**

Each year, SANDAG expends funding on transit-specific projects. Examples of transit-specific projects include the Mid-Coast Trolley, South Bay *Rapid*, and double tracking of the COASTER corridor. MTS and NCTD also expend transit-specific funding, including for operation of transit services, vehicles, and facility replacements. SANDAG's Expenditures total \$138.1 million. MTS expenditures total \$368.6 million. NCTD's expenditures total \$146.6 million. The full list of expenditures is available in [SANDAG's FY 2024 Budget](#), as well as the Annual Comprehensive Financial Reports for [MTS](#) and [NCTD](#).

## Waiver of Timeline to Prepare Coordinated Plan

### Overview

The [Coordinated Plan](#) provides a blueprint for how SANDAG will implement transit and social service transportation services in the San Diego region over the next five years. The plan focuses on strategies to address the transportation needs for the region's older adults, people with disabilities, and people with limited means. SANDAG typically updates the Coordinated Plan every four years, as directed by Board Policy No. 018 and Federal Transit Administration (FTA) guidance. The Coordinated Plan is a critical part of determining how we allocate the region's scarce funding for specialized transportation services. As the Specialized Transportation Grant Program continues to be oversubscribed, staff are seeking an extension to the four-year requirement in Board Policy No. 018 to allow for more outreach and data collection to inform the plan.

### Key Considerations

The Coordinated Plan combines the federal requirement for a Coordinated Public Transit-Human Services Transportation Plan and the regional requirement for a Regional Short-Range Transit Plan into one document. The Coordinated Plan facilitates the distribution of funding through our Specialized Transportation Grant Program, including the federal Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) and the *TransNet* Senior Mini Grant Program. Developing a plan consistent with applicable federal, state, and local requirements ensures the availability of funding for specialized transportation providers in the San Diego Region. SANDAG's most recent [Coordinated Plan](#) was approved by the Transportation Committee in July 2020.

A critical element of the Coordinated Plan is to identify transportation needs and gaps for older adults, people with disabilities, and people with low incomes. These aspects are especially important with the San Diego region's changing demographics and limited funding availability. Understanding the needs and gaps allows SANDAG to prioritize transit and specialized transportation services best suited to each identified population. Previous plans have completed this analysis using outreach efforts, focus groups, and demographic research. This cycle, SANDAG is proposing to complement outreach efforts with a random sample survey that provides statistically significant data. A survey will give SANDAG better insight into the travel behavior and needs of transportation-disadvantaged population groups within our region who may not be well represented in typical engagement efforts. In addition to the survey results, proposed engagement efforts for this cycle include focused outreach, including at least one publicly noticed meeting (federally required) and roundtable groups with transit and specialized transportation service users and providers.

### Action: Approve

The Board of Directors is asked to approve a waiver of Board Policy No. 018 to authorize staff to update the Coordinated Plan (Regional Short-Range Transit Plan and Coordinated Public Transit-Human Services Transportation Plan) by mid-2025 rather than 2024.

### Fiscal Impact:

Development of the Coordinated Plan, including the survey, is funded through Overall Work Program Element No. 3320100. The approved FY25 Program Budget includes \$175,000 to complete a survey. There is no fiscal impact from this proposed action.

### Schedule/Scope Impact:

Developing a Coordinated Plan that incorporates the survey results from the data collection effort this fall will delay adoption of the plan by 9 to 12 months.

Funding to complete a survey of older adults, people with disabilities, and people with low incomes in the region was identified as part of the approved FY 2025 budget. The survey will be conducted this fall, consistent with data collection best practices, when residents return to their typical daily travel behaviors after summer breaks and vacations. Delaying the finalization and adoption of this Coordinated Plan update to mid-2025 would accommodate the analysis and incorporation of this survey data.

Board Policy No. 018 requires SANDAG to “prepare, no less often than every four years, the five-year Coordinated Plan.” As such, the Board of Directors is being asked to waive the four year Coordinated Plan update requirement of Board Policy No. 018, to allow for the incorporation of the survey data and more robust outreach. SANDAG staff have already received FTA approval to complete the Coordinated Plan update in 2025. The proposed schedule was also presented to SANDAG's Social Services Transportation Advisory Council in May 2024 with no objections raised.

### **Next Steps**

Staff will begin engaging with community members and bringing discussion items to SANDAG working groups to complement the survey data that will be collected this fall. The Coordinated Plan is expected to be considered for approval by the Transportation Committee in mid-2025.

***Antoinette Meier, Senior Director of Regional Planning***

## Policy Advisory Committee Actions

### Overview

[SANDAG Board Policy No. 001](#) delegates certain responsibilities to the Policy Advisory Committees to allow SANDAG to effectively address key public policy and funding responsibilities. All items delegated to the Policy Advisory Committees are subject to ratification by the Board of Directors. Below are the delegated actions taken by the Policy Advisory Committees that are subject to ratification.

The links provided below will navigate to the SANDAG web page where the meeting agenda and minutes (when available) will be posted.

### Action: **Approve**

The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees since the last Board meeting.

### Fiscal Impact:

None.

### Schedule/Scope Impact:

None.

### ***Transportation Committee, June 21, 2024<sup>1</sup>***

Adopted Resolution No. 2024-30, approving the FY 2024 Transportation Development Act claim amendment for the North County Transit District.

***Victoria Stackwick, Chief of Staff***

<sup>1</sup> Any changes to these actions will be reported to the Board of Directors following the Transportation Committee meeting on Friday, June 21, 2024.

## FY 2025 Transportation Development Act Unobligated Funds Reserve Release

### Overview

Each year the Board of Directors approves the annual apportionments for the Transportation Development Act (TDA) program based on estimates. The transit operators and other member agencies submit their annual TDA claims based on the approved annual apportionment and in compliance with [SANDAG Board Policy No. 027](#). However, past actual TDA revenues have come in over-estimated amounts that apportionments are based on, leaving an unobligated fund reserve. SANDAG would like to release a portion of the reserve amounts to FACT, SANDAG, Metropolitan Transit System (MTS), and North County Transit District (NCTD). This is distributed equitably among the agencies using the same formula requirements in the annual apportionment process.

Attachment 1 provides a summary of the allocation of the FY 2025 Unobligated Fund Reserve Release. Attachment 2 contains the required resolutions for the FY 2025 Unobligated Funds Reserve Release.

### Key Considerations

The TDA program is the major funding source that supports the region's public transit operators and nonmotorized transportation projects, like bicycle and pedestrian projects. TDA funds come from a quarter of a percent of state sales tax assessed in the region.

The total amount of unobligated reserve funds to be released is \$4,538,283 and will be used to support SANDAG administration and planning, MTS and NCTD operations and capital, Consolidated Transportation Services Agency operations, and SANDAG Bicycle and Pedestrian projects. Article 3 claims provide for the development of bicycle and pedestrian facilities and are allocated based on a regionwide priority list of projects.

### Next Steps

Pending approval of the TDA Reserve Release claims by the Board, the County Auditor would disburse TDA monies in accordance with the allocation instructions from SANDAG.

### **Kimberly Trammel, Director of Accounting and Finance**

- Attachments:
1. Transportation Development Act - Summary of FY 2025 Unobligated Funds Reserve Release Claims
  2. FACT CTSA FY 2025 Workplan for Reserve Release
  3. Resolution Nos. 2024-20 through 2024-23 Approving the FY 2025 Transportation Development Act Unobligated Funds Reserve Release Claims

### Action: **Adopt**

The Transportation Committee recommends that the Board of Directors adopt Resolution Nos. 2024-20 through 2024-23, approving the release of Transportation Development Act reserves as requested by the Metropolitan Transit System, North County Transit District, the Consolidated Transportation Services Agency, and SANDAG.

### Fiscal Impact:

The total Transportation Development Act (TDA) claim reserve release amount for San Diego County is \$4,538,283.

### Schedule/Scope Impact:

TDA funding may be used for various transit planning, programming, and administrative-related expenses; funding of bike and pedestrian facilities; and support of community transit services.

**TRANSPORTATION DEVELOPMENT ACT**  
**SUMMARY OF FY 2025 Reserve Release CLAIMS**

	Metropolitan Transit System	North County Transit District	SANDAG	Coordinated Transportation Services Agency	Bicycle and Pedestrian	County Auditor	Total *
FY 2025 Reserve Release	\$3,050,104	\$1,247,887	\$148,187	\$4,302	\$87,802	\$0	\$4,538,283
<b>Total Available to Claim</b>	<b>3,050,104</b>	<b>1,247,887</b>	<b>148,187</b>	<b>4,302</b>	<b>87,802</b>	<b>0</b>	<b>4,538,283</b>
<b>FY 2025 Reserve Release Claims</b>							
Article 3 - Non-Motorized (bicycle and pedestrian)					(87,802)		(87,802)
Article 4 - General Public Transit							0
Operations	(2,842,090)						(2,842,090)
Capital	0	(1,166,802)					(1,166,802)
Capital Transfer to SANDAG	0	0					0
Support of ADA Operations	0	0					0
Administrative/Planning Transfer to SANDAG	(58,409)	(19,877)					(78,286)
<b>Subtotal Article 4</b>	<b>(2,900,499)</b>	<b>(1,186,680)</b>					<b>(4,087,179)</b>
Article 4.5 - Community Transit Service (accessible service for the disabled)							
Operations	(149,605)	(61,208)		(4,302)			(215,115)
<b>Subtotal Article 4.5</b>	<b>(149,605)</b>	<b>(61,208)</b>		<b>(4,302)</b>			<b>(215,115)</b>
Article 8 - Special Provisions							
Express bus	0						0
Ferry service	0						0
<b>Subtotal Article 8</b>	<b>0</b>						<b>0</b>
Planning/Administration							
Administration			(12,411)			0	(12,411)
SANDAG Regional Planning			(135,776)				(135,776)
<b>Subtotal Planning/Administration</b>			<b>(148,187)</b>			<b>0</b>	<b>(148,187)</b>
<b>Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

\* Totals may not add up due to rounding.

Full Access & Coordinated Transportation, Inc. (FACT)  
Consolidated Transportation Services Agency (CTSA) for San Diego County

Work Plan for Fiscal Year 2025

As defined in the Social Services Transportation Improvement Act (AB 120), the CTSA is a public entity responsible for improving transportation services required by social service recipients by promoting the consolidation and coordination of social service transportation services. The scope of CTSA activities include being the regional coordinator of social service transportation information, centralized administration and dispatching, identification and consolidation of funding sources, coordinated and consolidated training programs and combined purchasing of vehicles, supplies and equipment.

In 2006 San Diego Association of Governments (SANDAG) designated Full Access & Coordinated Transportation, Inc. (FACT) the Consolidated Transportation Services Agency (CTSA) for San Diego County. As the CTSA, FACT works to improve dedicated transportation services for people with disabilities, seniors, social service agencies, health care providers, various organizations and individuals within San Diego County. FACT is also the planning representative of the social service transportation community and works with the region to develop updates to the Coordinated Plan. FACT has begun the process to update the Business Plan (2025-2030 Business Plan Update) that forms the planning foundation for organizational development and the expansion of coordinated services in the region.

**Expenses:**

**1. One-call/one-click Mobility Center**

**Maintain FACT website**

- Maintain FACT website to keep content current, optimized for searching
- Use website for marketing and outreach

**Maintain transportation provider database**

- Update content of the provider database on an ongoing basis
- Conduct outreach with potential new providers
- Optimize website travel planner for finding suitable transportation

**Telephone Referrals**

- Respond to telephone requests for transportation information. Educate callers about transportation options from database.
- Provide enhanced in-person customer service where necessary to assist with ADA application process or take reservations for other providers, etc.

**2. Regional Coordination**

**Administer Council on Access and Mobility (CAM) and Other Meetings**

- Conduct Council on Access and Mobility (CAM) meetings (at least 4 annually) and other meetings related to regional coordination
- Continue outreach to providers



Full Access & Coordinated Transportation, Inc. (FACT)  
Consolidated Transportation Services Agency (CTSA) for San Diego County

Work Plan for Fiscal Year 2025

- Represent CAM during Level 3 or higher emergencies and coordinate disaster response as needed. Coordinate with the County Office of Emergency Services (OES) to ensure effective emergency preparedness planning. Assist OES to develop an emergency response plan.
- Conduct monthly FACT Board of Director Meetings and Board subcommittees as needed

**Training/Workshops**

- Facilitate a workshop/ training on issues of interest to CAM and partners
- Include guest speakers and educational items during CAM meetings

**Support for grantees**

- Provide letters of support to agencies applying for grants after verifying coordination efforts.
- Assist applicants in finding coordination opportunities
- Form partnerships to apply for grants where appropriate
- Offer compliance related information to grantees

**Coordinated Planning**

- Provide ongoing technical assistance and support to social service transportation providers and all other interested parties to find solutions to overcome identified barriers to coordination, consolidation and collaboration
- Coordinate and conduct surveys, and assessments, both formal and informal, to determine stakeholder transportation needs, vehicle and other relevant resources and barriers to coordination
- Make presentations to stakeholder groups
- Evaluate coordinated programs for pilot projects leading to regional deployment
- Market services through press releases, brochures, newsletters, newspaper articles, special events, workshops, and community trainings.
- Participation in Social Services Transportation Advisory Council (SSTAC), ADA Review Groups, Alliance for Regional Solutions (ARS), Volunteer Driver Coalition, and Age Well Meetings, etc.
- Attend SANDAG Transportation Committee, SANDAG Board, NCTD and MTS Board, City Council, and County Board of Supervisors meetings as needed.
- Provide input, data, and pictures for the SANDAG Coordinated Plan.

**Coordinated transportation and vehicle sharing**

- Partner with social service agencies, healthcare providers, cities, County of San Diego, and transit agencies to assist clients in need of transportation.
- Partner with social service agencies, specialized transportation providers, and brokerage partners to share accessible vehicles.

**3. Management of CTSA Activities**

- Disseminate quarterly CTSA FACT Newsletter to ensure ongoing awareness of current related events
- Maintain the CTSA Mailing List

Full Access & Coordinated Transportation, Inc. (FACT)  
Consolidated Transportation Services Agency (CTSA) for San Diego County

Work Plan for Fiscal Year 2025

- Complete all required reporting
- Maintain memberships in State and National organizations committed to coordinated transportation and non-profit corporation development: California Association for Coordinated Transportation (Cal-Act), American Public Transportation Association (APTA), etc.
- Travel to conferences and sponsored trainings.
- Annually update FACT's Business Plan covering the following areas: governance, regional needs assessment, integration of current CTSA work activities, technical assistance and coordination planning, information and marketing initiatives, service contracting and operations programs, policy development and advocacy, trip demand estimation and utilization projections, funding and financial projections.
- Maintain FACT's staff to ensure capacity to support ongoing programs and services and expansion as per the approved Business Plan.
- Participate in Annual TDA 4.5 Audit, Internal Agency Audit, and Triennial TDA 4.5 Audits
- Report Scope of Work deliverables to SANDAG quarterly

**4. Grant Support**

- Apply for Section 5310, Senior Mini-Grant, and other grant funding to support core CTSA activities
- Provide local match funds as needed to support awarded grant projects

**5. Transportation services**

- Provide RideFACT transportation for seniors, individuals with disabilities, and other underserved vulnerable populations in San Diego County.

All TDA 4.5 funding for FY 2025 will be used for CTSA activities. FACT was awarded 5310 funding to support these activities.

**FACT/CTSA  
TDA 4.5 Reserve Release Claim  
Expense Request  
FY 2025**

<b>1. One-call/One-click Mobility Center</b>		
Rent		0.00
Indirect Costs		0.00
Telephony, Software Development		0.00
Website Maintenance/Development		0.00
Outreach/Marketing		0.00
<b>2. Regional Coordination</b>		
CAM, Board, Trainings, and Other Meeting Expenses		0.00
<b>3. Management of CTSA Activities</b>		
Salaries and Benefits		4,302.00
<b>Total Request</b>	<b>\$</b>	<b>4,302.00</b>



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## Resolution No. 2024-20

### Approving the Allocation of FY 2025 Transportation Development Act Unobligated Funds Reserve Release Planning and Administration

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2025 TDA Unobligated Funds Reserve Release pursuant to Chapter 4, Article 3 (PUC 99233.1 and 99233.2), of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments has determined that the claims are eligible pursuant to the provisions of the TDA, as amended; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. Pursuant to GC 29532, does hereby approve the allocation of TDA Unobligated Funds Reserve Release to the following claimants for purposes listed below:

Claim No.	Claimant	Allocation
25051002	Administration	\$12,411
25051003	Regional Planning	<u>\$135,776</u>
<b>Total</b>		<b>\$148,187</b>

2. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2024.

Attest:

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Secretary

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

**Advisory Members:** California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.



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## Resolution No. 2024-21

### Approving the Allocation of FY 2025 Transportation Development Act Unobligated Funds Reserve Release Article 3 Bicycle and Pedestrian Facilities and Programs

WHEREAS, the Transportation Development Act (TDA) claim listed below is submitted for FY 2025 TDA Unobligated Funds Reserve Release pursuant to Chapter 4, Article 3, Section 99234 of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claim and determined that the claim conforms substantially to the provisions of the TDA of 1971, as amended; and

WHEREAS, SANDAG finds the claim to be consistent with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors, pursuant to GC 29532 and PUC 99234, does hereby approve the allocation of TDA Unobligated Funds Reserve Release for the following project in the amounts specified below:

Claim No.	Claimant	Allocation
25011001	SANDAG (Pershing Drive Bikeway)	\$ 87,802
Total		\$ 87,802

2. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of this claim.

PASSED AND ADOPTED this 28th day of June 2024.

Attest:

Chair

Secretary

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

**Advisory Members:** California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.



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## ***Resolution No. 2024-22***

### **Approving the Allocation of FY 2025 Transportation Development Act Unobligated Funds Reserve Release Article 4 Fixed Route General Public Transit Service**

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2025 TDA Unobligated Funds Reserve Release pursuant to Chapter 4, Article 4, of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the TDA of 1971, as amended; and

WHEREAS, pursuant to PUC Section 99244, SANDAG is required to annually identify, analyze, and recommend potential productivity improvements for the transit operators; and

WHEREAS, SANDAG finds these claims for FY 2025 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors, pursuant to PUC Section 99244, finds that the claimants listed below have made a reasonable effort to implement the productivity improvement recommendations for FY 2024;

2. That the Board of Directors, at its June 28, 2024, meeting, approved eligibility of Metropolitan Transit System and North County Transit District to receive their FY 2025 allocations of Transportation Development Act Unobligated Funds Reserve Release, including consideration of these operators' FY 2024 Productivity Improvement Goals.

3. That the Board of Directors, pursuant to GC 29532, does hereby approve the allocation of TDA Unobligated Funds Reserve Release to the following claimants for purposes listed below:

<b>Claim No.</b>	<b>Claimant</b>	<b>Allocation</b>
25031005	Metropolitan Transit System (MTS)	
	Operating (fixed route)	2,842,090
	Operating (ADA)	\$0
	Capital	<u>\$0</u>
		<b>\$2,842,090</b>
	<b>Total</b>	<b>0</b>
25041005	North County Transit District (NCTD)	
	Operating (fixed route)	\$0
	Operating (ADA)	\$0
		<u>\$1,166,80</u>
	Capital	<u>2</u>
		<b>\$1,166,80</b>
	<b>Total</b>	<b>2</b>
	SANDAG	
25031007	Admin/Planning Transfer from MTS	\$58,409
25041007	Admin/Planning Transfer from NCTD	<u>\$19,877</u>
	<b>Total</b>	<b>\$ 78,286</b>

4. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2024.

Attest:

\_\_\_\_\_  
**Chair**

\_\_\_\_\_  
**Secretary**

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

**Advisory Members:** California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.



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## Resolution No. 2024-23

### Approving the Allocation of FY 2025 Transportation Development Act Unobligated Funds Reserve Release Article 4.5 Community Transit Service

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2025 TDA Unobligated Funds Reserve Release pursuant to Chapter 4, Article 4.5, of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the TDA of 1971, as amended, including the provision of PUC 99275.5; and

WHEREAS, SANDAG finds these claims for FY 2025 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors, pursuant to GC 29532, does hereby approve the allocation of TDA Unobligated Funds Reserve Release to the following claimants for purposes listed below:

Claim No.	Claimant	Allocation
25031006	Metropolitan Transit System Operating	\$ 149,605
25041006	North County Transit District Operating	\$ 61,208
25061001	Coordinated Transportation Service Agency Operating	<u>\$4,302</u>
<b>Total</b>		<b>\$ 215,115</b>

2. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2024.

Attest:

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Secretary

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

**Advisory Members:** California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.



## Chief Executive Officer Delegated Actions

### Overview

Various Board Policies require the Chief Executive Officer to report certain actions to the Board of Directors monthly or upon taking specified actions.

### Action: Information

In accordance with various Board Policies, this report summarizes delegated actions taken by the Chief Executive Officer.

### Delegated Actions

**Investment Transactions:** [Board Policy No. 003](#), Section 11.2, states that a monthly report of all investment transactions shall be submitted to the Board. Attachment 1 contains the reportable investment transactions for May 2024.

### Fiscal Impact:

Two securities reached maturity for \$8.8 million and two securities were purchased for \$9.1 million.

### Schedule/Scope Impact:

None.

**Legal Matters:** [Board Policy No. 008](#), Section 6.1, authorizes the Office of the General Counsel or outside counsel to file documents and make appearances on behalf of the agency in court proceedings.

In the matter of He v. Metropolitan Transit System (Superior Ct. Case No. 2021-00002319), the following actions were taken by Bremer Whyte Brown & O'Meara on behalf of SANDAG:

- On May 6, 2024, filed an Ex Parte Application for Extension of Time to Serve Pleading and Orders
- On May 13, 2024, filed a Joinder to North County Transit District's Opposition to Plaintiffs' Ex Parte Application to Continue the Hearing Date for Defendants' Motions for Summary Judgment
- On May 14, 2024, attended an Ex Parte Hearing re Plaintiffs' Ex Parte Application to Continue the Hearing Date for Defendants' Motions for Summary Judgment
- On May 17, 2024, filed a Reply to Plaintiffs' Opposition to Defendants' Motion for Summary Judgment
- On May 20, 2024, filed Objections to Evidence Submitted by Plaintiffs in Opposition to Defendants' Motion for Summary Judgment
- On May 24, 2024, attended a hearing on Defendants' Motions for Summary Judgment

In the matter of Neel v. SANDAG (Superior Ct. Case No. 2023-00011222), the following actions were taken by Quarles & Brady on behalf of SANDAG:

- On May 3, 2024, filed a Reply in Support of SANDAG's Motion for Summary Judgment as well as Objections to Evidence Submitted by Plaintiff
- On May 10, 2024, attended a Motion for Summary Judgment Hearing

In the matter of Kelsoe v. SANDAG (Superior Ct. Case No. 2024-00005322), the following actions were taken by Nossaman on behalf of SANDAG:

- On May 15, 2024, filed a Demurrer, a Motion to Strike, and supporting documents

In the matter of Garcia v. SANDAG (Superior Ct. Case No. 2024-00014432), the following actions were taken by Quarles & Brady on behalf of SANDAG:

- On May 28, 2024, filed an Answer to Plaintiff's Complaint

**On-Call Task Order Awards:** [Board Policy No. 017](#), Section 1, authorizes the Chief Executive Officer to enter into any agreements or take any other actions necessary to implement the budget items or other actions approved by the Board. No on-call task orders valued at \$5 million or more were executed in May 2024.

**California Environmental Quality Act (CEQA):** [Board Policy No. 017](#), Section 4.17, authorizes the Chief Executive Officer to approve exemptions and addendums to a previously-approved Environmental Impact Report or Negative Declaration consistent with CEQA Section 15164 where only minor technical changes or additions are necessary.

- A Notice of Exemption for the San Diego LOSSAN Rail Realignment (SDLRR) Project – Geotechnical and Geological Investigation was signed by SANDAG's Chief Executive Officer on May 31, 2024. The Notice of Exemption includes only the initial geotechnical and geological testing, which will be used to inform preliminary project engineering. The Notice of Exemption was posted by the Governor's Office of Planning and Research on June 5, 2024, and by the County Clerk on June 4, 2024.

**Contract Acceptance:** [Board Policy No. 024](#), Procurement and Contracting – Construction Policy, Section 5.2, authorizes the Chief Executive Officer to accept contracts on behalf of the Board and requires all contract acceptances over \$25,000 to be reported to the Board.

- In a letter dated May 8, 2024, HMS Construction Inc., was granted Acceptance for the Mid-Coast Traffic Signal Battery Back Up Project – Effective April 17, 2024 (CIP 1257001, Contract Nos. 5007510 and S610311, JOC7510-07). The contract value was \$141,587.70.
- In a letter dated May 30, 2024, Tierra Data, Inc., was granted Acceptance for the Vessel Mitigation Project – Effective November 4, 2022 (CIP 1200245, Contract No. 5007508, JOC7508-06). The contract value was \$272,214.76.

**Schedule Extensions:** [Board Policy No. 035](#), Section 4.3.1, authorizes the Chief Executive Officer to approve requests by grantees for time extensions on their project schedule of up to twelve months aggregate for good cause if the extension would not cause the project to miss a completion deadline. The delegated action(s) to report to the Board are summarized below:

Contract No.	Grantee	Project	Extension (in Months)	From	To
S1125501	San Diego Habitat Conservancy	San Diego Thornmint Enhancement Project	10	8/27/2024	6/27/2025
S1125487	Friends of Famosa Slough	Famosa Slough Stormwater Treatment Pond Restoration and Enhancement Project	9	6/13/2024	3/13/2025

**Mario Orso, Chief Executive Officer**

Attachment: 1. Investment Securities Transactions Activity – May 2024

**MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS**  
**MAY 1 THROUGH MAY 31**

Transaction Date	Security/Coupon/Maturity Date	Par Value	Original Cost
<b>BOUGHT</b>			
05/09/2024	PFIZER INC 3.450% 3/15/29	\$ 4,500,000.00	\$ 4,229,730.00
05/14/2024	INTER AMER BK M T N 4.820% 7/05/28	4,800,000.00	4,837,056.00
	TOTAL BOUGHT:	<u>\$ 9,300,000.00</u>	<u>\$ 9,066,786.00</u>
<b>MATURED</b>			
05/15/2024	F H L M C M T N 0.360% 5/15/24	\$ 5,000,000.00	\$ 4,993,750.00
05/15/2024	PFIZER INC 3.400% 5/15/24	3,800,000.00	4,036,968.00
	TOTAL MATURED:	<u>\$ 8,800,000.00</u>	<u>\$ 9,030,718.00</u>
<b>SOLD</b>	NO REPORTABLE SECURITIES FOR THIS MONTH		

## Approval of Proposed Solicitations and Contract Awards

### Overview

Solicitations valued at \$5 million or more are brought to the Board of Directors for approval prior to advertisement and again prior to contract award. This month there are three pending actions for the Board's consideration.

### Key Considerations for Solicitations

#### *Next Gen Rapid Planning and Design*

In October 2023, the Board approved \$26.6 million for the development of six new *Rapid* routes as part of the amendment to the FY 2024 Program Budget and 2023 Regional Transportation Improvement Program (RTIP): *Rapid 277* will connect the community of Ramona to the Sabre Springs Transit Center. *Rapid 483* is being planned as part of the I-15/SR 78 Managed Lane Connector Project and will connect Temecula in Riverside County to the Cities of San Marcos and Carlsbad. *Rapid 640* is a precursor to the proposed Blue Line rail corridor improvements and will connect San Ysidro Transit Center to downtown San Diego. *Rapid 688* is a precursor to the planned Purple Line rail corridor and will connect San Ysidro Transit Center to Kearny Mesa. *Rapid 880* route is being planned as part of the SR 52 improvements project and connects east county to the Kearny Mesa area. *Rapid 625* connects Chula Vista and National City to San Diego State University.

A Request for Qualifications (RFQ) solicitation has been prepared seeking proposals from experienced firms in the engineering industry that can provide planning and design services for all phases of *Rapid* route development including planning, environmental, and design.

Per federal regulations, design services, also known as Architecture & Engineering (A&E) services, are required to be procured using a qualification-based procurement which does not allow cost to be considered during the evaluation and vendor selection phases. Therefore, estimated costs will not be an evaluation factor in the solicitation but must be deemed to be fair and reasonable. A contract will be negotiated and awarded to the firm determined most qualified for each of the six *Rapid* routes. Contracts will be executed based on funding availability and upon approval by the Board.

### Action: Approve

The Board of Directors is asked to authorize the Chief Executive Officer to:

1. Conduct a solicitation for Next Gen Rapid Planning and Design as detailed in this report; and
2. Award contracts to the vendors identified in this report for Transportation Demand Management Outreach and Marketing and SANDAG Regional Vanpool Leasing Program.

### Fiscal Impact:

Funding for these contracts will be derived as follows:

Next Gen Rapid Planning and Design:  
Overall Work Program (OWP Nos. 3401601, 3322302, and 3322501) and Capital Improvement Program (CIP Nos. 1205204, 1207802, and 1206701.)

Transportation Demand Management Outreach and Marketing: OWP No. 3310711 (Congestion Mitigation & Air Quality)

SANDAG Regional Vanpool Leasing Program: OWP No. 3310704.

### Schedule/Scope Impact:

Next Gen Rapid Planning and Design: The selected vendor will provide services from approximately December 2024 through December 2032.

TDM Outreach and Marketing: The selected vendor will provide services from FY 2025 through FY 2029.

SANDAG Regional Vanpool Leasing Program: The selected vendors will provide services from FY 2025 through FY 2029.

SANDAG is seeking outside services for this work due to the need for highly specialized skills and expertise including civil, environmental, and structural engineering. Procuring outside services enables SANDAG to access the expertise needed for limited durations without having to recruit and increase total staff resources.

### **Key Considerations for Contract Awards**

#### *Transportation Demand Management\_(TDM) Outreach and Marketing*

The TDM program works with 200 employers throughout the region to develop and implement commuter programs that provide employees with incentives and support for taking sustainable transportation choices that reduce traffic congestion. The current contract for TDM outreach and marketing is set to expire June 30, 2024.

The Board approved the solicitation for this procurement at its meeting on January 12, 2024, and funding was approved as part of the FY 2025 Program Budget. SANDAG solicited proposals from qualified and experienced firms that provide public outreach, employer services, communications, and marketing of TDM programs and services. The selected firm will assist employers, organizations, schools, and local jurisdictions with the development and implementation of TDM programs. Additionally, they will administer annual campaigns, like Bike Anywhere Day, Clean Air Day, Diamond Awards and ongoing employer, community, and school engagement activities throughout the year.

The solicitation was posted to SANDAG's online bidding platform and proposals were received from three (3) firms. The Evaluation Committee has recommended Steer Davies & Gleave, Inc., the highest ranked firm, for contract award. The proposed contract is for a term of five (5) years. The total value of the contract, which is currently estimated at \$10.2 million, exceeds the original solicitation value of \$10 million. The increase is justified by the independent cost estimate (ICE) prepared in advance of the solicitation, which contemplated a total project cost of \$10.2 million. Additionally, the staffing levels required to complete the scope of work have been thoroughly evaluated and are necessary to meet the project's objectives.

Consultant resources are a cost-effective and efficient method for ongoing TDM outreach and marketing activities. During the term of the contract, multiple consultant and sub-consultant staff, with varying areas of expertise and specialized skills, will be engaged to perform work. For example, bike education classes and group rides are led by certified instructors from the League of American Bicyclists, a service that a qualified subconsultant will provide.

#### *SANDAG Regional Vanpool Leasing Program*

A component of SANDAG's TDM Program is the Regional Vanpool Program. The approved FY 2025 Budget includes resources to expand the vanpool program and streamline reporting to the annual Federal Transit Administration (FTA) National Transit Database (NTD). A total of \$3.5 million was included for contracted services.

The Board approved the solicitation for this procurement at its meeting on November 3, 2023. SANDAG solicited proposals from qualified firms that can lease a fleet of vanpool vehicles to existing and prospective Regional Vanpool Program participants.

The solicitation was posted to SANDAG's online bidding platform and proposals were received from two (2) firms. The Evaluation Committee has recommended contract award to both firms - Commute with Enterprise and Green Commuter. The proposed contracts are for five (5) year terms. The combined value of the awarded contracts will not exceed the original solicitation value of \$19 million.

Outsourcing administration of certain aspects of the Vanpool Leasing Program is cost-effective and efficient for SANDAG. The selected firms have established business models for this type of service, can readily access a professional network of vendors, business leaders, and other services necessary for maintenance of a vanpool fleet, have trained and knowledgeable customer support staff, and capacity to support SANDAG with program expansion activities.

**Next Steps**

Next Gen Rapid Planning and Design: Pending approval by the Board, this solicitation will be advertised within the next few months. Any contract award(s) resulting from the solicitation will return to the Board for approval.

TDM Outreach and Marketing: Pending approval by the Board, SANDAG will enter into negotiations with, and award a contract to the firm noted in this report.

SANDAG Regional Vanpool Leasing Program: Pending approval by the Board, SANDAG will enter into negotiations with, and award contracts to, the two firms noted in this report.

***Kelly Mikhail, Director of Contracts and Procurement Services***

## Approval of Proposed Solicitation: Otay Mesa East Port of Entry Project and Proposed Evaluation Criteria for Construction Manager/General Contractor Procurement

### Overview

The Otay Mesa East Port of Entry (OME POE) is a joint venture between Caltrans and SANDAG, in collaboration with state and federal partners in the U.S. and Mexico, to create a 21st century border crossing that will enhance regional mobility, reduce greenhouse gas emissions, fuel economic growth, bolster binational trade, and enhance border security. SANDAG and its partners have been working on the OME POE project for over 25 years and are nearing the construction phase.

Solicitations valued at \$5 million or more are brought to the Board of Directors for approval prior to advertisement and again prior to contract award. SANDAG staff is requesting the Board consider the procurement of a Construction Manager/General Contractor (CM/GC) for the OME POE project.

### Key Considerations

On October 27, 2023, the Board approved pursuing the construction of the OME POE using the CM/GC construction contracting method. The CM/GC would be selected through a Request for Qualification (RFQ) and proceed through a two-phase selection process for both Pre-construction Services and Construction Services. Under SANDAG Board Policy No. 024, SANDAG staff is required to obtain approval from the Board for review and approval of the evaluation criteria for the OME POE CM/GC procurement and advertisement of the solicitation. Staff anticipates advertising the CM/GC procurement in July 2024 and would return to the Board for consideration of approval to allow the Chief Executive Officer to enter into negotiations and execute a Pre-Construction Services agreement and a Construction Services Agreement in 2025.

This solicitation invites proposals from qualified and experienced construction firms capable of supporting a complex mega project. The selected CM/GC will be involved during the design phase to provide construction expertise in developing the design plans and specifications.

### Action: Approve

The Board of Directors is asked to authorize the Chief Executive Officer to conduct a solicitation for the Otay Mesa East Port of Entry Project Construction Manager/General Contractor Services and approve the proposed evaluation criteria.

### Fiscal Impact:

An allocation of \$4 to \$4.5 million is designated for Pre-Construction Services and \$400 to \$450 million is designated for Construction Services. The maximum total value of the contract awarded from this solicitation will not exceed \$454.5 million over 4.5 years. Funding for the contract will be derived from Capital Improvement Program No. 1201101.

### Schedule/Scope Impact:

The anticipated duration for Pre-Construction Services is approximately 18 months and Construction Services is approximately three years if the Construction Manager/General Contractor firm successfully completes the Pre-Construction Services and agree to the contract terms and conditions. The project has a goal to open to traffic in 2028.

The procurement will be a best value selection based on a combination of Proposer's qualifications/expertise, interview, and pricing. SANDAG has determined that selection of the Proposer based on a best value determination provides the best opportunity to obtain the right CM/GC to assure the successful completion and coordination of all project elements, which are integrally related. The proposed evaluation criteria are summarized in Attachment 1.

SANDAG will establish an Evaluation Committee to review and assess proposals submitted in response to this RFQ. Initially, proposals will be evaluated using pass/fail factors for its financial capacity and responsiveness, followed by an assessment based on the criteria and processes outlined in Attachment 1. The award will be given to the responsive and responsible proposer whose proposal is deemed to offer the best value and be most advantageous to SANDAG.

SANDAG expects to award a Pre-Construction Services Agreement to the selected proposer for the Pre-Construction Services in early 2025. Subsequently, a Construction Services Agreement and related Work Packages may be agreed upon in accordance with the terms and conditions of the Pre-Construction Services Agreement, anticipated by the end of 2025.

Staff has estimated the pre-construction services to be within the range of \$4 to \$4.5 million and construction services in the range of \$400 to \$450 million.

### **Next Steps**

Pending approval by the Board, this solicitation will be advertised within the next month. Any contract proposed to be awarded as a result of the solicitation and evaluation process will be brought to the Board for review and approval.

***Omar Atayee, Acting Director of Engineering and Construction***

Attachment: 1. Proposed Evaluation Criteria



## Proposed Evaluation Criteria

### I. Technical Proposal Evaluation: 150 Points

Evaluation Criteria	Maximum Points	Related Submittals in Support of the Criteria
<b>1.0 PAST PERFORMANCE, CAPABILITY AND EXPERIENCE</b>	<b>55</b>	
<b>1.1 Comparable Projects</b> The Proposer demonstrating, by reference to the successful delivery of Comparable Projects and to its proposed team structure, the appropriate capability and technical experience to successfully deliver the Project.	15	Proposer Team's Capability and Experience Proposer's Technical Experience on Comparable Projects
<b>1.2 Project delivery model experience</b> The Proposer demonstrating the appropriate capability and experience to successfully manage and deliver the Project and work with SANDAG under a CM/GC project delivery model by reference to its experience on the successful delivery of projects utilizing a CM/GC or CMAR project delivery model or another comparable progressive project delivery model, in each case including demonstration of the successful negotiation of a guaranteed maximum price or firm fixed price for the construction work. For the purposes of this evaluation criteria, "another comparable progressive project delivery model" means a project delivery model that includes performance of constructability reviews to support an iterative design development process in collaboration with the project owner and/or any third party designer; use of an iterative, progressive build-up of the construction price on an open book basis during predevelopment or preconstruction; and the management of the competitive bidding of Subcontractors post-contract award.	10	Project Delivery Model Experience
<b>1.3 Key Personnel experience</b> The Proposer demonstrating the appropriate capability, experience and qualifications of its Project Manager and other Key Personnel for the Pre-Construction Services to satisfy the minimum requirements for Key Personnel under the Agreement and to successfully deliver the Project.	30	Key Personnel Past Performance and Experience

<b>Evaluation Criteria</b>	<b>Maximum Points</b>	<b>Related Submittals in Support of the Criteria</b>
<b>2.0 PROJECT UNDERSTANDING AND APPROACH</b>	<b>95</b>	
<b>2.1 Project understanding</b> The Proposer demonstrating a clear understanding of the particular risks, challenges, and opportunities of the Project and how the Proposer's experience on other projects will be utilized to address the major elements of the Project scope that will require focus and present the greatest risk to successful delivery of the Project.	15	Project Understanding
<b>2.2 Management and partnering approach</b> The Proposer demonstrating a well-defined, innovative, and collaborative approach to the Proposer's overall performance of the Pre-Construction Services and the Construction Services that will ensure certainty and efficiency in delivery of the Project within the overall Project schedule.	15	Management and Partnering Approach
<b>2.3 DBE and SB Subcontracting Plan and approach</b> The Proposer demonstrating a well-defined and credible approach to engagement and outreach to disadvantaged business and small business communities on contracting opportunities for the Pre-Construction Services and the Construction Services, and the procurement and management of Subcontractors for the performance of the Construction Services.	15	DBE Subcontracting Approach
<b>2.4 Pre-construction approach</b> The Proposer demonstrating a well-defined, innovative and collaborative approach to the Proposer's performance of the Pre-Construction Services.	20	Pre-Construction Approach
<b>2.5 Construction approach</b> The Proposer demonstrating a well-defined, innovative and collaborative approach to the Proposer's performance of the Construction Services.	25	Construction Approach
<b>2.6 Safety</b> The Proposer demonstrating a well-defined, comprehensive approach to safety during the performance of the Construction Services.	5	Safety
<b>TOTAL TECHNICAL PROPOSAL POINTS</b>	<b>150</b>	

## **II. Interview: 50 Points**

SANDAG will interview shortlisted proposers. These interviews will include a presentation by the proposer to the Evaluation Committee, followed by a question-and-answer session, which may involve role-playing in response to a given scenario.

## **III. Price Proposal Evaluation: 50 Points**

<b>Evaluation Criteria</b>	<b>Description</b>
<b>1. Pre-Construction NTE Amount</b>	A total not-to-exceed amount for the Pre-Construction Services calculated and provided by the Proposer in accordance with Section 9.5.3 (Pre-Construction NTE Amount).
<b>2. CM/GC Multiplier for Construction Services</b>	A percentage calculated and provided by the Proposer and converted to an aggregate total dollar amount for the assumed Construction Services Cost for evaluation purposes in accordance with Section 9.5.4 (CM/GC Multiplier).
<b>TOTAL PRICE PROPOSAL POINTS</b>	<b>50</b>

## 2023 Regional Transportation Improvement Program Amdendment No. 13 and Air Quality Conformity Re-Determination

### Overview

The Regional Transportation Improvement Program (RTIP) is a five-year document that reflects funding sources, project phases, and fiscal years of implementation for all transportation-related projects in the San Diego region that: (1) use federal, state, or TransNet funds; (2) increase capacity of the transportation system; or (3) are regionally significant. SANDAG develops the RTIP based on projects included in the 2021 Regional Plan, as submitted by member agencies (local jurisdictions, transit agencies, Caltrans).

The [2023 RTIP](#) covers FY 2023 – FY 2027 and is fiscally constrained, meaning that enough revenue is committed or reasonably assumed to be available from local, state, and/or federal sources for each phase of the project that is included in the RTIP. Amendments are made to the RTIP on a quarterly (or as-needed) basis to reflect funding or scope changes.

### Action: Adopt

The Transportation Committee recommends that the Board of Directors adopt Resolution No. 2024-31, approving Amendment No. 13 to the 2023 Regional Transportation Improvement Program and adopting the Air Quality Conformity Re-Determination.

### Fiscal Impact:

There are no changes to funding in this amendment.

### Schedule/Scope Impact:

Amendment No. 13 includes changes to the Open to Traffic dates on six projects in the program being completed by four agencies.

### Key Considerations

Four agencies have requested revised open-to-traffic dates for their respective projects included in the 2023 RTIP and Amended 2021 Regional Plan. Amendment No. 13 to the 2023 RTIP incorporates those revised open-to-traffic dates. In addition, SANDAG is required to determine the RTIP's consistency with the latest update to the Regional Plan, which was amended by the Board of Directors on October 13, 2023. Amendment No. 13 also establishes that consistency and re-determines conformity for the Amended 2021 Regional Plan.

Amendment No. 13, including the financial capacity analysis and air quality conformity analysis, can be found at: [2023 RTIP Amendment No. 13](#). Attachment 1 includes Resolution 2024-31 and Attachment 2 highlights the projects in Amendment No. 13 with updated Open to Traffic dates. The 2023 RTIP can be found in its entirety at [sandag.org/RTIP](https://sandag.org/RTIP).

### Next Steps

Pending Board action, Amendment No. 13 will be submitted for state and federal approval.

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

- Attachments:
1. Resolution No. 2024-31: Approving Amendment No. 13 to the 2023 Regional Transportation Improvement Program and Adopting the Air Quality Conformity Re-Determination
  2. Table 1 – Summary of Changes Report – Amendment No. 13



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## ***Resolution No. 2024-31***

# **Approving Amendment No. 13 to the 2023 Regional Transportation Improvement Program and Adopting the Air Quality Conformity Re-Determination**

WHEREAS, the San Diego Association of Governments (SANDAG) is the federally designated Metropolitan Planning Organization (MPO), pursuant to Title 23 United States Code (USC) Sections 135(a) and (g), for the San Diego County region; and

WHEREAS, Title 23, Part 450 and Title 49, Part 613 of the Code of Federal Regulations (CFR) require SANDAG, as the MPO, to prepare and update a long-range regional transportation plan and regional transportation improvement program; and

WHEREAS, on December 10, 2021, SANDAG adopted the 2021 Regional Plan, which serves as the region's regional transportation plan; and found the 2021 Regional Plan in conformance with the applicable State Implementation Plan (SIP), and with the 2016 Regional Air Quality Strategy (RAQS), in accordance with California law; and

WHEREAS, on January 28, 2022, the U.S. Department of Transportation (U.S. DOT) determined the 2021 Regional Plan to be in conformance to the applicable SIP in accordance with the provisions of 40 CFR Parts 51 and 93; and

WHEREAS, on September 23, 2022, SANDAG adopted the 2023 Regional Transportation Improvement Program (RTIP) and found the 2023 RTIP in conformance with the applicable SIP, and with the 2016 RAQS, in accordance with California law; and

WHEREAS, on December 16, 2022, the U.S. DOT determined the 2023 RTIP to be in conformance to the applicable SIP in accordance with the provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93; and

WHEREAS, on October 13, 2023, SANDAG adopted the Amendment to the 2021 Regional Plan (Amended 2021 Regional Plan) and found the 2021 Regional Plan in conformance with the applicable SIP and with the 2022 RAQS, in accordance with California law; and

WHEREAS, certain jurisdictions have requested revised open to traffic dates for their respective projects included in the Amended 2021 Regional Plan and the 2023 RTIP; and

WHEREAS, the 2023 RTIP programs funding for projects each year over five years while the Amended 2021 Regional Plan organizes projects into phases spanning several years; and

WHEREAS, no revisions to the Amended 2021 Regional Plan are necessary because the revised open-to-traffic dates do not move the projects into a different phase, however, the revised dates require modifications to the 2023 RTIP which have been incorporated into Amendment No. 13; and

WHEREAS, the 2023 RTIP Amendment No. 13 projects have been developed from the Amended 2021 Regional Plan and satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable metropolitan transportation planning requirements per 23 CFR Part 450, including the performance-based planning requirements; and

WHEREAS, the regionally significant, capacity-increasing projects have been incorporated into the quantitative air quality emissions analysis and conformity findings conducted for the amended 2021 Regional Plan and the 2023 RTIP Amendment No. 13; and

WHEREAS, 2023 RTIP Amendment No. 13 continues to provide for the timely implementation of transportation control measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that the implementation of the RTIP projects and programs meet all the federally required emissions budget targets; and

WHEREAS, projects in Amendment No. 13 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including all performance-based planning requirements; and

WHEREAS, all other projects in Amendment No. 13 are either non-capacity increasing or exempt from the requirements to determine conformity; and

WHEREAS, the 2023 RTIP Amendment No. 13 is fiscally constrained as shown in Chapter 2 of Amendment No. 13; and

WHEREAS, the public and affected agencies have been provided notice of and an opportunity to comment on the 2023 RTIP Amendment No. 13 and its air quality conformity determination and the redetermination of the Amended 2021 Regional Plan; and

NOW THEREFORE BE IT RESOLVED that the SANDAG Board of Directors finds the 2023 RTIP, including Amendment No. 13, is consistent with the Amended 2021 Regional Plan, is in conformance with the applicable SIP and with the 2022 RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and was developed consistent with the SANDAG Public Participation Plan; and

BE IT FURTHER RESOLVED that the SANDAG Board of Directors finds Amended 2021 Regional Plan is in conformance with all applicable SIP requirements for air quality, and the emissions budgets included in the 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County (October 2020), in accordance with the transportation conformity requirements contained in 40 CFR Part 51 and Part 93, as required by Section 176(c) of the federal Clean Air Act (42 U.S.C. Sec 7506) as amended, and the 2015 revisions to the National Ambient Air Quality Standards for ground-level ozone pursuant to Sections 108 and 109 of the Clean Air Act (42 U.S.C. Sec 7408 and Sec 7409) as amended, as well as the 2022 RAQS, in accordance with California law; and

BE IT FURTHER RESOLVED that the SANDAG Board of Directors does hereby approve Amendment No. 13 to the 2023 RTIP and its air quality conformity determination, and the redetermination of conformity for the Amended 2021 Regional Plan.

PASSED AND ADOPTED this 28th day of June 2024.

Attest:

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**Chair**

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**Secretary**

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

**Advisory Members:** California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.

**Table 1 - Summary of Changes Report (\$000)**  
**2023 RTIP Amendment No. 13**

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
CAL68	Caltrans	SR 94/125 Interchange and Arterial Operational Improvements	\$34,240,000	\$34,240,000	\$0	0%	Changed OTT date, no change to funding, no change to scope
CAL114	Caltrans	I-5/SR 56 Interchange	\$38,621,952	\$38,621,952	\$0	0%	Changed OTT date, no change to funding, no change to scope
CB32	Carlsbad, City of	El Camino Real Widening - Poinsettia to Camino Vida Roble	\$4,595,000	\$4,595,000	\$0	0%	Changed OTT date, no change to funding, no change to scope
CB59	Carlsbad, City of	El Camino Real Widening - Sunny Creek to Jackspar	\$5,010,000	\$5,010,000	\$0	0%	Changed OTT date, no change to funding, no change to scope
ESC08	Escondido, City of	Felicita Ave/Juniper Street	\$4,721,760	\$4,721,760	\$0	0%	Changed OTT date, no change to funding, no change to scope
SM31	San Marcos, City of	San Marcos Creek Specific Plan - Discovery St. Widening and Flood Control Improvements #88265	\$13,529,207	\$13,529,207	\$0	0%	Changed OTT date, no change to funding, no change to scope

LEGEND:  
 ↑ Increase  
 ↓ Reduce  
 ↔ Revise  
 + Add new

## LOSSAN Rail Realignment Project

### Overview

SANDAG has started preliminary engineering on the San Diego LOSSAN Rail Realignment project. SANDAG is the California Environmental Quality Act (CEQA) Lead Agency for the project. A Notice of Preparation (NOP) of a Draft Environmental Impact Report was released on June 4, 2024, with a 45-day public comment period (Attachment 1).

The NOP is the first step in beginning the formal environmental review phase of a project under CEQA. The NOP is required to contain sufficient information describing the project to enable a response on the scope and content of information to be included in the Draft Environmental Impact Report (EIR). An NOP is required to include a description of the project, location of the project shown on a map, and a listing of probable environmental effects of the project. In addition to this information, the NOP identifies a range of alignment alternatives currently under consideration.

Following the release of the NOP, a public scoping meeting was held on June 18, 2024, to outline the NOP process, the proposed alignment alternatives currently under consideration, and how the public can participate in the process to inform the alternatives, in addition to the No Project alternative, that will be studied in the Draft EIR. The Draft EIR will also identify a proposed project alignment.

### Key Considerations

The NOP proposes three project alignment alternatives that potentially go through the cities of Solana Beach, Del Mar, and San Diego, as depicted below. Each project alignment alternative would require a north and south portal, a tunnel connecting the portals, and double tracking of the rail line.

Two north portal locations and two south portal locations have been identified depending on the track alignment. The proposed portal locations are as follows:

**Under Jimmy Durante Boulevard:** This proposed portal would be located north of the intersection of Camino Del Mar and Jimmy Durante Boulevard. The portal's infrastructure would cross underneath Jimmy Durante Boulevard, which would be raised. The portal structures would potentially extend into commercial and residential properties.

**Fairgrounds North:** This proposed portal would be located north of the fairgrounds within the railroad trench in Solana Beach. The portal's infrastructure would start south of the existing Solana Beach Station.

**Torrey Pines Road:** This proposed portal would be located near the intersection of Carmel Valley Road and North Torrey Pines Road. The portal infrastructure would cross underneath Carmel Valley Road and potentially extend into residential properties.

### Action: Discussion/Possible Action

Staff will present an update on the California Environmental Quality Act Notice of Preparation and future National Environmental Policy Act processes for the LOSSAN Rail Realignment project, including proposed public outreach and engagement activities during the scoping period.

### Fiscal Impact:

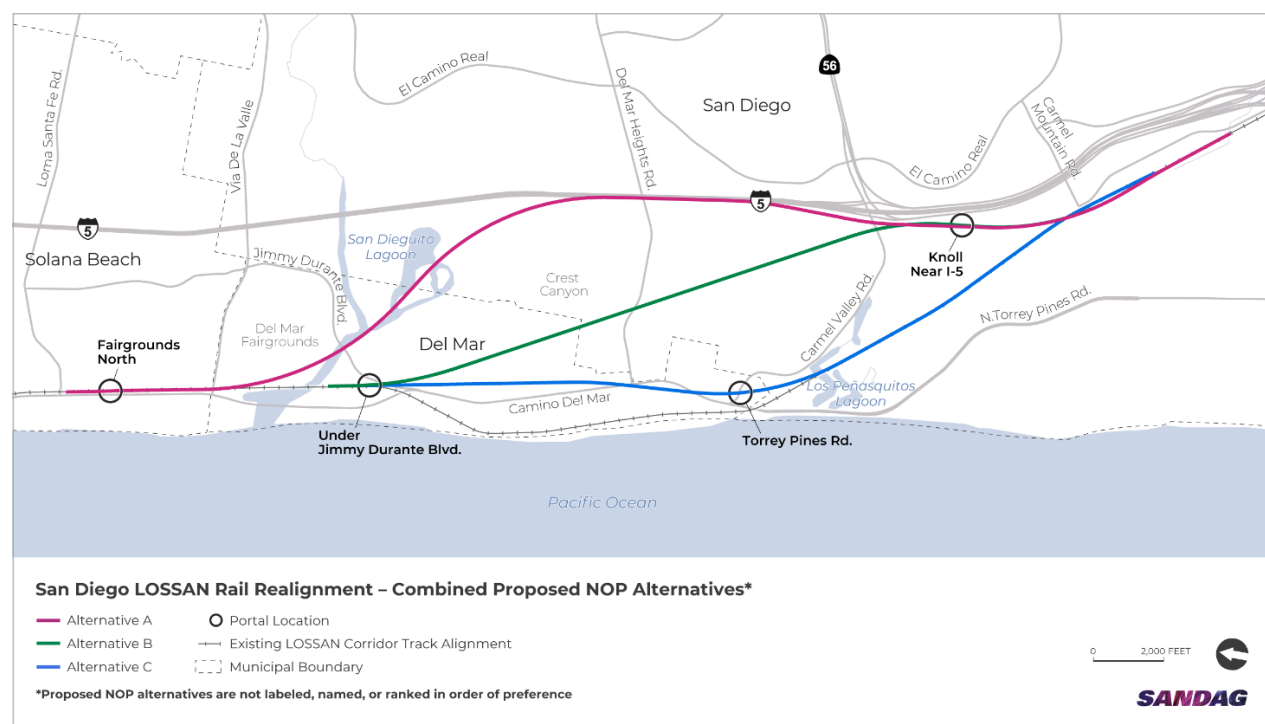
Initial planning, environmental, and preliminary design phases for the LOSSAN Rail Realignment project are funded with \$300 million in state funding (Capital Improvement Program No. 1239823).

### Schedule/Scope Impact:

The state funding for the environmental and design phases must be spent by June 30, 2027.



Knoll Near I-5: This proposed portal would be located at a knoll south of Carmel Valley Road between I-5 and the segment of Sorrento Valley Road Trail that is closed to public vehicular traffic but open for bikes, pedestrians, and authorized vehicles. The portal infrastructure would be within the undeveloped knoll and extend into the Los Peñasquitos Lagoon.



Alternative A is approximately 6.8 miles in length and would descend immediately south of the Solana Beach Station, enter the Fairgrounds North Portal, then continue south into the fairgrounds, where there would be a new underground special events platform. The alignment would continue under the San Dieguito Lagoon and turn to follow under the I-5 freeway, then continue south and exit at the Knoll Near I-5 South Portal. The alignment would then rise above ground as it transitions back into the existing railroad alignment north of the Sorrento Valley Station.

Alternative B is approximately 5.3 miles in length and would descend immediately south of the rail bridge that spans over the San Dieguito Lagoon and enter the Under Jimmy Durante Boulevard North Portal, then continue south and exit at the Knoll Near I-5 South Portal. The tracks would then rise as it transitions back into the existing railroad alignment north of the Sorrento Valley Station.

Alternative C is approximately 4.9 miles in length and would descend immediately south of the rail bridge that spans over the San Dieguito Lagoon and enter the Under Jimmy Durante Boulevard North Portal. This alternative would continue south and exit at the Torrey Pines Road South Portal, bridge over the Los Peñasquitos Lagoon, and then transition back to the existing railroad alignment. The existing railroad alignment within Los Peñasquitos Lagoon would be double tracked, which would require raising and widening the existing berm in the lagoon to address flooding and sea level rise projections.

Attachment 2 outlines the process that was used to evaluate and determine the alternatives that were included in the NOP for consideration. A [report](#) on the 26 potential alignments that went through this screening process is available on the SANDAG LOSSAN rail realignment website.

### ***Public and Stakeholder Outreach***

The release of the NOP marks the beginning of the formal public participation process as part of the environmental review for the project. There were more than 400 people in attendance at the scoping meeting for the NOP and approximately 680 comments on the NOP have been received at the time of this report. SANDAG is planning to host a mobile field office up to twice a week to support continued public engagement throughout the scoping period, rotating between the cities of San Diego, Solana Beach, and Del Mar. In addition, there will be pop-up outreach events at each of the transit stations along the rail corridor; online engagement activities, and continued stakeholder meetings and presentations upon request.

Until the release of the NOP, the analysis that had been completed focused on alignment alternatives primarily within the boundaries of the cities of Del Mar and San Diego. Given the inclusion of an alignment alternative in the NOP that extends into the City of Solana Beach, SANDAG proposes conducting workshops and engagement activities focused within Solana Beach throughout the scoping period as well.

### **Next Steps**

SANDAG has received, and is considering, requests to extend the 45-day noticed public comment period on the NOP. SANDAG also anticipates initiating geotechnical data collection to inform the description of alignments and the environmental impact analysis in the forthcoming Draft EIR.

Once the scoping period has concluded, staff will return to the Board with a report on all of the public and stakeholder comments that were submitted. This will be an opportunity for the Board to provide feedback as staff works with federal partners to identify a National Environmental Policy Act (NEPA) lead agency that will undertake the development of a Federal NEPA document for the federal approvals and permits necessary for the project. SANDAG hopes to identify the NEPA Lead Agency in fall 2024 and for the formal NEPA environmental review process to comment by the end of 2024, which will also include opportunities for public comment.

### ***Omar Atayee, Acting Director of Engineering and Construction***

Attachments:   1.   CEQA Notice of Preparation  
                      2.   Screening Report

# Notice of Preparation of a Draft Environmental Impact Report

June 4, 2024

## Subject

Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the **San Diego-Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Realignment (SDLRR) Project** (Project) located in the cities of Solana Beach, Del Mar, and San Diego, California.

## Introduction

The San Diego Association of Governments (SANDAG), as the Lead Agency under the California Environmental Quality Act (CEQA), is initiating the preparation of a Draft EIR for the SDLRR Project and is issuing this NOP to initiate scoping to solicit input on the Project, including alternatives under consideration and environmental effects. SANDAG has decided to forego preparing an Initial Study (*CEQA Guidelines* 15063(a)) and move directly into the preparation of a Draft EIR. In addition to soliciting input from the public, SANDAG is requesting feedback from agencies as to the scope and content of environmental information that is relevant to an agency's statutory responsibilities in connection with the SDLRR Project (e.g., if this Draft Environmental Impact Report [EIR] will be used by an agency to issue an approval for the SDLRR Project).

The SDLRR Project may require approvals and/or permits from agencies that would be subject to environmental review pursuant to the National Environmental Policy Act (NEPA). A NEPA Lead Agency has not yet been identified. Once the NEPA Lead Agency is identified, that agency will formally initiate the NEPA process.

## Background

The San Diego Subdivision is an approximately 60-mile section of the 351-mile LOSSAN Rail Corridor, linking San Diego, Los Angeles, and San Luis Obispo from the Orange County line to the Santa Fe Depot in Downtown San Diego. The LOSSAN Rail Corridor is the second busiest intercity passenger rail corridor in the United States and supports commuter (COASTER), intercity (Pacific Surfliner), and freight (BNSF) rail services. Currently, three quarters of the San Diego Subdivision is double tracked, resulting in a total of approximately 15 miles of single track and 45 miles of double track.

## SANDAG Responsibilities

The San Diego Regional Transportation Consolidation Act (Senate Bill [SB] 1703 Peace) assigned SANDAG the responsibility for planning, funding allocation, project development, and construction in the San Diego region for all transit projects, including heavy rail. The North County Transit District and San Diego Metropolitan Transit System retained the responsibility for the maintenance and operation of the rail services. As such, SANDAG is the CEQA Lead Agency for rail line construction projects proposed in San Diego County. In its role as the Metropolitan Planning Organization under federal and state law, SANDAG is also responsible for the development of the Regional Transportation Plan and a Sustainable Communities Strategy. The Regional Transportation Plan identifies transportation infrastructure investments and programming of transportation funding over a 30-year

timeframe within the San Diego region in consideration of projected economic and population growth. The 2021 Regional Plan combines the Regional Transportation Plan and Sustainable Communities Strategy to achieve the regional greenhouse gas emissions reduction targets set by the California Air Resources Board. SANDAG's current plan was adopted by the SANDAG Board of Directors in December 2021, with an amendment approved in October 2023.

As described in the 2021 Regional Plan, the regional vision for the San Diego Subdivision would result in an increase in commuter rail service operating at higher speeds in order to reduce travel times and provide a competitive alternative to driving, as well as aiding in continuation of goods movement through the region. The 2021 Regional Plan contemplates double tracking the remaining single-track segments of the LOSSAN Rail Corridor within San Diego County, modifications to the track configuration to accommodate higher speeds, and relocation of rail track into more climate resilient areas.

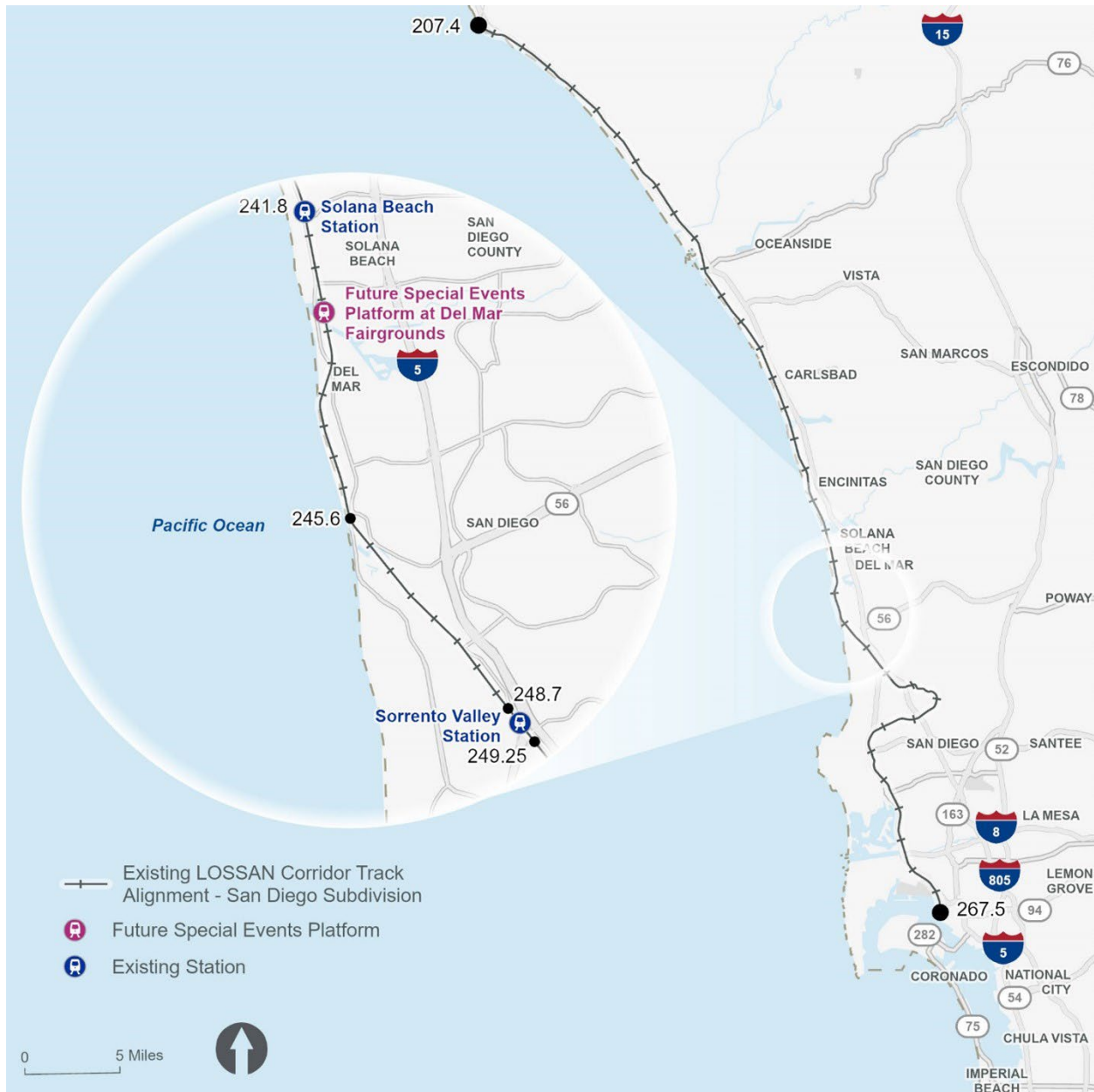
The segment of the San Diego Subdivision within the SDLRR Project area has experienced temporary closures and speed reductions resulting from bluff collapses, erosion, and repair work to stabilize the bluffs and protect the rail corridor from more substantial erosion effects. Four bluff stabilization projects have been completed in Del Mar since 2003, with the construction of Phase 4 recently completed in 2021. A fifth stabilization project (Phase 5) began construction in spring 2024. Phase 5 focuses on addressing additional seismic and stabilization needs, installing additional support columns, and replacing aging drainage structures to support the existing tracks.

In addition to the stabilization projects, several emergency repairs have been required since 1996 due to bluff failures that threatened train operations. While the Phase 5 stabilization project addresses safety and operational concerns with a 30-year design life, the stabilization projects and emergency repairs do not provide a long-term solution for sea level rise and the ongoing coastal erosion that pose substantial safety and economic risks to the region. Bluff retreat is estimated to occur at an average rate of 0.4 to 0.6 foot per year; however, large episodic bluff failures can result in more than 20 feet of bluff edge retreat in a single event. The California Coastal Commission has required that SANDAG evaluate realignment of the rail corridor off the bluffs to a more resilient location as part of their condition of approval for Phases 4 and 5 of the above-mentioned stabilization work. Further stabilization and emergency repair projects are likely to be required until the rail corridor is relocated from the coastal bluffs.

## **Study Area**

The Project is located within portions of the cities of Solana Beach, Del Mar, and San Diego, as depicted on Figure 1. The Project study area begins at Solana Beach Station in the north and ends at the Sorrento Valley Station in the south. The study area is generally bounded to the west by the Pacific Ocean and to the east by Interstate 5 (I-5).

**Figure 1. Project Location**



*Note: Within the San Diego Subdivision, right-of-way north of Milepost 245.6 is owned by North County Transit District and right-of-way south of Milepost 245.6 is owned by Metropolitan Transit System. The Future Special Events Platform has been approved and fully funded but will be constructed as part of the San Dieguito Double Track Project.*

## Planning Documents and Prior Studies

The Project is part of a larger program of improvements to be implemented on the LOSSAN Rail Corridor to enhance the reliability of existing services between San Luis Obispo, Los Angeles, and San Diego. Previous planning and environmental studies have been undertaken to analyze the potential for realigning the San Diego Subdivision in the Project study area away from the coastal bluffs and primarily within tunnels through the cities of Del Mar and San Diego.

- In **2007**, the California Department of Transportation (Caltrans) and the Federal Railroad Administration (FRA) finalized the **Los Angeles—San Diego Final Program EIR/Environmental Impact Statement (EIS)**<sup>1</sup>, and on March 18, 2009, a **Record of Decision**<sup>2</sup> was published which records the decisions the United States Department of Transportation (U.S. DOT) made for proposed improvements to the LOSSAN Rail Corridor between Los Angeles and San Diego. The Program EIR/EIS carried forward two alternatives proposing tunnel options that deviated from the existing railroad alignment.
- In **August 2014**, the California Coastal Commission unanimously approved the North Coast Corridor Public Works Plan/Transportation and Resource Enhancement Program (**PWP/TREP**). Jointly prepared by SANDAG and Caltrans, the PWP/TREP is a single, integrated document that establishes a framework for comprehensively planning, reviewing, and permitting of multimodal transportation improvements along a 27-mile corridor in North San Diego County that maintains and enhances public access and protects sensitive coastal resources. The scope of improvements discussed within the Project study area includes two conceptual alignments for a “rail tunnel to move the existing rail alignment away from the Del Mar bluffs, which are susceptible to failure and unable to accommodate double tracking due to significant excavation, stabilization and ongoing maintenance needs of such a facility” (Chapter 4).
- In **December 2017**, SANDAG published a report entitled Conceptual Engineering and Environmental Constraints for Double Track Alignment Alternatives Between Del Mar Fairgrounds and Sorrento Valley<sup>3</sup> that analyzed the feasibility of five potential options for relocating the existing San Diego Subdivision onto a new alignment with a double track tunnel away from the Del Mar bluffs. The study included conceptual engineering and preliminary construction costs for each alignment option.

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<sup>1</sup> Web Page: <https://railroads.dot.gov/elibrary/los-angeles-san-diego-lossan-corridor-program-final-programmatic-eireis>  
PDF: [https://railroads.dot.gov/sites/fra.dot.gov/files/2023-10/2.2.11%20LOSSAN%20Programmatic%20EIR-EIS%20%282007%29\\_PDFa.pdf](https://railroads.dot.gov/sites/fra.dot.gov/files/2023-10/2.2.11%20LOSSAN%20Programmatic%20EIR-EIS%20%282007%29_PDFa.pdf)

<sup>2</sup> Web Page: <https://railroads.dot.gov/elibrary/los-angeles-san-diego-lossan-corridor-program-eireis-record-decision>  
PDF: [https://railroads.dot.gov/sites/fra.dot.gov/files/fra\\_net/192/LOSSAN\\_ROD\\_FINAL\\_2009.pdf](https://railroads.dot.gov/sites/fra.dot.gov/files/fra_net/192/LOSSAN_ROD_FINAL_2009.pdf)

<sup>3</sup> Web Page: <https://www.SANDAG.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/del-mar-bluffs-stabilization/alignment-alternatives-and-environmental-constraints-study-2017-2023-09-08.pdf>  
Appendices: <https://www.SANDAG.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/del-mar-bluffs-stabilization/alignment-alternatives-and-environmental-constraints-study-2017-appendices-2023-09-08.pdf>

- In **September 2018**, Caltrans released the *2018 California State Rail Plan*, which established a statewide vision describing a future integrated rail system that provides comprehensive and coordinated service to passengers through more frequent service, and convenient transfers between rail services and transit. The plan recognized the challenges coastal erosion and sea level rise pose to the railroad tracks atop the eroding bluffs in Del Mar. It noted that about 50 trains on weekdays (mostly passenger), traverse the Del Mar Bluffs, and sea level rise will accelerate erosion of the bluffs, threatening stability and the viability of the route. The plan states “erosion by 2100 could eliminate the rail line completely, as well as adjacent homes, absent preventative measures.”
- In **December 2021**, SANDAG adopted the 2021 Regional Plan, which envisioned an expanded system of transit services to reduce greenhouse gases from automobiles, while promoting safe, clean, and economically friendly ways to move goods throughout the region and beyond. The 2021 Regional Plan envisioned the relocation, straightening, and double tracking of the rail line through the study area to a more climate resilient location that could reduce travel time and service reliability.
- In **June 2022**, the California Coastal Commission issued a Federal Consistency Certification (No. 0005-21) for the Del Mar Bluff Stabilization V project, which required the removal of all shoreline armoring after the expiration of the 30-year authorization period. The 30-year authorization period was to “allow SANDAG to protect the important railway line while planning of the pursuing [its] relocation.”
- In **August 2023**, SANDAG released the [San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report](#), which refined five potential alignment alternatives based on the previous conceptual engineering study and evaluated them against a set of performance criteria. Two of these alternatives were advanced to 10 percent conceptual engineering and were further analyzed for engineering and environmental considerations. Based on feedback from stakeholders and community groups, four additional potential tunnel portal locations were then also evaluated to further minimize impacts on the community and private properties. Additional conceptual alignments were considered at a high level to demonstrate potential connections between various portal locations.

## Recent Public Outreach

Leading up to the release of the NOP, SANDAG conducted public outreach events to inform, engage, and solicit public input to refine the description of the Project and the range of alternatives to be identified in the NOP. The meetings are listed below and videos for many of these meetings are available on the [SANDAG website](#).

- July 24, 2023: SANDAG presentation to Del Mar City Council
- August 30, 2023: SD LOSSAN Rail Realignment Del Mar Community Open House
- October 4, 2023: LOSSAN Tunneling Workshop
- October 19, 2023: LOSSAN Virtual Information Session
- November 6, 2023: LOSSAN Alignments Workshop Del Mar
- November 7, 2023 – December 19, 2023: Weekly Community Field Office Hours
- November 15, 2023: LOSSAN Alignments Workshop Carmel Valley
- February 5, 2024: SANDAG presentation to Del Mar City Council



- March 19, 2024: SANDAG presentation to Torrey Pines Community Planning Board

## **Project Objectives**

The Project objectives are as follows:

- Improve rail service reliability by relocating the existing railroad tracks away from the eroding coastal bluffs in Del Mar.
- Maintain passenger rail service to the existing train stations serving Solana Beach and Sorrento Valley and accommodate direct rail access to the 22nd District Agricultural Association (Del Mar Fairgrounds).
- Minimize impacts in the surrounding communities during and after construction.
- Avoid and/or minimize impacts on biological, cultural, and recreational resources of national, state, or local significance, including publicly owned parks, beaches, wetlands, ecological reserves, wildlife or waterfowl refuges, and any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.
- Help meet the goals of the 2021 Regional Plan and the 2018 California State Rail Plan by increasing passenger and freight train capacity, further reducing travel times, improving reliability, and accommodating additional rail service.
- Improve coastal access and safety by eliminating at-grade railroad crossings and minimizing other pedestrian-rail points of interaction.

## **Project Description**

SANDAG proposes to relocate the existing single-track alignment of the San Diego Subdivision potentially through the Cities of Solana Beach, Del Mar, and San Diego, where the rail line runs along a terrace on the coastal bluffs, to a double-track alignment between the Solana Beach Station and the north end of Sorrento Valley in the City of San Diego. The new alignment would relocate existing rail service from along the coastal bluffs to a new alignment away from the bluffs, primarily located within tunnels through Del Mar and San Diego. The new alignment may include aerial structures and berms. The relocation and double tracking of the alignment would eliminate reliability risks caused by bluff erosion and provide greater track capacity and a higher operating speed for trains that use the corridor, enabling projected increases in service and minimizing conflicts with pedestrians. The Project will include removal of existing stabilization infrastructure, consistent with the California Coastal Commission's conditions of approval for the Del Mar stabilization projects.

Pursuant to State CEQA Guidelines, the SDLRR Draft EIR will consider a No Project Alternative and a reasonable range of Project alternatives. In accordance with CEQA, SANDAG has identified alternatives to be analyzed in the Draft EIR based on their potential feasibility, ability to attain the majority of the Project objectives, and potential to avoid or substantially lessen the significant effects of the Project and evaluate the comparative merits of the alternatives (California Code of Regulations title 14 § 15126.6).

As a result of prior planning studies and community engagement, in addition to the No Project alternative, three Project alternatives are proposed for analysis in the Draft EIR, as depicted on Figure 3. Each Project alternative would require a north and south portal, a tunnel connecting the portals, and double tracking of the rail line.



The Project comprises the following infrastructure components, which are also included in each of the three Project alternatives (definitions for several of these components are included in the callout box and depicted on Figure 2).

- Removal of existing rail infrastructure (e.g. rail track, ties, and ballast) on areas no longer needed after track relocation
- Construction of bridge structures
- Construction of U-structures, retaining walls, and floodwalls
- Construction of twin-bored tunnels and cut-and-cover tunnels
- Construction of tunnel portals and associated portal infrastructure
- Installation of a tunnel system power supply
- Installation of tunnel ventilation systems
- Installation of communication systems, including signals, switches, and control points
- Modifications to drainage and roadways, as needed
- Relocation of utilities, as needed
- Potential placement of beach-quality sand excavated from tunnel boring activities onto beach(es) or near shore, in the vicinity of the study area
- Removal of prior bluff stabilization improvements consistent with the California Coastal Commission's certification of Federal Consistency Certifications

**Graded:** rail tracks constructed on flat ground, earthen berms, or cuts into hillsides.

**Floodwalls:** a freestanding structure built along a shore or bank to prevent encroachment of floodwaters.

**Berm:** a segment of track that is on raised ground.

**U-structure:** a rectangular shaped structure with only three sides that is excavated from the surface and leaves an opening in the surface to allow the track to transition from a tunnel to the surface level.

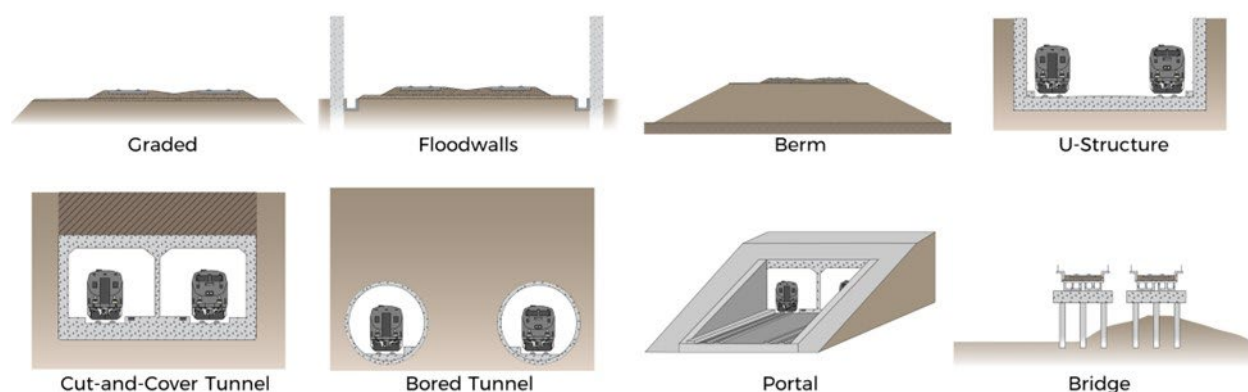
**Cut-and-cover tunnel:** a rectangular shaped tunnel that is constructed within a trench which is excavated from the surface and then covered after it is constructed.

**Bored tunnel:** a circular shaped tunnel that is constructed using a tunnel boring machine that digs or bores through the earth without removing the ground above.

**Portal:** entrance to the tunnel.

**Bridge:** aerial structure carrying the rail tracks over roadways, canyons, or water.

**Figure 2. Project Components**



### **North Portals**

Two north portal locations have been identified depending on the track alignment. The portal locations are as follows:

#### ***Under Jimmy Durante Boulevard***

This proposed portal would be located north of the intersection of Camino Del Mar and Jimmy Durante Boulevard. The portal's infrastructure would cross underneath Jimmy Durante Boulevard, which would be raised. The portal structures would potentially extend into commercial and residential properties.

#### ***Fairgrounds North***

This proposed portal would be located north of the fairgrounds within the railroad trench in Solana Beach. The portal's infrastructure would start south of the existing Solana Beach Station.

### **South Portals**

Two south portal locations have been identified depending on the track alignment. The portal locations are as follows:

#### ***Torrey Pines Road***

This proposed portal would be located near the intersection of Carmel Valley Road and North Torrey Pines Road. The portal infrastructure would cross underneath Carmel Valley Road and potentially extend into residential properties.

#### ***Knoll Near I-5***

This proposed portal would be located at a knoll south of Carmel Valley Road between I-5 and the segment of Sorrento Valley Road Trail that is closed to public vehicular traffic but open for bikes, pedestrians, and authorized vehicles. The portal infrastructure would be within the undeveloped knoll and extend into the Los Peñasquitos Lagoon.

### **Alternative A I-5 Alignment:**

As depicted on Figure 4, Alternative A is approximately 6.8 miles in length and would descend immediately south of the Solana Beach Station, enter the Fairgrounds North Portal, then continue south into the fairgrounds, where there would be a new underground special events platform. The alignment would continue under the San Dieguito Lagoon and turn to follow under the I-5 freeway, then continue south and exit at the Knoll Near I-5 South Portal. The alignment would then rise above ground as it transitions back into the existing railroad alignment north of the Sorrento Valley Station.

### **Alternative B Crest Canyon Alignment:**

As depicted on Figure 5, Alternative B is approximately 5.3 miles in length and would descend immediately south of the rail bridge that spans over the San Dieguito Lagoon and enter the Under Jimmy Durante Boulevard North Portal, then continue south and exit at the Knoll Near I-5 South Portal. The tracks would then rise as it transitions back into the existing railroad alignment north of the Sorrento Valley Station.

### **Alternative C Camino del Mar Alignment:**

As depicted on Figure 6, Alternative C is approximately 4.9 miles in length and would descend immediately south of the rail bridge that spans over the San Dieguito Lagoon and enter the Under Jimmy Durante Boulevard North Portal. This alternative would continue south and exit at the Torrey Pines Road South Portal, bridge over the Los Peñasquitos Lagoon, and then transition back to the existing railroad alignment. The existing railroad alignment within Los Peñasquitos Lagoon would be double tracked, which would require raising and widening the existing berm in the lagoon to address flooding and sea level rise projections.

### **Potential Environmental Effects**

The EIR will address impacts to the following resource categories listed in Appendix G:

- |                                    |  |
|------------------------------------|--|
| 1. Aesthetics                      | 11. Mineral Resources                  |
| 2. Air Quality                     | 12. Noise and Vibration                |
| 3. Biological Resources            | 13. Population and Housing             |
| 4. Cultural Resources              | 14. Public Services                    |
| 5. Energy                          | 15. Recreation                         |
| 6. Geology and Soils               | 16. Transportation                     |
| 7. Greenhouse Gas Emissions        | 17. Tribal Cultural Resources          |
| 8. Hazards and Hazardous Materials | 18. Utilities and Service Systems      |
| 9. Hydrology and Water Quality     | 19. Wildfire                           |
| 10. Land Use and Planning          | 20. Mandatory Findings of Significance |

In addition, the EIR will address cumulative impacts, growth-inducing impacts, and other mandatory CEQA topics.

## Comments Requested

Comments in response to this NOP should be provided to SANDAG at the earliest possible date but not later than 45 days after receipt of this notice (June 4, 2024). Your comments may be submitted in writing to SANDAG no later than **July 19, 2024**.

SANDAG is seeking input on the Draft EIR scope, including the alternatives under consideration and potential environmental effects. A public scoping meeting is scheduled on June 18, 2024, from 6:00 to 7:30 p.m., as noted below. Written comments should be sent to SANDAG, 401 B Street, Suite 800, San Diego, CA 92101, ATTN: Tim Pesce; via email with subject line "SDLRR Project NOP" to: [LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org); or online at [SANDAG.org/railrealignment](https://SANDAG.org/railrealignment). Comments may also be provided orally or in writing via the public scoping meeting.

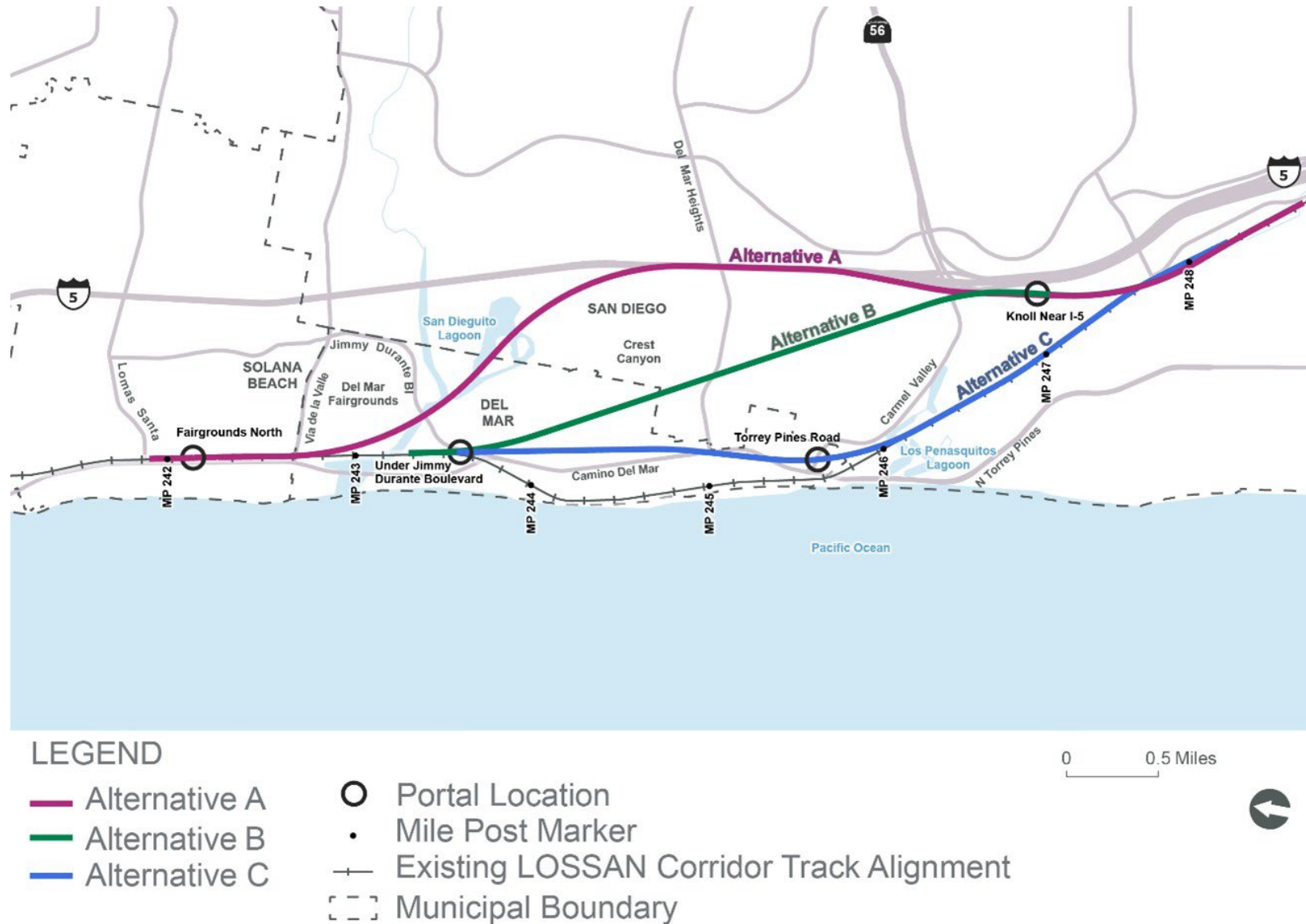
## Public Scoping Meetings

Pursuant to Public Resources Code Section 21083.9, a public scoping meeting is scheduled for June 18, 2024, from 6:00 – 7:30 p.m. at the San Diego Marriott Del Mar, 11966 El Camino Real, San Diego, CA 92130.

## Additional Information

For additional information regarding the SDLRR Project, the scoping period, or the environmental process, please contact [LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org) or visit [SANDAG.org/railrealignment](https://SANDAG.org/railrealignment).

Figure 3. Three Project Alternatives



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Figure 4. Alternative A I-5 Alignment



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Figure 5. Alternative B Crest Canyon Alignment



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Figure 6. Alternative C Camino del Mar Alignment



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San Diego LOSSAN  
Rail Realignment Project

# Alignments Screening Report

May 31, 2024



# Contents

1	Executive Summary .....	1-1
1.1	Project Description.....	1-1
1.2	Screening Process.....	1-4
1.3	Comparison of Alignments and Recommendations.....	1-4
1.3.1	Evaluation of Project Objectives and Engineering Feasibility .....	1-4
1.3.2	Evaluation of Environmental and Other Considerations.....	1-6
1.3.3	Summary of Outcomes.....	1-6
2	Introduction and Description of Alignments.....	2-1
2.1	Project Description.....	2-1
2.2	Alignment and Project Components .....	2-4
2.3	Conceptual Alignments.....	2-5
2.4	Stakeholder and Outreach Alignments.....	2-7
3	Screening Process.....	3-1
3.1	Project Objectives and Engineering Feasibility .....	3-1
3.2	Environmental and Other Considerations.....	3-2
3.2.1	Potential Environmental Considerations.....	3-3
3.2.2	Constructability and Construction Effects.....	3-5
4	Evaluation of Project Objectives and Engineering Feasibility.....	4-1
4.1	Conceptual Alignments.....	4-1
4.2	Stakeholder and Outreach Alignments.....	4-2
4.2.1	Alignment P1-A.....	4-2
4.2.2	Alignment P1-B.....	4-3
4.2.3	Alignment P2.....	4-3
4.2.4	Alignment P3.....	4-3
4.2.5	Alignment P4.....	4-3
4.2.6	Alignment P5.....	4-4
4.2.7	Alignment P6-A.....	4-4
4.2.8	Alignment P6-B.....	4-4
4.2.9	Alignment P7-A.....	4-4
4.2.10	Alignment P7-B.....	4-5
4.2.11	Alignment P8.....	4-5
4.2.12	Alignment P9.....	4-5
4.2.13	Alignment P10-A.....	4-5
4.2.14	Alignment P10-B.....	4-5
4.2.15	Summary.....	4-6
5	Evaluation of Environmental and Other Considerations.....	5-1
5.1	Conceptual Alignments.....	5-1
5.1.1	Potential Environmental Considerations.....	5-1
5.1.2	Constructability and Construction Effects.....	5-7
5.2	Stakeholder and Outreach Alignments.....	5-20
5.2.1	Potential Environmental Considerations.....	5-23
5.2.2	Constructability and Construction Effects.....	5-30

6	Comparison of Alignments and Recommendations .....	<b>6-1</b>
6.1	Project Objectives and Engineering Feasibility .....	6-1
6.2	Environmental and Other Considerations.....	6-3
6.2.1	Potential Environmental Considerations.....	6-3
6.2.2	Constructability and Construction Effects.....	6-5
6.2.3	Construction Cost Estimates .....	6-10
6.3	Summary of Outcomes.....	6-11

## Tables

Table 1-1.	Conceptual Alignments.....	1-1
Table 1-2.	Stakeholder and Outreach Alignments.....	1-2
Table 1-3.	Project Objectives and Engineering Feasibility Summary .....	1-5
Table 1-4.	Environmental and Other Considerations Evaluation Criteria .....	1-6
Table 2-1.	Summary of Alignment Components .....	2-4
Table 2-2.	Conceptual Alignments.....	2-5
Table 2-3.	Stakeholder and Outreach Alignments.....	2-8
Table 3-1.	Environmental and Other Considerations Evaluation Criteria .....	3-3
Table 4-1.	Project Objectives and Engineering Feasibility – Stakeholder and Outreach Alignments .....	4-7
Table 5-1.	Conceptual Alignments – Summary of Alignments and Components .....	5-1
Table 5-2.	Sensitive Vegetation Communities and Existing Land Uses (Permanent).....	5-2
Table 5-3.	Approximate Volume of Excavated Material and Truck Trips for Disposal of Construction Material.....	5-3
Table 5-4.	Potential Utility Conflicts .....	5-19
Table 5-5.	Stakeholder and Outreach Alignments – Summary of Alignments and Components.....	5-21
Table 5-6.	Sensitive Vegetation Communities and Existing Land Uses (Permanent).....	5-24
Table 5-7.	Approximate Volume of Excavated Material and Truck Trips for Disposal of Construction Material.....	5-25
Table 5-8.	Potential Utility Conflicts .....	5-42
Table 6-1.	Project Objectives and Engineering Feasibility Summary .....	6-1
Table 6-2.	Summary of Biological Resources and Existing Land Uses (Permanent) .....	6-4
Table 6-3.	Approximate Number of Truck Trips for Disposal of Construction Material.....	6-5
Table 6-4.	Summary of Alignment Components .....	6-6
Table 6-5.	Summary of Potential Utility Conflicts.....	6-8
Table 6-6.	Summary of Railroad Operational Impacts during Construction .....	6-10
Table 6-7.	Construction Rough Order of Magnitude Cost Estimate.....	6-11

## Figures

Figure 1-1.	Conceptual Alignments and Stakeholder and Outreach Alignments .....	1-3
Figure 1-2.	Alignment Screening Process.....	1-4
Figure 1-3.	CEQA Scoping Alternatives .....	1-8
Figure 2-1.	Project Location .....	2-3
Figure 2-2.	Alignment Components.....	2-4
Figure 2-3.	Conceptual Alignments.....	2-6
Figure 2-4.	Outreach Event Proposed Concepts.....	2-8
Figure 2-5.	Stakeholder and Outreach Alignments.....	2-9
Figure 3-1.	Alignment Screening Process.....	3-1
Figure 3-2.	Vertical Profile Design Criteria—Two Percent Slope .....	3-2
Figure 4-1.	Twin-Bore and Single-Bore Tunnel Configuration .....	4-2
Figure 4-2.	Stakeholder and Outreach Alignments Advanced .....	4-8
Figure 5-1.	Stakeholder and Outreach Alignments Advanced .....	5-22
Figure 6-1.	CEQA Scoping Alternatives .....	6-14



# Acronyms/Abbreviations

Acronym/ Abbreviation	Definition
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CP	control point
EIR	environmental impact report
GIS	Geographic Information Systems
LOSSAN	Los Angeles—San Diego—San Luis Obispo
MP	Mile Post
mph	miles per hour
SANDAG	San Diego Association of Governments
SDLRR	San Diego LOSSAN Rail Realignment
TBM	tunnel boring machine

# Terms and Definitions

Term	Definition
Alignment	The horizontal and vertical location of a track or roadway defined primarily by a series of connected tangents and curves.
Berm	A segment of track that is on raised ground.
Bridge	Aerial structure carrying the rail tracks over roadways, canyons, or water.
Bored Tunnel	A circular-shaped tunnel that is constructed using a tunnel boring machine that digs or bores through the earth without removing the ground above.
Control Point	A location of train signals used to control the movement of trains.
Cut-and-Cover Tunnel	A rectangular-shaped tunnel that is constructed within a trench that is excavated from the surface and then covered after it is constructed.
Design Speed	A selected speed that is used to determine aspects of the railroad alignment during design, such as curves. The design speed may be higher than the operating speed.
Floodwalls	A freestanding structure built along a shore or bank to prevent encroachment of floodwaters.
Graded	Rail tracks constructed on flat ground, earthen berms, or cuts into hillsides.
Portal	Entrance to the tunnel.
Shoofly	Temporary track used to maintain service.
Soft Cost	Costs not directly tied to the physical construction of a project. These costs typically include, but are not limited to, expenditures related to project development, environmental reviews, engineering and design services, project management, permits, and legal services.
State CEQA Guidelines	California Code of Regulations Title 14 – Natural Resources: <a href="https://casetext.com/regulation/california-code-of-regulations/title-14-natural-resources">https://casetext.com/regulation/california-code-of-regulations/title-14-natural-resources</a>
U-Structure	A rectangular-shaped structure with only three sides that is excavated from the surface and leaves an opening in the surface to allow the track to transition from a tunnel to the surface level.

The intent of this evaluation is to document, assess, and incorporate into the formal environmental review process for the San Diego LOSSAN Rail Realignment Project the alignments developed as a result of previous planning studies, additional design, and public engagement in advance of the commencement of the formal environmental review process.

The evaluation employs screening criteria that are informed by CEQA and planning practices to assess each alignment. This evaluation applies the same screening criteria to the publicly proposed alignments (referred to as “stakeholder and outreach alignments” in this report) and the conceptual alignments and, on the basis of this screening, identifies a focused subset of alignments that are recommended for inclusion in the Notice of Preparation of the San Diego LOSSAN Rail Realignment Project Draft EIR. The Notice of Preparation invites further input on the Draft EIR scope and the alignments identified in the Notice of Preparation.

This evaluation is not intended as, and does not include, an analysis of environmental impacts under CEQA. The environmental impacts of the San Diego LOSSAN Rail Realignment Project and the project alternatives proposed to reduce or avoid such impacts will be identified in the Project EIR in accordance with CEQA.

# 1 Executive Summary

## 1.1 Project Description

The San Diego Association of Governments (SANDAG) proposes to relocate the existing single-track alignment of the San Diego Subdivision of the Los Angeles—San Diego—San Luis Obispo (LOSSAN) Rail Corridor potentially within the Cities of Solana Beach, Del Mar, and San Diego, where the rail line runs along a terrace on the coastal bluffs, to a double-tracked alignment away from the coastal bluffs as part of the San Diego LOSSAN Rail Realignment (SDLRR) Project.

Previous planning and environmental studies have been undertaken to analyze the potential for realigning the San Diego Subdivision in the project study area. In August 2023, SANDAG released the *San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report* (Alternatives Analysis Report), which refined five potential alignment alternatives based on previous conceptual engineering studies and evaluated them against a set of performance criteria. After completion of the Alternatives Analysis Report, SANDAG continued to evaluate alignments, including additional portal locations and tunnel configurations (i.e., single or twin bore). In total, 12 conceptual alignments were developed to demonstrate potential connections between the various portal locations and tunnel bore configurations. These alignments are referred to as “conceptual alignments” within this report and are summarized in Table 1-1.

**Table 1-1. Conceptual Alignments**

Conceptual Alignment Number	Conceptual Alignment		
	North Portal	South Portal	Bore
1	Under Jimmy Durante Boulevard	Portofino Drive	Twin Bore
2	Under Jimmy Durante Boulevard	Portofino Drive	Single Bore
3	Under Jimmy Durante Boulevard	Torrey Pines Road	Twin Bore
4	Under Jimmy Durante Boulevard	Torrey Pines Road	Single Bore
5	Under Jimmy Durante Boulevard	Knoll Near I-5	Twin Bore
6	Under Jimmy Durante Boulevard	Knoll Near I-5	Single Bore
7	Within Camino Del Mar	Portofino Drive	Twin Bore
8	Within Camino Del Mar	Portofino Drive	Single Bore
9	Within Camino Del Mar	Torrey Pines Road	Twin Bore
10	Within Camino Del Mar	Torrey Pines Road	Single Bore
11	Within Camino Del Mar	Knoll Near I-5	Twin Bore
12	Within Camino Del Mar	Knoll Near I-5	Single Bore

Between summer 2023 and winter 2024, SANDAG conducted public outreach events to inform, engage, and solicit public input to refine the Project and the range of potential alignments. Through these efforts, additional concepts were suggested by stakeholders and members of the public. Based upon the public input received, 14 distinct alignments were

developed for analysis in this report from 30 individual concepts. These alignments are referred to as “stakeholder and outreach alignments” within this report and are summarized in Table 1-2. The conceptual alignments and stakeholder and outreach alignments considered in this report are illustrated in Figure 1-1. In total, 26 alignments were considered.

The alignments in this report consist primarily of tunneled sections with additional bridge, U-structure, and/or graded sections as needed. Table 2-1 in Chapter 2 provides a summary of alignment components and Figure 2-2 in Chapter 2 illustrates each component. Both single-bore and twin-bore configurations were considered for construction of the tunnels, although ultimately a single-bore configuration was eliminated from further consideration.

**Table 1-2. Stakeholder and Outreach Alignments**

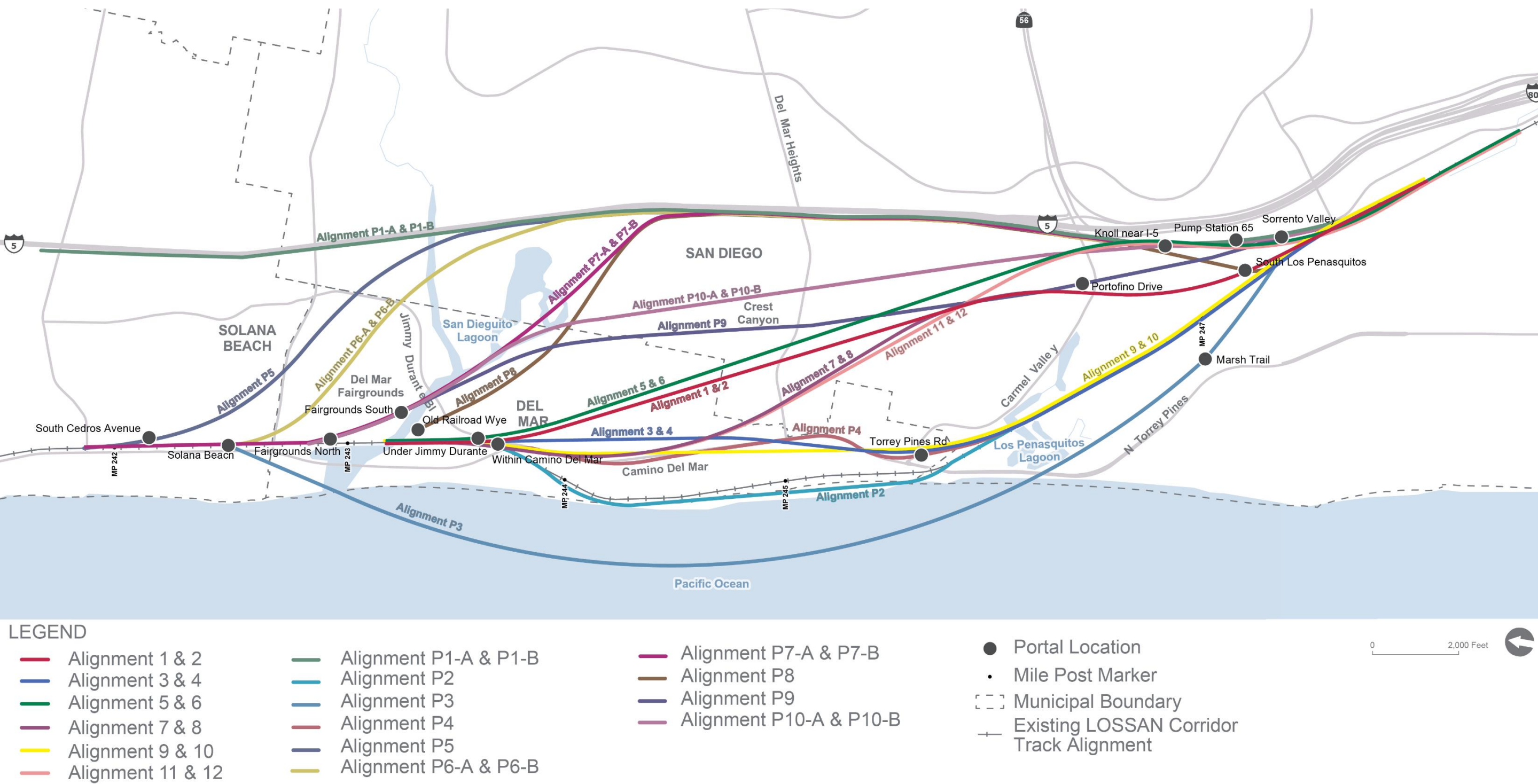
Stakeholder and Outreach Alignment Number	North Portal	South Portal
P1-A	Not identified	Knoll Near I-5
P1-B	Not identified	Sorrento Valley
P2	N/A	N/A
P3	Solana Beach	Marsh Trail
P4	Camino Del Mar	Torrey Pines Road
P5	South Cedros Avenue	Pump Station 65
P6-A	Fairgrounds	Knoll Near I-5
P6-B	Fairgrounds	Sorrento Valley
P7-A	Fairgrounds	Knoll Near I-5
P7-B	Fairgrounds	Sorrento Valley
P8	Old Railroad Wye <sup>1</sup>	South Los Peñasquitos Lagoon
P9	Fairgrounds	Portofino Drive
P10-A	Fairgrounds	Knoll Near I-5
P10-B	Fairgrounds	Sorrento Valley

Notes:

<sup>1</sup>A wye is a triangular-shaped junction of three rail lines that converge with each other.

N/A = not applicable—the alignment was proposed as a bridge and does not include underground portions that would require portals. Not identified = a specific location for a northern portal was not noted.

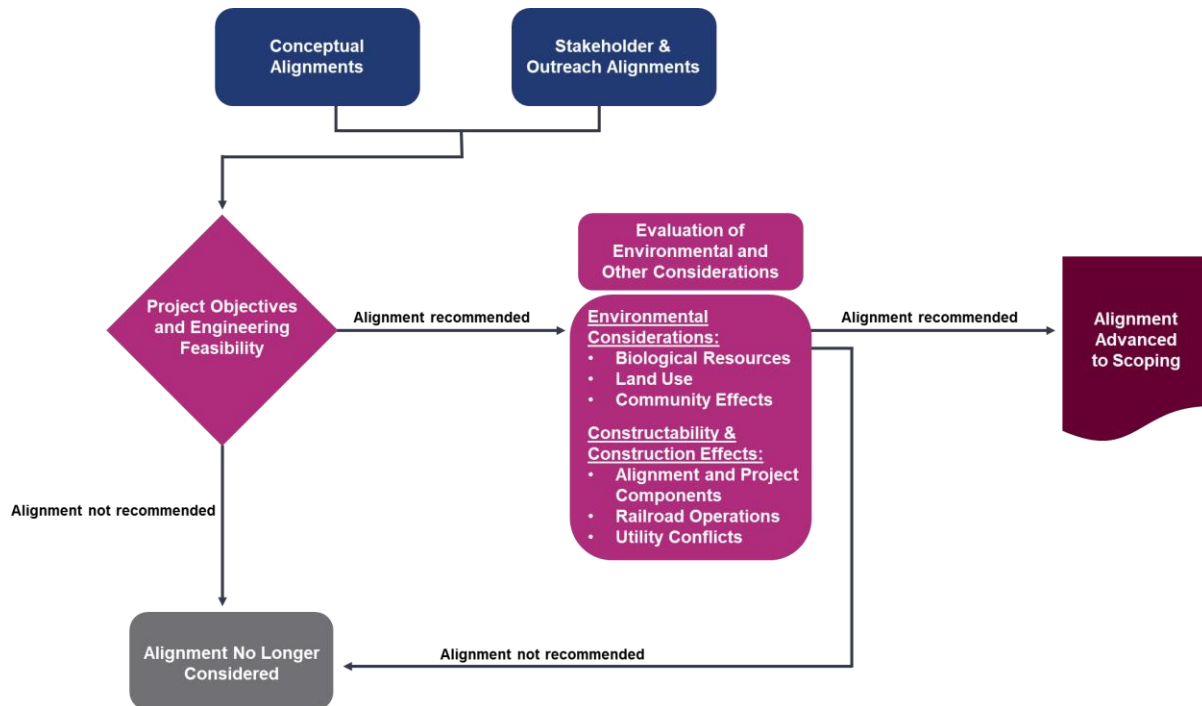
Figure 1-1. Conceptual Alignments and Stakeholder and Outreach Alignments



## 1.2 Screening Process

A screening process was developed to evaluate the 26 alignments in support of selecting the alignments that will advance to the formal California Environmental Quality Act (CEQA) scoping process. The screening process was informed by the criteria identified in Section 15126.6(c) of the State CEQA Guidelines. The screening process is summarized in Figure 1-2, and the screening criteria are described in more detail in Section 3.

**Figure 1-2. Alignment Screening Process**



## 1.3 Comparison of Alignments and Recommendations

### 1.3.1 Evaluation of Project Objectives and Engineering Feasibility

The conceptual alignments and stakeholder and outreach alignments were assessed based on their ability to meet the project objectives and engineering feasibility. Each of the conceptual alignments was prepared for an alternatives analysis and was designed specifically to meet the project objectives and engineering feasibility criteria. Although all conceptual alignments met project objectives and engineering feasibility, all single-bore alignments were removed from consideration prior to the evaluation of environmental and other considerations because of the increased complexity and community effects associated with the single-bore tunnel configuration. Therefore, Alignments 2, 4, 6, 8, 10, and 12 were removed from consideration in favor of the similar twin-bore alignments (Alignments 1, 3, 5, 7, 9, and 11). For the same reasons, a single-bore configuration was not considered for any of the stakeholder and outreach alignments.

Section 4.2 details the assessment of each stakeholder and outreach alignment's ability to meet the project objectives and engineering feasibility. Based on this evaluation, and as summarized in Table 1-3, Alignments P7-A, P7-B, P9, P10-A, and P10-B were advanced for further evaluation. The remaining stakeholder and outreach alignments were removed from consideration.



**Table 1-3. Project Objectives and Engineering Feasibility Summary**

	Alignment Number	North Portal	South Portal	Number of the Six Project Objectives Met	Meets Engineering Feasibility	Advanced for Further Evaluation
Conceptual Alignments	1	Under Jimmy Durante Boulevard	Portofino Drive	6	Yes	<b>Yes</b>
	2	Under Jimmy Durante Boulevard	Portofino Drive	6	Yes	No <sup>1</sup>
	3	Under Jimmy Durante Boulevard	Torrey Pines Road	6	Yes	<b>Yes</b>
	4	Under Jimmy Durante Boulevard	Torrey Pines Road	6	Yes	No <sup>1</sup>
	5	Under Jimmy Durante Boulevard	Knoll Near I-5	6	Yes	<b>Yes</b>
	6	Under Jimmy Durante Boulevard	Knoll Near I-5	6	Yes	No <sup>1</sup>
	7	Within Camino Del Mar	Portofino Drive	6	Yes	<b>Yes</b>
	8	Within Camino Del Mar	Portofino Drive	6	Yes	No <sup>1</sup>
	9	Within Camino Del Mar	Torrey Pines Road	6	Yes	<b>Yes</b>
	10	Within Camino Del Mar	Torrey Pines Road	6	Yes	No <sup>1</sup>
	11	Within Camino Del Mar	Knoll Near I-5	6	Yes	<b>Yes</b>
	12	Within Camino Del Mar	Knoll Near I-5	6	Yes	No <sup>1</sup>
Stakeholder and Outreach Alignments	P1-A	Not identified	Knoll Near I-5	1	Unknown <sup>2</sup>	No
	P1-B	Not identified	Sorrento Valley	1	Unknown	No
	P2	N/A	N/A	1	Yes	No
	P3	Solana Beach	Marsh Trail	3	No	No
	P4	Camino Del Mar	Torrey Pines Road	5 <sup>3</sup>	Yes	No
	P5	South Cedros Avenue	Pump Station 65	2	Yes	No
	P6-A	Fairgrounds	Knoll Near I-5	3	Yes	No
	P6-B	Fairgrounds	Sorrento Valley	3	Yes	No
	P7-A	Fairgrounds	Knoll Near I-5	4	Yes	<b>Yes</b>
	P7-B	Fairgrounds	Sorrento Valley	4	Yes	<b>Yes</b>
	P8	Old Railroad Wye <sup>4</sup>	South Los Peñasquitos Lagoon	4	No	No
	P9	Fairgrounds	Portofino Drive	4	Yes	<b>Yes</b>
	P10-A	Fairgrounds	Knoll Near I-5	4	Yes	<b>Yes</b>
	P10-B	Fairgrounds	Sorrento Valley	4	Yes	<b>Yes</b>

Note: <sup>1</sup>Based on a high-level assessment, the single-bore alignments (2, 4, 6, 8, 10, and 12) would result in greater impacts and more difficult construction than their twin-bored counterparts (1, 3, 5, 7, and 11), and therefore were removed from further evaluation prior to the assessment of environmental and other considerations.

<sup>2</sup>As depicted by stakeholders and the public, insufficient information exists to evaluate the alignment against the project objective and/or engineering feasibility.



<sup>3</sup>Despite meeting most of the project objectives and engineering feasibility, this alignment was removed from consideration because it is similar to conceptual Alignment 3, which would meet the remaining project objective.

<sup>4</sup>A wye is a triangular-shaped junction of three rail lines that converge with each other.

N/A = not applicable—the alignment was proposed as a bridge and does not include underground portions that would require portals.

Not identified = a specific location for a northern portal was not noted.

**1.3.2 Evaluation of Environmental and Other Considerations**

Table 1-4 summarize the assessment of alignments in terms of environmental and other considerations. The detailed evaluation is included in Section 5.

**Table 1-4. Environmental and Other Considerations Evaluation Criteria**

Evaluation Criteria	Description
Potential Environmental Considerations <sup>1</sup>	Biological Resources: Acreage of sensitive vegetation communities located within and adjacent to (within 10 feet of) the footprint of each alignment that could be permanently affected by implementation of the alignment.  Land Use: Existing land uses within and adjacent to (within 10 feet of) the footprint of each alignment that could be permanently affected by implementation of the alignment.  Community Effects: Potential disruption to the adjacent community during construction, including potential acquisitions, noise and dust, physical impacts to local roadways, and truck trips associated with construction material disposal.
Constructability and Construction Effects	Constructability of Alignment Components: Construction effects associated with each alignment, including the tunnel, portals, and other components required for the alignment, as applicable.  Impacts to Existing Railroad Operations: Effects to existing railroad operation that would occur during construction of the alignment, such as temporary suspension of service, use of a shoofly (temporary track used to maintain service), or extended distance of single-track operation.  Utility Conflicts: Potential conflicts with existing major wet utilities (i.e., sewer or water). Whether a utility can be protected in place or would require relocation would be determined in later stages of design.

Note: <sup>1</sup>The evaluation of potential environmental considerations does not indicate whether an alignment would result in significant impacts under the California Environmental Quality Act or adverse effects under the National Environmental Policy Act. The determination of significance of impacts will occur during the formal environmental review phase of the Project.

**1.3.3 Summary of Outcomes**

Based on the evaluation provided in this report, the following recommendations have been developed in support of identifying the range of alternatives to advance to the formal CEQA scoping process:

- **Alignment 3 is recommended** for further consideration in the CEQA scoping process. This alignment could result in fewer permanent impacts to sensitive vegetation communities, would require the second-fewest number of truck trips, and would generally be compatible with existing land uses. The north portal site associated with Alignment 3 (Under Jimmy Durante Boulevard) would result in fewer roadway impacts compared to the north portal site associated with Alignments 7, 9, and 11 (Within

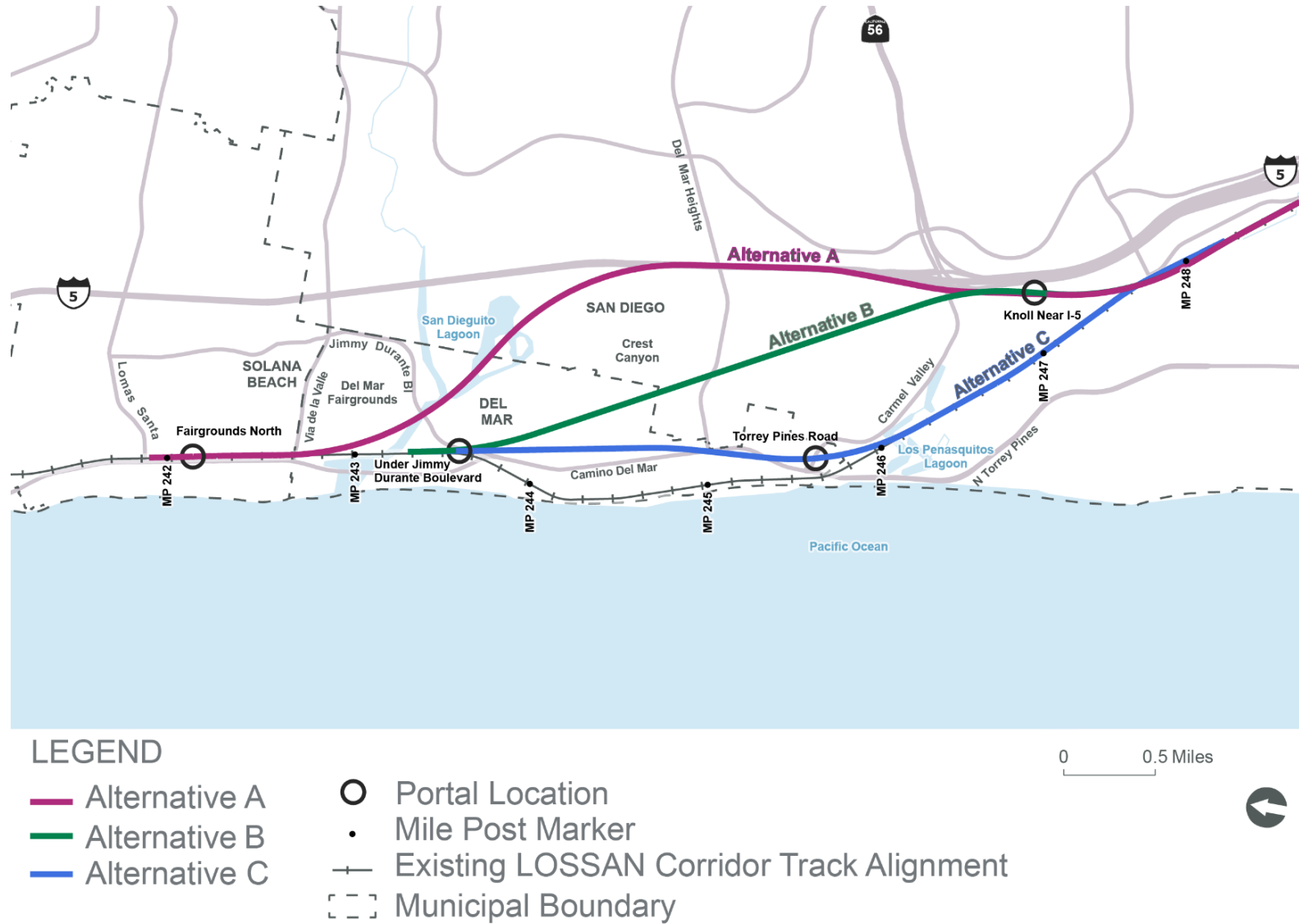
Camino Del Mar) and Alignments P7-A, P7-B, P9, P10-A, and P10-B (Fairgrounds North) portal locations. Alignment 3 would result in the lowest degree of construction complexity at the north portal and the alignment north of the portal compared to the other north portal locations.

- **Alignment 5 is recommended** for further consideration in the CEQA scoping process. The south portal for this alignment (Knoll Near I-5) would be located away from residential properties and has received general support from the public. Potential permanent impacts to sensitive vegetation communities would be comparable to Alignment 3 and would be less than Alignments 1, 7, 9, P7-A, P9, and P10-A. The south portal site would also result in fewer roadway impacts compared to the various south portal locations. Alignment 5 would also result in less construction complexity at the north portal site (Under Jimmy Durante Boulevard) and the alignment north of the portal than Alignments 7, 9, and 11.
- **Alignment P7-A is recommended** for further consideration in the CEQA scoping process. This alignment would be the most similar to what the public supported in terms of a tunnel alignment that would be parallel to I-5 rather than under residential properties. This alignment would have a north portal within the existing railroad alignment trench located north of the state-owned fairgrounds property. This north portal site, which is common among the five stakeholder and outreach alignments, would have the greatest construction complexity of the various north portal locations. This alignment would also require construction of a new special events platform at the Del Mar Fairgrounds and would require demolition or reuse of the future San Dieguito Bridge. However, potential permanent impacts to sensitive vegetation communities for Alignment P7-A would be comparable to Alignments 3 and 5, which are also recommended for further consideration. Alignment P7-A would also result in fewer potential major utility conflicts than Alignments P7-B, P9, P10-A, and P10-B.

Alignments 3, 5, and P7-A are recommended to advance to CEQA scoping. The alignments are illustrated in Figure 1-3 and will be referred to as Alternative A: I-5 Alignment, Alternative B: Crest Canyon Alignment, and Alternative C: Camino Del Mar Alignment in the Notice of Preparation of the Draft Environmental Impact Report (EIR).

- Alternative A: I-5 Alignment will reflect Alignment P7-A in this report.
- Alternative B: Crest Canyon Alignment will reflect Alignment 5 in this report.
- Alternative C: Camino Del Mar Alignment will reflect Alignment 3 in this report.

**Figure 1-3. CEQA Scoping Alternatives**



## 2 Introduction and Description of Alignments

SANDAG proposes to relocate the existing single-track alignment of the LOSSAN Rail Corridor potentially within the Cities of Solana Beach, Del Mar, and San Diego, where the rail line runs along a terrace on the coastal bluffs, to a double-tracked alignment away from the bluffs, primarily located within tunnels. The San Diego LOSSAN Rail Realignment (SDLRR) Project is part of a larger program of improvements to be implemented on the LOSSAN Rail Corridor to enhance the safety and reliability of existing services between San Luis Obispo, Los Angeles, and San Diego. SANDAG, as the Lead Agency under CEQA, is initiating the preparation of a Draft EIR for the Project. Pursuant to CEQA Guidelines §15126.6, the SDLRR Draft EIR will consider a No Project Alternative and a reasonable range of alternatives. This report describes and evaluates the alignments considered for the project alternatives with the goal of identifying the alignments that advance into the CEQA scoping process.

Previous planning and environmental studies have been undertaken to analyze the potential for realigning the San Diego Subdivision in the SDLRR Project study area, as defined in Section 2.1. In August 2023, SANDAG released the *San Dieguito to Sorrento Valley Double Track Del Mar Tunnels Alternatives Analysis Report* (Alternatives Analysis Report) that refined five potential alignment alternatives based on previous conceptual engineering studies and evaluated them against a set of performance criteria. Two of these alternatives were advanced to 10 percent conceptual engineering and were further analyzed for engineering and environmental considerations. Based on feedback from stakeholders and community groups, four additional potential tunnel portal locations were also evaluated within the Alternatives Analysis Report with the goal of minimizing effects on the community and private properties. After completion of the Alternatives Analysis Report, SANDAG continued to evaluate alignments, including portal locations and tunnel configurations (i.e., single or twin bore). In total, 12 conceptual alignments were developed to demonstrate potential connections among the various portal locations and tunnel bore configurations. These alignments are referred to as “conceptual alignments” within this report and are summarized in Section 2.3.

Between summer 2023 and winter 2024, SANDAG conducted public outreach events to inform, engage, and solicit public input to refine the Project and the range of alternatives. Through these efforts, additional alignments were identified, and 14 distinct alignments were developed. These alignments are referred to as “stakeholder and outreach alignments” within this report and are summarized in Section 2.4. The evaluation in this report builds on that of the Alternatives Analysis Report to evaluate each conceptual alignment and stakeholder and outreach alignment using the screening criteria discussed in Section 3 and the process summarized in Figure 3-1.

### 2.1 Project Description

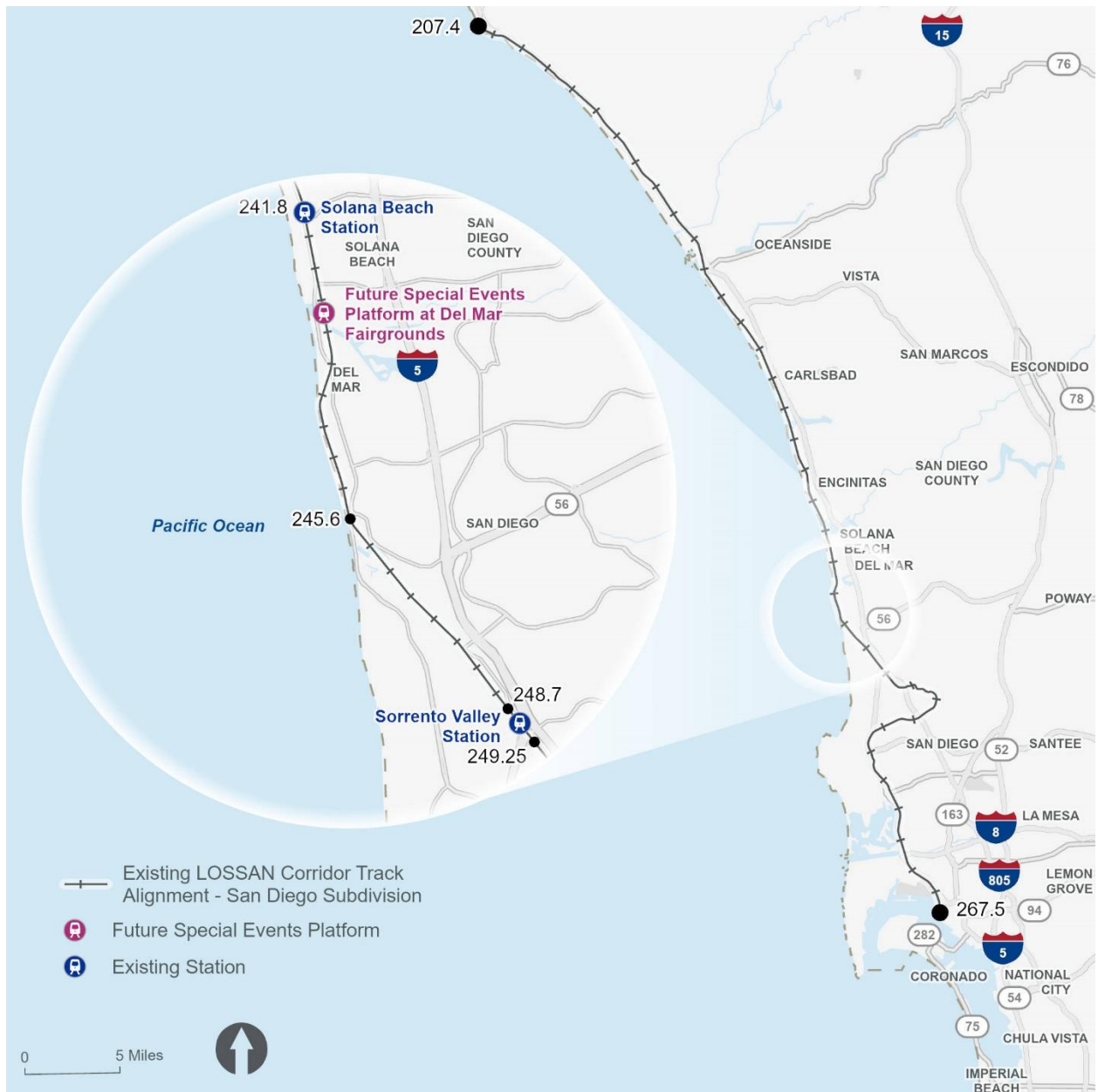
SANDAG proposes to relocate the existing single-track alignment of the San Diego Subdivision of the LOSSAN Rail Corridor within the Cities of Solana Beach, Del Mar, and San Diego, where the rail line runs along a terrace on the coastal bluffs, to a double-tracked alignment away from the coastal bluffs. Building on the Alternatives Analysis Report, the objectives for the Project, described in Section 3.1, aim to improve rail service reliability; maintain passenger rail

service; minimize impacts in the surrounding communities and on biological, cultural, and recreational resources; and improve coastal access and safety. Project objectives also include helping meet the goals of the 2021 Regional Plan and the 2018 California State Rail Plan. As described in the 2021 Regional Plan, the regional vision for the San Diego Subdivision would result in an increase in commuter rail service operating at higher speeds in order to reduce travel times and provide a competitive alternative to driving, as well as aiding in the continuation of goods movement through the region. The 2018 California State Rail Plan established a statewide vision describing a future integrated rail system that provides comprehensive and coordinated service to passengers through more frequent service, and convenient transfers between rail services and transit, recognizing the challenges of coastal erosion and sea-level rise.

The new alignment would primarily be located within tunnels. The new alignment may include bridges and berms through the Los Peñasquitos and San Dieguito Lagoons. The segment of track to be relocated could be between the Solana Beach Station and the Sorrento Valley Station, represented by Mile Posts (MP) 241.8 and 248.7 of the San Diego Subdivision, depending on the alignment selected. The Project would also require modifications to the signal system between MP 242.1 and MP 249.25. The relocation and double tracking of the alignment would eliminate operational risks caused by bluff erosion and provide greater track capacity and a higher operating speed for trains that use the corridor, enabling projected increases in service and minimizing conflicts with pedestrians.

The project study area is located in San Diego County in the Cities of Solana Beach, Del Mar, and San Diego. Ownership of the San Diego Subdivision is split between the North County Transit District (north of MP 245.6) and the San Diego Metropolitan Transit System (south of MP 245.6). Figure 2-1 shows the limits of the San Diego Subdivision and identifies the project study area.

**Figure 2-1. Project Location**



Note: Within the San Diego Subdivision, right-of-way north of MP 245.6 is owned by the North County Transit District and right-of-way south of MP 245.6 is owned by the Metropolitan Transit System. The Future Special Events Platform has been approved and fully funded but will be constructed as part of the San Dieguito Double Track Project.

## 2.2 Alignment and Project Components

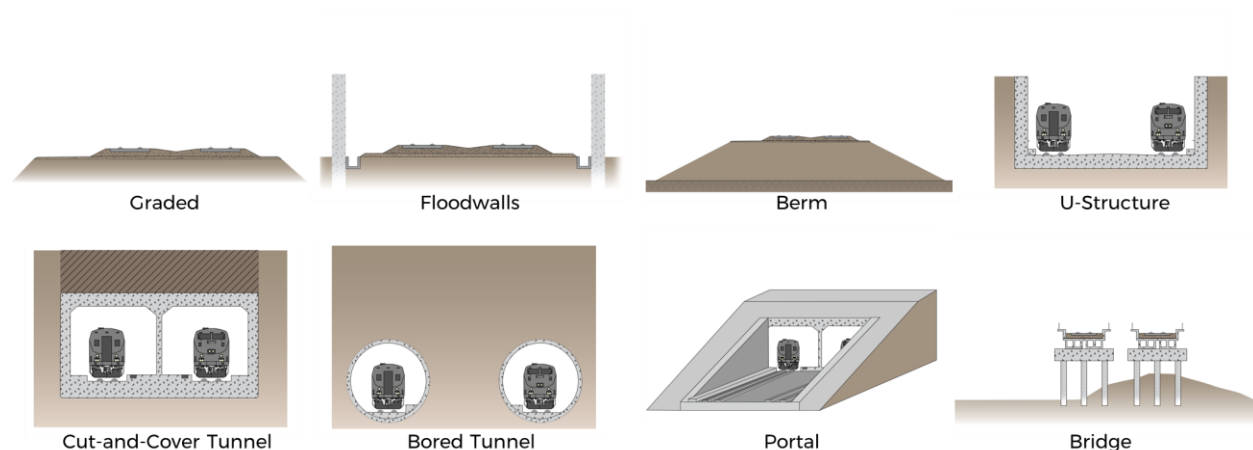
The alignments in this report consist primarily of tunnels with additional bridge, U-structure, and/or graded sections, as needed. Table 2-1 provides a summary of alignment components, and Figure 2-2 illustrates each component. For construction of the tunnels, both single-bore and twin-bore configurations were considered, although ultimately single bore was eliminated from further consideration during the evaluation of the conceptual alignments and the stakeholder and outreach alignments, as described in Section 4. The twin-bore alignments consist of two 28-foot internal-diameter bores separated by a distance equal to the tunnel diameter (28 feet).

Construction of the tunnels would require locations for the launch and retrieval of the tunnel boring machine (TBM). The portals serve as the transition point from the tunnel to the ground surface level. It is assumed that the TBM would be launched at the south end of the tunnel and retrieved at the north end. Launching the TBM from the south has been assumed based on the greater construction activities at the launch site, access to the roadway network surrounding the south portal locations, and the proximity to the freeway, which would better accommodate the volume of truck trips associated with activities at the launch site.

**Table 2-1. Summary of Alignment Components**

Alignment Component	Description
Graded	Rail tracks constructed on flat ground, earthen berms, or cuts into hillsides.
Floodwalls	A freestanding structure built along a shore or bank to prevent encroachment of floodwaters.
Berm	A segment of track that is on raised ground.
U-Structure	A rectangular-shaped structure with only three sides that is excavated from the surface and leaves an opening in the surface to allow the track to transition from a tunnel to the surface level.
Cut-and-Cover Tunnel	A rectangular-shaped tunnel that is constructed within a trench that is excavated from the surface and then covered after it is constructed.
Portal	Entrance to the tunnel.
Bored Tunnel	A circular-shaped tunnel that is constructed using a tunnel boring machine that digs or bores through the earth without removing the ground above.
Bridge	Aerial structure carrying the rail tracks over roadways, canyons, or water.

**Figure 2-2. Alignment Components**





## 2.3 Conceptual Alignments

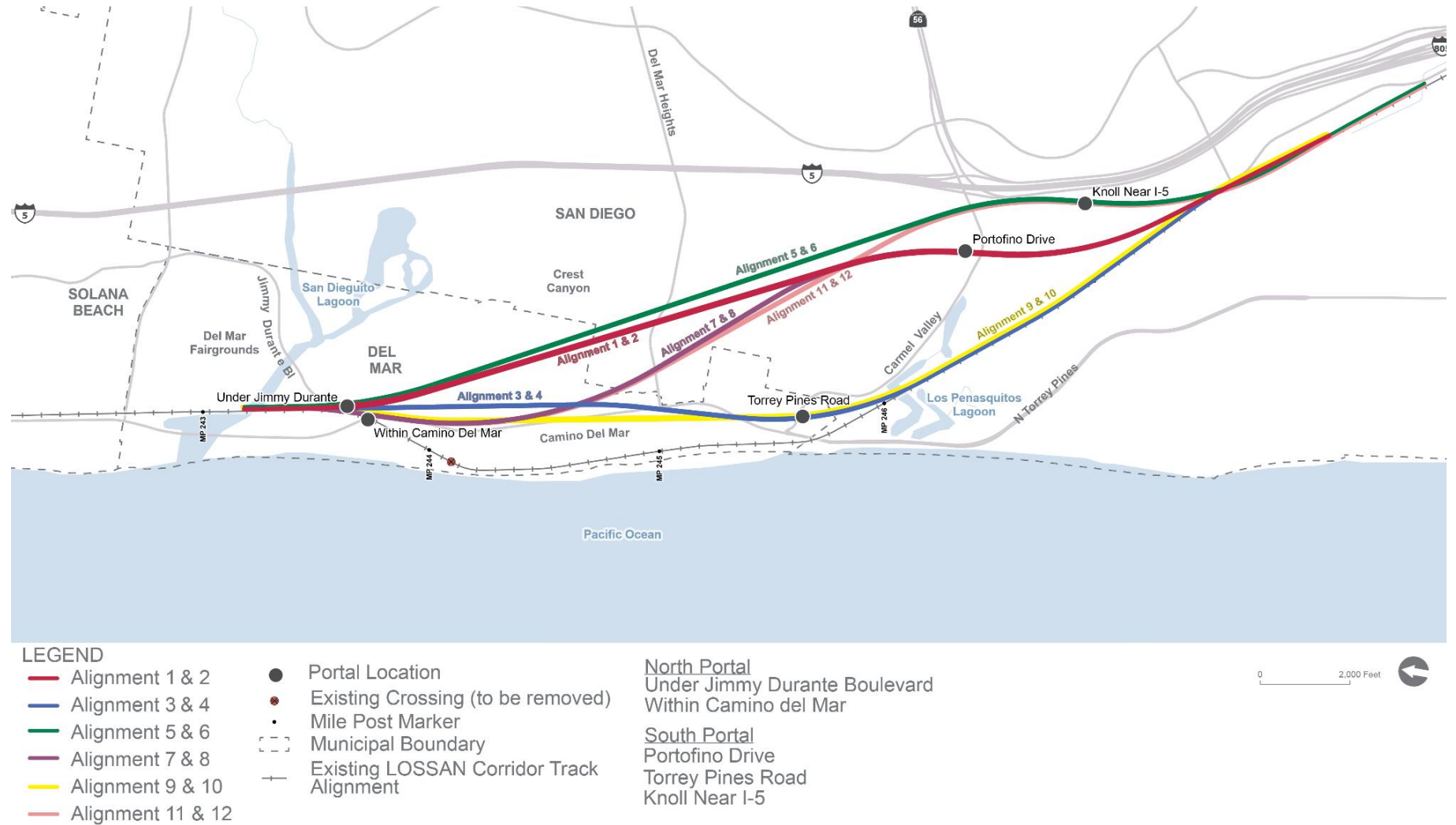
The conceptual alignments are based on alignments and portal locations identified in the Alternatives Analysis Report and are defined by their portal locations and tunnel bore configuration (i.e., single or twin bore). The alignments, illustrated in Figure 2-3, share two potential north portal locations and three potential south portal locations. The conceptual alignments are numbered 1 through 12 and are defined in Table 2-2.

**Table 2-2. Conceptual Alignments**

Conceptual Alignment Number	Conceptual Alignment		
	North Portal	South Portal	Bore
1	Under Jimmy Durante Boulevard	Portofino Drive	Twin Bore
2	Under Jimmy Durante Boulevard	Portofino Drive	Single Bore
3	Under Jimmy Durante Boulevard	Torrey Pines Road	Twin Bore
4	Under Jimmy Durante Boulevard	Torrey Pines Road	Single Bore
5	Under Jimmy Durante Boulevard	Knoll Near I-5	Twin Bore
6	Under Jimmy Durante Boulevard	Knoll Near I-5	Single Bore
7	Within Camino Del Mar	Portofino Drive	Twin Bore
8	Within Camino Del Mar	Portofino Drive	Single Bore
9	Within Camino Del Mar	Torrey Pines Road	Twin Bore
10	Within Camino Del Mar	Torrey Pines Road	Single Bore
11	Within Camino Del Mar	Knoll Near I-5	Twin Bore
12	Within Camino Del Mar	Knoll Near I-5	Single Bore



**Figure 2-3. Conceptual Alignments**



## 2.4 Stakeholder and Outreach Alignments

Leading up to the release of the Notice of Preparation, SANDAG conducted public outreach events to inform, engage, and solicit public input to refine the description of the Project and the alternatives to be identified in the Notice of Preparation of the Project Draft EIR. The following stakeholder and outreach events were held:

- July 24, 2023: SANDAG presentation to Del Mar City Council
- August 30, 2023: SD LOSSAN Rail Realignment Del Mar Community Open House
- October 4, 2023: LOSSAN Tunneling Workshop
- October 19, 2023: LOSSAN Virtual Information Session
- November 6, 2023: LOSSAN Alignments Workshop Del Mar
- November 7, 2023 – December 19, 2023: Weekly Community Field Office Hours
- November 15, 2023: LOSSAN Alignments Workshop Carmel Valley
- February 5, 2024: SANDAG presentation to Del Mar City Council
- March 19, 2024: SANDAG presentation to Torrey Pines Community Planning Board

These outreach events included workshops in November 2023 where participants had the opportunity to provide specific input on alignments and tunnel portal options to be considered. In total, stakeholders and the public identified more than 30 individual concepts for consideration, shown in Figure 2-4. Several of these concepts were similar to each other or to the conceptual alignments. The concepts identified by stakeholders and the public were grouped by similar characteristics and 14 distinct alignments were developed for consideration and numbered P1 through P10. Where applicable and known, each alignment is defined by its north and south portal locations, with variations noted by A or B designations. The evaluation for each alignment assumes a twin-bore configuration based on the high-level screening discussed in Section 4.1. Table 2-3 summarizes the alignments identified during this process, and the alignments are illustrated in Figure 2-5.

**Table 2-3. Stakeholder and Outreach Alignments**

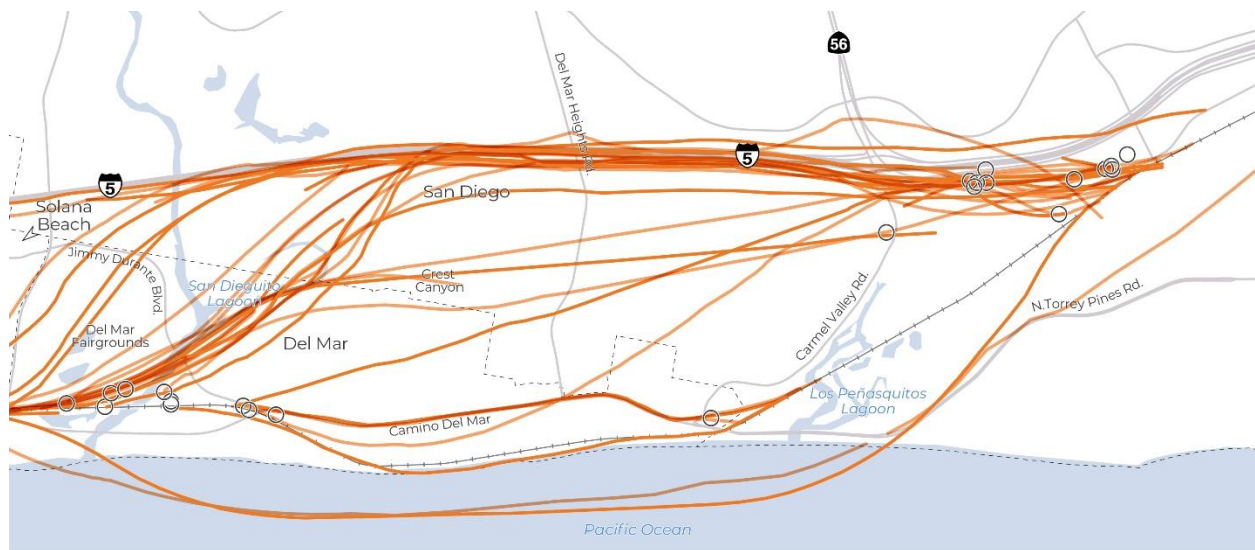
Stakeholder and Outreach Alignment Number	North Portal	South Portal
P1-A	Not identified	Knoll Near I-5
P1-B	Not identified	Sorrento Valley
P2	N/A	N/A
P3	Solana Beach	Marsh Trail
P4	Camino Del Mar	Torrey Pines Road
P5	South Cedros Avenue	Pump Station 65
P6-A	Fairgrounds	Knoll Near I-5
P6-B	Fairgrounds	Sorrento Valley
P7-A	Fairgrounds	Knoll Near I-5
P7-B	Fairgrounds	Sorrento Valley
P8	Old Railroad Wye <sup>1</sup>	South Los Peñasquitos Lagoon
P9	Fairgrounds	Portofino Drive
P10-A	Fairgrounds	Knoll Near I-5
P10-B	Fairgrounds	Sorrento Valley

Notes:

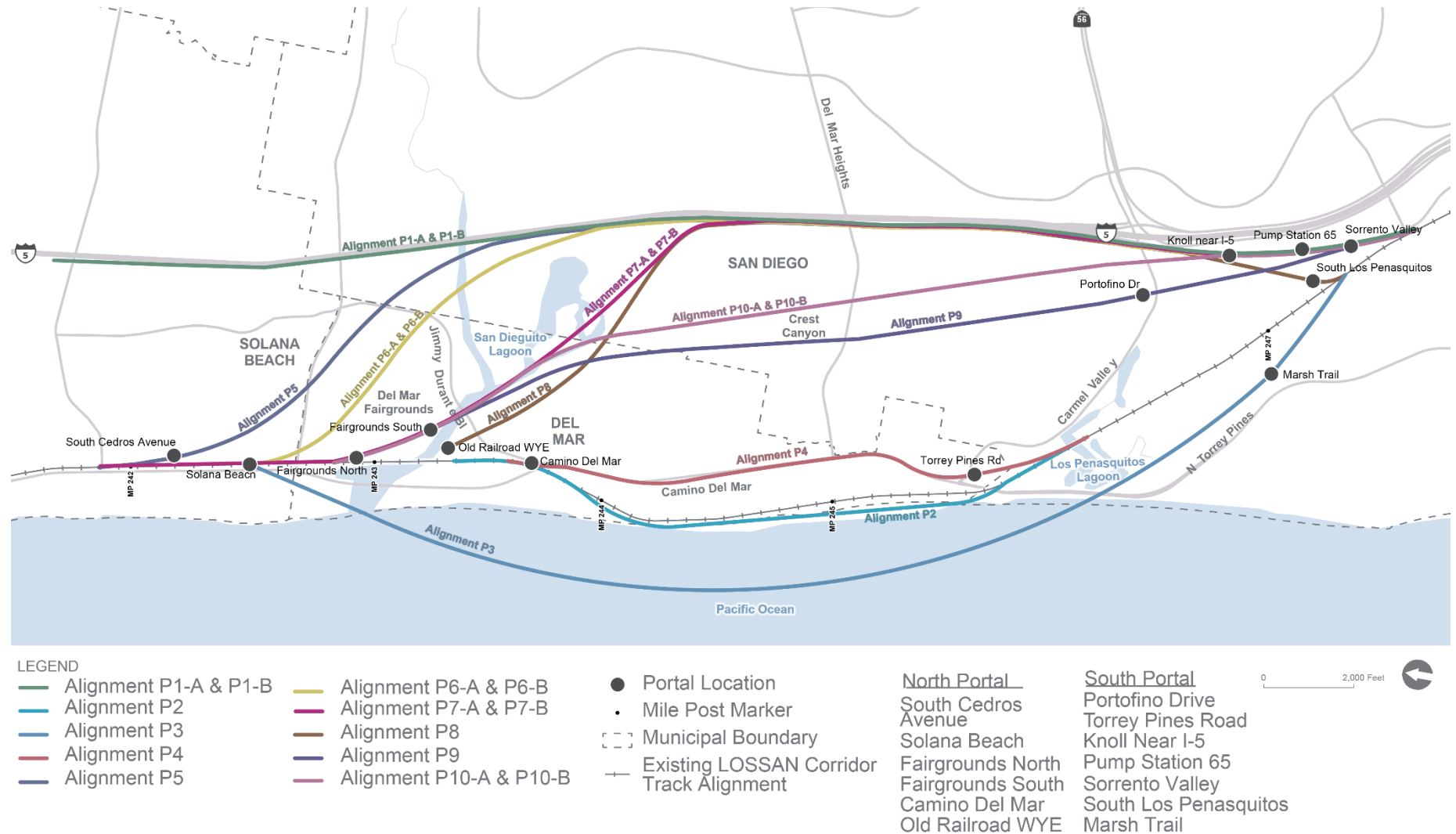
<sup>1</sup>A wye is a triangular-shaped junction of three rail lines that converge with each other.

N/A = not applicable—the alignment was proposed as a bridge and does not include underground portions that would require portals. Not identified = a specific location for a northern portal was not noted.

**Figure 2-4. Outreach Event Proposed Concepts**



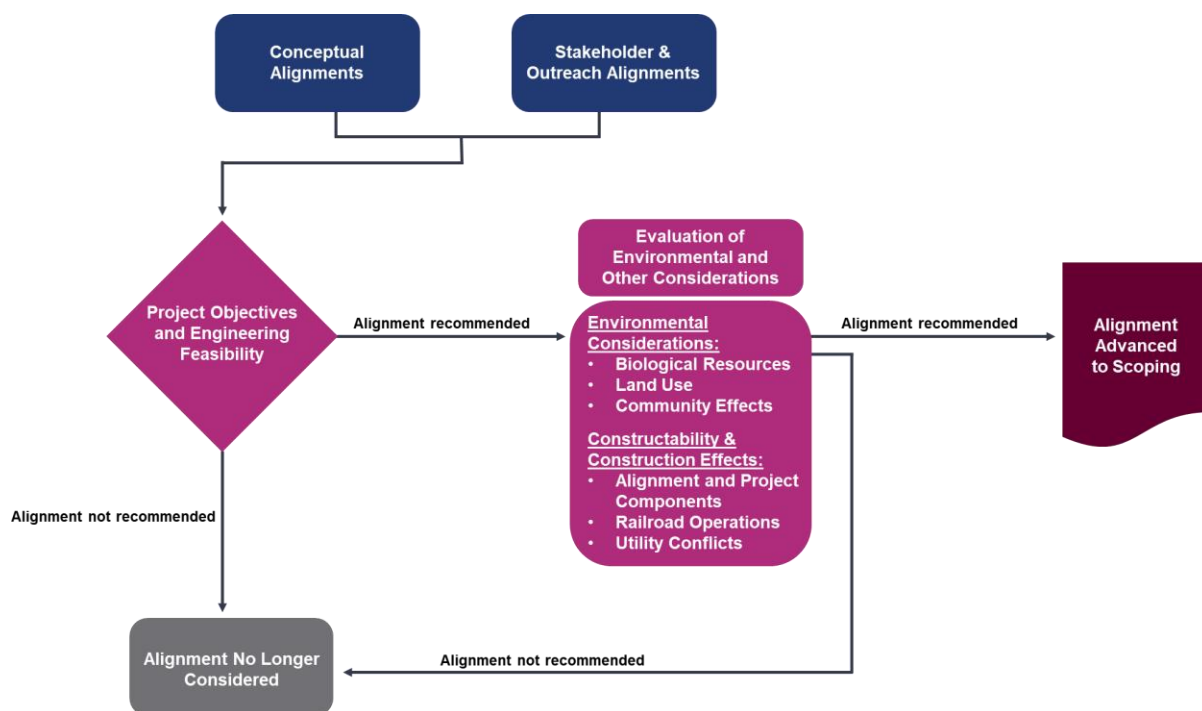
**Figure 2-5. Stakeholder and Outreach Alignments**



### 3 Screening Process

SANDAG staff developed a screening process to evaluate the 12 conceptual alignments and 14 stakeholder and outreach alignments in support of selecting the alignments that will advance to the CEQA scoping process, as shown in Figure 3-1. The screening process was informed by Section 15126.6(c) of the State CEQA Guidelines. Using this screening process, SANDAG staff first evaluated each alignment based on its ability to meet the project objectives and engineering feasibility described in Section 3.1. Alignments that would not meet the project objectives and/or were not feasible from an engineering standpoint were removed from consideration and were not evaluated further within this report. The evaluation of alignments in terms of meeting the project objectives and engineering feasibility is included in Section 4. If an alignment was found to meet project objectives and be feasible from an engineering standpoint, that alignment was carried forward for further evaluation with respect to environmental and other considerations, as described in Section 3.2 and evaluated in Section 5.

**Figure 3-1. Alignment Screening Process**



#### 3.1 Project Objectives and Engineering Feasibility

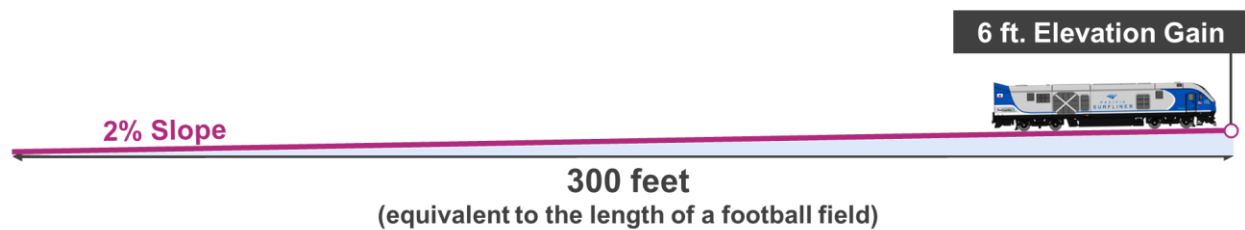
Each alignment was assessed based on its ability to meet the following project objectives:

- Improve rail service reliability by relocating the existing railroad tracks away from the eroding coastal bluffs in Del Mar.

- Maintain passenger rail service to the existing train stations serving Solana Beach and Sorrento Valley and accommodate direct rail access to the 22nd District Agricultural Association (Del Mar Fairgrounds).
- Minimize impacts on the surrounding communities during and after construction.
- Avoid and/or minimize impacts on biological, cultural, and recreational resources of national, state, or local significance, including publicly owned parks, beaches, wetlands, ecological reserves, wildlife or waterfowl refuges, and any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.
- Help meet the goals of the 2021 Regional Plan and the 2018 California State Rail Plan by increasing passenger and freight train capacity, further reducing travel times, improving reliability, and accommodating additional rail service.
- Improve coastal access and safety by eliminating at-grade railroad crossings and minimizing other pedestrian-rail points of interaction.

Additionally, the engineering feasibility of each alignment was considered based on the vertical profile design criteria. The design criteria accounts for the alignment grade, expressed as the rise in feet per 100 feet of length. The alignment grade must not exceed 2 percent to be deemed feasible from an engineering perspective, as a 2-percent grade is the operating requirement for freight trains that use the corridor. Figure 3-2 provides a visual representation of this grade. Because 2-percent slopes are very gradual, changing elevation takes a considerable distance.

**Figure 3-2. Vertical Profile Design Criteria—Two Percent Slope**



## 3.2 Environmental and Other Considerations

Table 3-1 provides a summary of the categories of evaluation criteria applied to all alignments that met the project objectives and engineering feasibility. The evaluation criteria for environmental and other considerations were used to equally compare the merits across alignments. Additional information on each criterion is provided in the sections that follow.

**Table 3-1. Environmental and Other Considerations Evaluation Criteria**

Evaluation Criteria	Description
Potential Environmental Considerations <sup>1</sup>	<p>Biological Resources: Acreage of sensitive vegetation communities located within and adjacent to (within 10 feet of) the footprint of each alignment that could be permanently affected by implementation of the alignment.</p> <p>Land Use: Existing land uses within and adjacent to (within 10 feet of) the footprint of each alignment that could be permanently affected by implementation of the alignment.</p> <p>Community Effects: Potential disruption to the adjacent community during construction, including potential acquisitions, noise and dust, physical impacts to local roadways, and truck trips associated with construction material disposal.</p>
Constructability and Construction Effects	<p>Constructability of Alignment Components: Construction effects associated with each alignment, including the tunnel, portals, and other components required for the alignment, as applicable.</p> <p>Impacts to Existing Railroad Operations: Effects to existing railroad operation that would occur during construction of the alignment, such as temporary suspension of service, use of a shoofly (temporary track used to maintain service), or extended distance of single-track operation.</p> <p>Utility Conflicts: Potential conflicts with existing major wet utilities (i.e., sewer or water). Whether a utility can be protected in place or would require relocation would be determined in later stages of design.</p>

Note: <sup>1</sup>The evaluation of potential environmental considerations does not indicate whether an alignment would result in significant impacts under the California Environmental Quality Act or adverse effects under the National Environmental Policy Act. The determination of significance of impacts will occur during the formal environmental review phase of the Project.

**3.2.1 Potential Environmental Considerations**

This evaluation considered potential permanent effects to existing biological resources and land uses, as well as potential disruption to adjacent communities during construction at launch and retrieval sites.

**3.2.1.1 Biological Resources**

The evaluation compared the area of sensitive vegetation communities within and adjacent to (within 10 feet from) the footprint of each alignment. Effects on sensitive vegetation communities and habitats typically require mitigation pursuant to the National Environmental Policy Act and CEQA, as well as to obtain federal permits or approvals from relevant agencies (e.g., U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, and/or California Coastal Commission). Sensitive vegetation communities were identified during surveys conducted in 2023 consistent with CEQA Guidelines, the City of San Diego Land Development Code Biology



Guidelines, and the City of San Diego Multiple Species Conservation Plan definitions<sup>1</sup>, summarized as follows:

- Section 15380 of the CEQA Guidelines defines sensitive vegetation communities and other habitat types as land supporting unique vegetation communities or the habitats of rare or endangered species or subspecies of animals or plants.
- Sensitive habitats are defined as environmentally sensitive lands within the City of San Diego's Land Development Code Biology Guidelines.
- Within the City of San Diego's Multiple Species Conservation Plan Subarea Plan, sensitive habitat types include those designated as wetlands and Tiers I through IIIB uplands.

Any vegetation community that met these definitions was considered sensitive. Sensitive vegetation communities within and adjacent to the footprint of each alignment include:

- Coastal and valley freshwater marsh – Wetland
- Diegan coastal sage scrub (including disturbed) – Tier II Upland
- Mule fat scrub – Wetland
- Open water/tidal
- Salt/brackish marsh – Wetland
- Southern coastal salt marsh – Wetland
- Southern willow scrub – Wetland

### 3.2.1.2 Land Use

The land use evaluation considered the existing land uses within and adjacent to (within 10 feet from) the footprint of each alignment. Alignments with a larger area of existing transportation land uses within or adjacent to the project footprint would be generally more compatible with the existing setting than those adjacent to non-transportation land uses such as recreation/open space. Existing land uses were identified based on 2022 SANDAG land use data. SANDAG performs an annual land use and housing unit inventory in the interest of maintaining a robust and accurate catalog of the existing conditions for any given year. Existing land uses within and adjacent to the footprint of each alignment include:

- **Recreation/Open Space:** Wildlife and nature preserves, lands set aside for open space, actively landscaped areas, parks, golf courses, and beaches
- **Residential:** Single-family and multifamily residential properties, and parcels of land that do not contain a dwelling unit but in which the land use is residential serving
- **Transportation:** Railroad and roadway right-of-way and parking lots
- **Public Institution:** Offices, public service facilities, and medical centers
- **Industrial:** Warehousing and certain mixed commercial and manufacturing uses
- **Hotel/Resort:** Hotels, motels, and resorts
- **Undeveloped/Vacant:** Unoccupied and undeveloped land
- **Commercial:** Commercial activities found along major streets and shopping areas

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<sup>1</sup>Per the CEQA Guidelines, sensitive vegetation communities include those identified in a local or regional plan, policy, or regulation or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. The Cities of Del Mar and Solana Beach do not have adopted guidelines to define sensitive vegetation communities.



### 3.2.1.3 Community Effects

The evaluation of community effects considers the potential disruption to adjacent communities during construction, including potential acquisitions at and near the portals associated with the TBM launch and retrieval sites and physical impacts to local roadways. Additionally, construction activities may result in effects related to noise and dust. The analysis of construction-related noise, along with measures to minimize noise and dust, will occur during environmental review.

The evaluation also considers construction material disposal in terms of the relative number of one-way truck trips required to dispose of the material excavated from bored tunnels, cut-and-cover tunnel, and the U-structure during construction. Generally, the higher the volume of excavated material, the higher the number of truck trips. Truck trips would be required for other construction-related activities, and the number of these trips will be determined during environmental review as further information is developed for the construction schedule. The quantity of excavated material is based on the length of each alignment. Construction methods will be further evaluated during environmental review to determine ways to minimize the number of truck trips.

## 3.2 Constructability and Construction Effects

### 3.2.1 Constructability of Alignment Components

Construction activities at the south portal launch site would include:

- Clearing and grubbing of the site
- Excavation for the portal
- TBM assembly
- Tunnel launch and subsequent TBM support activities, including removal of materials from excavation and loading materials onto trucks
- Import and storage of materials for the tunnel, including the lining
- Construction of permanent portal structures and installation of track and supporting infrastructure

Construction activities at the north portal retrieval site<sup>2</sup> would include:

- Clearing and grubbing of the site
- Excavation for the portal
- Decommissioning and dismantling of the TBM
- Removal of material from excavation of the north portal and associated cut-and-cover and U-structure sections and loading material onto trucks
- Construction of permanent portal structures and installation of track and supporting infrastructure

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<sup>2</sup> For all conceptual alignments, the north portal location is anticipated to serve as the TBM retrieval site. However, for Alignments P7-A, P7-B, P9, P10-A, and P10-B from the stakeholder and outreach alignments, it is anticipated that the TBM would be retrieved from the Del Mar Fairgrounds rather than from the north portal.

For planning purposes, 10 acres has been assumed as the minimum area needed for TBM launch and support of TBM operations during construction. Approximately 7 acres has been assumed to be the minimum area needed for TBM retrieval and portal construction. Conceptual construction laydown areas for the portals will be identified in future phases of design. These temporary staging areas could be restored to pre-construction conditions at the conclusion of the Project.

Additional alignment components would also be required outside of the tunnel and portal limits. Portions of the alignments that traverse Los Peñasquitos Lagoon would need to be on bridges to avoid impacts to the main water passages and to limit the permanent project footprint or otherwise be constructed on graded berms. The evaluation for constructability compares the requirements for construction of the various alignment components, including, but not limited to, tunnels, portals, and structures.

### **3.2.2.2 Railroad Operational Impacts during Construction**

One of the challenges with building any of the alignments would be minimizing impacts on railroad operations during construction, particularly where the new alignment would tie in with the existing railroad tracks. Rail service must be maintained during construction to the extent feasible in order to continue to provide a travel option for those using the COASTER and Pacific Surfliner, as well as to maintain rail freight operations. Therefore, for each alignment, a scenario was developed that would support continued rail service while minimizing the temporary infrastructure required, effects to operation (e.g., speed, length of single-track operation), and cost and schedule implications. Construction phasing and methods to minimize impacts to rail service will be further developed during environmental review.

Generally, shooflies (temporary tracks), temporary turnouts, increased distance of single-track operations, and temporary control points would be required to minimize impacts to railroad operations during construction. The evaluation for railroad operational impacts during construction discusses measures that may be implemented during construction to maintain existing rail operations to the extent feasible.

### **3.2.2.3 Utility Conflicts**

Each alignment was reviewed and evaluated for potential conflicts with existing major wet utilities. For purposes of this study, major wet utilities are defined as water facilities equal to or greater than 16 inches and sewer facilities equal to or greater than 18 inches. Using Geographic Information Systems (GIS) data from the SanGIS website, water and sewer utilities were identified.

## 4 Evaluation of Project Objectives and Engineering Feasibility

### 4.1 Conceptual Alignments

All conceptual alignments would meet the project objectives and engineering feasibility. Because each conceptual alignment was prepared for an alternatives analysis, the conceptual alignments were designed specifically to meet the project objectives and comply with the engineering feasibility criteria. However, for alignments with a north portal within Camino Del Mar, a single-bore tunnel (Alignments 8, 10, and 12) would require approximately 350 feet more of cut-and-cover construction within the roadway than a twin-bore tunnel, which would increase the complexity of managing roadway closures and detours. Through high-level screening as the conceptual alignments were further developed, it became apparent that all single-bore alignments would result in more complex construction and community effects than the similar twin-bore alignments. Therefore, the six single-bore alignments (Alignments 2, 4, 6, 8, 10 and 12) were removed from consideration prior to the evaluation of environmental and other considerations in Section 5.1. The twin-bore alignments (Alignment 1, 3, 5, 7, and 11) were advanced for further evaluation in Section 5.1.

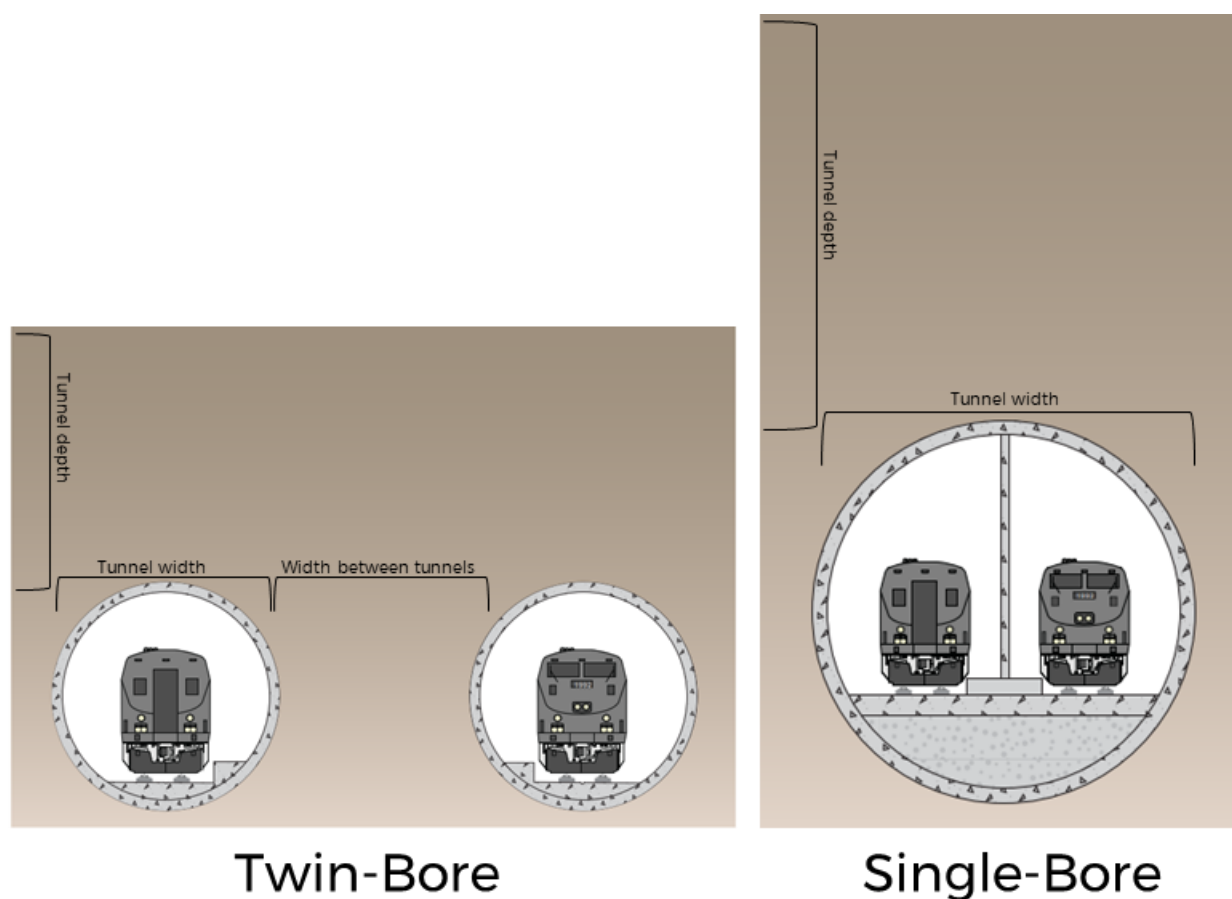
A key differentiator between single-bore and twin-bore tunnels (Figure 4-1) is the minimum depth required beneath the earth's surface to enter or exit the portal structure. The larger-diameter single-bore configuration would require a much longer transitional structure to provide a minimum of one-diameter of ground cover above the top of the tunnel, which is a best practice for conceptual design. Additionally, the footprint needed to construct the transition structures (U-structure and cut-and-cover tunnel) would be larger due to the increased depth of the portal to accommodate the larger tunnel diameter. This larger footprint would impact access to and through the community, including property effects to support temporary roadways during construction.

A single-bore tunnel configuration was also eliminated for the following reasons:

- The amount of material excavated for a single-bore tunnel is nearly 40 percent greater than the amount of material excavated for a twin-bore tunnel of the same length. Additionally, a single-bore tunnel requires more reinforced concrete lining. Therefore, single-bore tunnels require more truck trips to remove excavated material and deliver construction materials, which would result in greater construction-related traffic, effects on the community, and construction costs.
- The smaller TBM for a twin-bore tunnel would generally excavate the same length of tunnel faster than a larger TBM required for a single-bore tunnel.

In consideration of the increased complexity of construction and community effects, additional truck trips associated with removal of excavated material and delivery of construction materials, and greater cost, Alignments 2, 4, 6, 8, 10, and 12 were removed from consideration in favor of the similar twin-bore alignments. Additionally, for the reasons described, single-bore tunnels were not considered for any of the stakeholder and outreach alignments.

**Figure 4-1. Twin-Bore and Single-Bore Tunnel Configuration**



Note: Based on best practices for conceptual design, the minimum depth of ground cover above the top of the tunnel is equivalent to the width of the tunnel. The minimum distance between twin-bore tunnels is equivalent to the width of the tunnel.

## **4.2 Stakeholder and Outreach Alignments**

Table 4-1 summarizes the assessment of each alignment's ability to meet the project objectives and engineering feasibility identified in Section 3.1.

### **4.2.1 Alignment P1-A**

Alignment P1-A proposes a bored tunnel along the I-5 right-of-way, although the depiction of the alignment did not identify the point that it would connect to the existing railroad alignment at the north. Alignment P1-A would meet one of the six project objectives by relocating the existing railroad tracks away from the eroding bluffs. However, the alignment would not meet the objective to maintain passenger service to the existing Solana Beach Station and would not provide direct access to the Del Mar Fairgrounds. A north portal location was not identified, and, therefore, sufficient information is not available to evaluate this alignment against the remaining project objectives and engineering feasibility. Therefore, **Alignment P1-A was removed from further consideration.**

#### 4.2.2 Alignment P1-B

Alignment P1-B proposes a bored tunnel along the I-5 right-of-way, although the depiction of the alignment did not identify the point that it would connect to the existing railroad alignment at the north. Alignment P1-B would meet one of the six project objectives by relocating the existing railroad tracks away from the eroding bluffs. However, the alignment would not meet the objective of maintaining passenger service to the existing Solana Beach Station and would not provide direct access to the Del Mar Fairgrounds. Additionally, the alignment would not meet the project objective to minimize impacts to the surrounding community as it would result in impacts to businesses in Sorrento Valley and at the intersection of Sorrento Valley Road and Carmel Mountain Road. As with Alignment P1-A, a north portal location was not identified, and, therefore, sufficient information is not available to evaluate this alignment against the remaining project objectives and engineering feasibility. Therefore, **Alignment P1-B was removed from further consideration.**

#### 4.2.3 Alignment P2

Alignment P2 proposes a freestanding bridge built to the west of the existing tracks. Though feasible from an engineering standpoint, the alignment would only meet one of the six project objectives. The alignment would not relocate the existing railroad tracks away from the eroding coastal bluffs in Del Mar and would not meet long-term resiliency goals with continued storm events and sea-level rise. Alignment P2 would also result in significant effects to the beach and would require grading and support structures that would destroy the coastal bluffs and beach access, thereby affecting recreational and coastal resources. This alignment would also not reduce rail travel times or eliminate at-grade crossings. Therefore, **Alignment P2 was removed from further consideration.**

#### 4.2.4 Alignment P3

Alignment P3 proposes an alignment that would locate the rail line in a tunnel under the ocean. This alignment would meet three of the six project objectives. This alignment would relocate the tracks, improve rail travel times, and support the objective to enhance coastal access and improve safety. However, Alignment P3 would not maintain rail access to the Del Mar Fairgrounds as the alignment would divert from the existing rail alignment before the fairgrounds. This alignment would also affect Solana Beach and impact biological and recreational resources, including Torrey Pines State Park, Dog Beach, the bluffs, and the Los Peñasquitos wetlands. Additionally, Alignment P3 would not be feasible from an engineering standpoint as the grades for tunneling underneath the ocean floor would exceed 2 percent and, therefore, would not meet the vertical profile design criteria required to maintain rail freight operation. As a result, **Alignment P3 was removed from further consideration.**

#### 4.2.5 Alignment P4

Alignment P4 proposes a bored tunnel under the public right-of-way of Camino Del Mar. This alignment would meet all project objectives except for reducing rail travel times. Due to the curves required for the alignment to mirror the path of Camino Del Mar, the maximum speed of this alignment would be 50 miles per hour (mph), which could increase rail travel times compared to the existing alignment. Alignment P4 would be feasible from an engineering standpoint; however, it was removed from consideration because it is similar to conceptual Alignment 3 evaluated in Section 5.1, which would meet the objective of reducing travel times. Therefore, **Alignment P4 was removed from further consideration.**

#### 4.2.6 Alignment P5

Alignment P5 proposes a bored tunnel along the I-5 right-of-way, under the San Dieguito Lagoon to South Cedros Avenue in Solana Beach. This alignment would meet two of the six project objectives. This alignment would relocate the tracks away from the eroding coastal bluffs and support the objective to enhance coastal access and improve safety. However, Alignment P5 would not be able to accommodate a direct connection to the Del Mar Fairgrounds and would result in impacts to the Cedros Avenue Design District in Solana Beach, businesses in Sorrento Valley, and businesses at the intersection of Sorrento Valley Road and Carmel Mountain Road. As depicted by stakeholders and the public, the alignment would not reduce rail travel times. Therefore, **Alignment P5 was removed from further consideration.**

#### 4.2.7 Alignment P6-A

Alignment P6-A proposes a bored tunnel along the I-5 right-of-way under the San Dieguito Lagoon and Del Mar Fairgrounds to Solana Beach. This alignment would meet three of the six objectives and engineering feasibility. The alignment would not reduce travel times and would result in impacts to the Coastal Rail Trail, a multi-use path along the rail corridor, and Solana Beach. The alignment would also result in impacts to Stevens Creek and the Del Mar Fairgrounds. Therefore, the alignment would not meet the project objectives to minimize impacts to the surrounding community; preserve biological, cultural (e.g., historic property), and recreational resources; and reduce rail travel times. In addition to not meeting three of the project objectives, Alignment P6-A is similar to Alignment P7-A, which would meet the objective of reducing travel times and was advanced for further consideration. Therefore, **Alignment P6-A was removed from further consideration.**

#### 4.2.8 Alignment P6-B

Alignment P6-B is similar to Alignment P6-A, except the southern portal is located farther south in Sorrento Valley. This alignment would meet three of the six objectives and engineering feasibility. Similar to Alignment P6-A, the alignment would not reduce travel times and would result in impacts to the Coastal Rail Trail (a multi-use path along the rail corridor) and Solana Beach. The alignment would also result in impacts to Stevens Creek and the Del Mar Fairgrounds. Therefore, the alignment would not meet the project objectives to minimize impacts to the surrounding community; preserve biological, cultural, and recreational resources; and reduce rail travel times. Alignment P6-B would also result in additional impacts to businesses in Sorrento Valley and at the intersection of Sorrento Valley Road and Carmel Mountain Road. Alignment P6-B is similar to P7-B, which would meet the objective of reducing travel times and was advanced for further evaluation. Therefore, **Alignment P6-B was removed from further consideration.**

#### 4.2.9 Alignment P7-A

Alignment P7-A proposes a bored tunnel along the I-5 right-of-way under the San Dieguito Lagoon and Del Mar Fairgrounds to Solana Beach. Alignment P7-A would meet four of the six project objectives. Similar to Alignment P6-A, Alignment P7-A would result in impacts to the Coastal Rail Trail, Solana Beach, Stevens Creek, and the Del Mar Fairgrounds. Therefore, the alignment would not meet the project objectives to minimize impacts to the surrounding community and preserve biological, cultural, and recreational resources. However, Alignment P7-A would meet all other project objectives and is feasible from an engineering standpoint. Therefore, **Alignment P7-A was advanced for further evaluation in Section 5.2.**

#### 4.2.10 Alignment P7-B

Alignment P7-B proposes a bored tunnel along the I-5 right-of-way under the San Dieguito Lagoon and Del Mar Fairgrounds to Solana Beach. Similar to Alignment P7-A, Alignment P7-B would meet four of the six project objectives. Alignment P7-B would also result in impacts to the Coastal Rail Trail, Solana Beach, Stevens Creek, and the Del Mar Fairgrounds. Therefore, the alignment would not meet the project objectives to minimize impacts to the surrounding community and preserve biological, cultural, and recreational resources. The alignment would also result in additional impacts to businesses in Sorrento Valley. However, Alignment P7-B would meet all other project objectives and is feasible from an engineering standpoint. Therefore, **Alignment P7-B was advanced for further evaluation in Section 5.2.**

#### 4.2.11 Alignment P8

Alignment P8 proposes a bored tunnel under the Los Peñasquitos Lagoon, along the I-5 right-of-way and under private property to Del Mar. Alignment P8 would meet four of the six project objectives. However, this alignment would not reduce travel times and would result in significant impacts to Los Peñasquitos Lagoon, not meeting the project objective to preserve biological, cultural, and recreational resources. Additionally, the inclusion of a tunnel portal immediately following a bridge on flat terrain would not be feasible from an engineering perspective. There is insufficient distance to achieve the necessary 2-percent grade required between the bridge and where the portal location was proposed for this alignment concept, therefore making the alignment infeasible. As a result, **Alignment P8 was removed from further consideration.**

#### 4.2.12 Alignment P9

Alignment P9 proposes a bored tunnel under the Los Peñasquitos Lagoon, Crest Canyon, and the San Dieguito Lagoon to Del Mar. Alignment P9 would meet four of the six project objectives. Alignment P9 would result in impacts to the Coastal Rail Trail, Solana Beach, Stevens Creek, and the Del Mar Fairgrounds. Therefore, the alignment would not meet the project objectives to minimize impacts to the surrounding community and preserve biological, cultural, and recreational resources. However, Alignment P9 would meet all other project objectives and is feasible from an engineering standpoint. Therefore, **Alignment P9 was advanced for further evaluation in Section 5.2.**

#### 4.2.13 Alignment P10-A

Alignment P10-A proposes a bored tunnel under the Los Peñasquitos Lagoon and the San Dieguito Lagoon to Del Mar. Alignment P10-A would meet four of the six project objectives but would result in impacts to the Coastal Rail Trail, Solana Beach, Stevens Creek, and the Del Mar Fairgrounds. Therefore, the alignment would not meet the project objectives to minimize impacts to the surrounding community and preserve biological, cultural, and recreational resources. However, Alignment P10-A would meet all other project objectives and is feasible from an engineering standpoint. Therefore, **Alignment P10-A was advanced for further evaluation in Section 5.2.**

#### 4.2.14 Alignment P10-B

Alignment P10-B proposes a bored tunnel under the Los Peñasquitos Lagoon and the San Dieguito Lagoon to Del Mar. Similar to Alignment P10-A, Alignment P10-B would meet four of the six project objectives. Alignment P10-B would result in impacts to the Coastal Rail Trail,



Solana Beach, Stevens Creek, and the Del Mar Fairgrounds. Therefore, the alignment would not meet the project objectives to minimize impacts to the surrounding community and preserve biological, cultural, and recreational resources. The alignment would also result in additional impacts to businesses in Sorrento Valley. However, Alignment P10-B would meet all other project objectives and is feasible from an engineering standpoint. Therefore, **Alignment P10-B was advanced for further evaluation in Section 5.2.**

#### **4.2.15 Summary**

Based on the evaluation of project objectives and engineering feasibility, as summarized in Table 4-1, **Alignments P7-A, P7-B, P9, P10-A, and P10-B were advanced for further evaluation** in Section 5.2. The remaining stakeholder and outreach alignments were removed from consideration. Alignments P7-A, P7-B, P9, P10-A, and P10-B as depicted by stakeholders and the public were modified as each alignment was further developed, as illustrated in Figure 4-2.



Table 4-1. Project Objectives and Engineering Feasibility – Stakeholder and Outreach Alignments

Stakeholder and Outreach Alignment Number	North Portal	South Portal	Meets Project Objectives						Meets Engineering Feasibility	Advanced for Further Evaluation
			Improve rail service reliability by relocating the existing railroad tracks away from the eroding coastal bluffs in Del Mar	Maintain passenger rail service to the existing train stations serving Solana Beach and Sorrento Valley and accommodate direct rail access to 22nd District Agricultural Association (Del Mar Fairgrounds)	Minimize impacts in the surrounding communities during and after construction	Avoid and/or minimize impacts on biological, cultural, and recreational resources	Help meet the goals of the 2021 Regional Plan and the 2018 California State Rail Plan by increasing passenger and freight train capacity, further reducing travel times, improving reliability, and accommodating additional rail service	Improve coastal access and safety by eliminating at-grade railroad crossings and minimizing other pedestrian-rail points of interaction		
P1-A	Not identified	Knoll Near I-5	Yes	No	Unknown <sup>1</sup>	Unknown	Unknown	Unknown	Unknown	No
P1-B	Not identified	Sorrento Valley	Yes	No	No	Unknown	Unknown	Unknown	Unknown	No
P2	N/A	N/A	No	Yes	No	No	No	No	Yes	No
P3	Solana Beach	Marsh Trail	Yes	No	No	No	Yes	Yes	No	No
P4	Camino Del Mar	Torrey Pines Road	Yes	Yes	Yes	Yes	No	Yes	Yes	No
P5	South Cedros Avenue	Pump Station 65	Yes	No	No	No	No	Yes	Yes	No
P6-A	Fairgrounds	Knoll Near I-5	Yes	Yes	No	No	No	Yes	Yes	No
P6-B	Fairgrounds	Sorrento Valley	Yes	Yes	No	No	No	Yes	Yes	No
P7-A	Fairgrounds	Knoll Near I-5	Yes	Yes	No	No	Yes	Yes	Yes	Yes
P7-B	Fairgrounds	Sorrento Valley	Yes	Yes	No	No	Yes	Yes	Yes	Yes
P8	Old Railroad Wye <sup>2</sup>	South Los Peñasquitos Lagoon	Yes	Yes	Yes	No	No	Yes	No	No
P9	Fairgrounds	Portofino Drive	Yes	Yes	No	No	Yes	Yes	Yes	Yes
P10-A	Fairgrounds	Knoll Near I-5	Yes	Yes	No	No	Yes	Yes	Yes	Yes
P10-B	Fairgrounds	Sorrento Valley	Yes	Yes	No	No	Yes	Yes	Yes	Yes

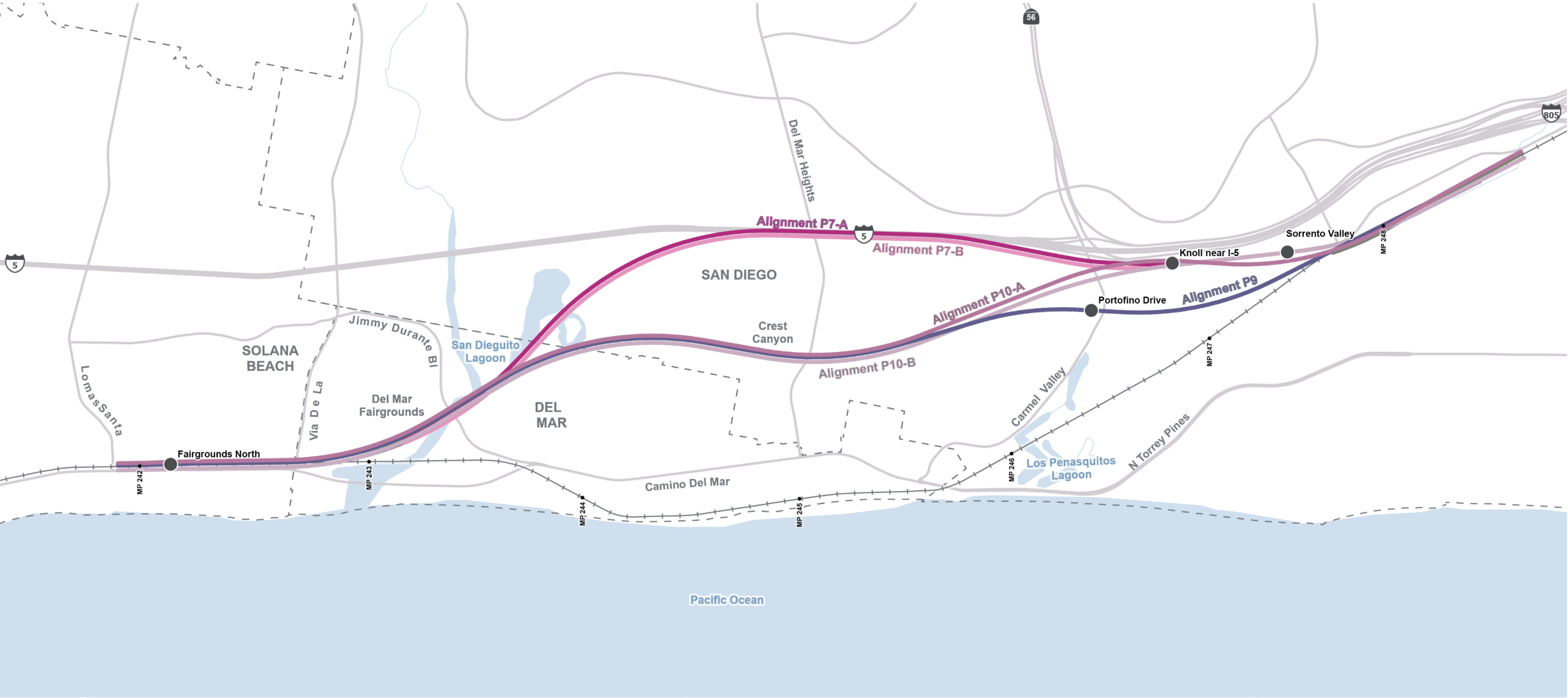
Notes: <sup>1</sup>As depicted by stakeholders and the public, there is insufficient information to evaluate the alignment against the project objective and/or engineering feasibility.

<sup>2</sup>A wye is a triangular-shaped junction of three rail lines that converge with each other.

N/A = not applicable—the alignment was proposed as a bridge and does not include underground portions that would require portals.

Not identified = a specific location for a northern portal was not noted.

Figure 4-2. Stakeholder and Outreach Alignments Advanced



LEGEND

- Alignment P7-A
- Alignment P7-B
- Alignment P9
- Alignment P10-A
- Alignment P10-B

- Portal Location
- Mile Post Marker
- [ - - ] Municipal Boundary

- North Portal
- Fairgrounds North
- South Portal
- Portofino Drive
- Knoll Near I-5
- Sorrento Valley

0 2,000 Feet



## 5 Evaluation of Environmental and Other Considerations

### 5.1 Conceptual Alignments

This section summarizes the evaluation of Alignments 1, 3, 5, 7, 9, and 11. Table 5-1 provides a comparison of the type and approximate length of the various alignment components for each of these alignments, including the length of the tunnel under public right-of-way or property and private property. The alignment components are considered throughout the evaluation of environmental and other considerations in the sections that follow.

**Table 5-1. Conceptual Alignments – Summary of Alignments and Components**

Conceptual Alignment Number	Bored Tunnel (feet)	U-Structure (feet)	Cut-and-Cover Tunnel (feet)	Bridge (feet)	Floodwall (feet)	Graded <sup>1</sup> (feet)	Total Alignment Length (feet)	Percent of Tunnel under Public ROW (%)	Percent of Tunnel under Private ROW (%)
1	13,800	900	700	1,500	800	7,600	25,300	41	59
3	9,800	900	600	6,100	800	7,800	25,900	6	94
5	16,600	2,400	900	100	1,900	6,200	28,000	44	56
7	13,900	1,100	900	1,500	800	7,200	25,300	49	51
9	9,500	1,200	500	6,100	800	7,800	26,000	27	73
11	16,600	2,200	1,200	100	1,900	6,300	28,300	46	54

Notes: <sup>1</sup>The graded length includes the berm.

ROW = right-of-way

#### 5.1.1 Potential Environmental Considerations

This section compares the area of sensitive vegetation communities and the existing land uses within and adjacent to (within 10 feet from) the footprint of each conceptual alignment. The section also provides an evaluation of the potential disruption to adjacent communities during construction at TBM launch and retrieval sites, including potential acquisitions and noise and dust. The section also considers physical impacts to roadways and the number of truck trips associated with construction material disposal from excavation of the bored tunnels, cut-and-cover tunnel, and the U-structure. Table 5-2 summarizes the acreages of the sensitive vegetation communities and the existing land use designations within and adjacent to the project footprint for each alignment. Table 5-3 presents an estimate of truck trips required for construction material disposal. The sections that follow present the evaluation of these considerations by conceptual alignment.

**Table 5-2. Sensitive Vegetation Communities and Existing Land Uses (Permanent)**

Conceptual Alignment Number	Biological Resources Sensitive Vegetation Communities (acres)		Land Use (acres)							
	Wetlands	Uplands	Residential	Recreation/ Open Space	Transportation	Public Institution	Industrial	Hotel	Undeveloped	Commercial
1	20	2	<1	20	13	1	<1	0	0	0
3	13	3	1	3	27	1	<1	0	0	0
5	15	0	<1	12	12	1	<1	0	0	0
7	17	2	<1	17	22	1	<1	<1	0	0
9	13	3	1	3	37	1	<1	<1	0	0
11	15	0	<1	<1	22	1	<1	<1	0	0

Source: SanGIS 2022, AECOM 2023 biological resource surveys

**Table 5-3. Approximate Volume of Excavated Material and Truck Trips for Disposal of Construction Material**

Conceptual Alignment Number	Total Excavation Volumes (Cubic Yards)	Estimated Truck Trips for Construction Material Disposal <sup>1</sup>
1	1,716,000	171,600
3	1,273,000	127,300
5	2,294,000	229,400
7	1,819,000	181,900
9	1,220,000	122,000
11	2,351,000	235,100

Note: <sup>1</sup>Only accounts for one-way traffic for disposal of construction materials associated with the bored tunnels, cut-and-cover tunnel, and the U-structure.

#### **5.1.1.1 Alignment 1 (Portals: Under Jimmy Durante Boulevard and Portofino Drive)**

**Biological Resources and Land Use:** The Alignment 1 footprint could affect 22 acres of sensitive vegetation communities, which would be more than any other conceptual alignment. This alignment could also have the second smallest area of existing transportation land uses (13 acres) and the largest area of recreation/open space land uses (20 acres). As a result of the larger area of non-transportation land uses, the alignment would be generally less compatible with existing land uses compared to the other conceptual alignments.

**Community Effects:** Construction at the north portal (Under Jimmy Durante Boulevard) would require the acquisition of private property for the cut-and-cover and U-structure portion of the alignment. This portal location would also be adjacent to residential properties, and noise and dust abatement measures would be implemented during construction. The existing roadway profile for Jimmy Durante Boulevard would be raised to pass over the cut-and-cover tunnel where the proposed track alignment would intersect with the existing roadway alignment. The proposed roadway design would maintain the existing width of the roadway and access to residential properties. Temporary access to residential properties during construction would be provided to support construction phasing, if necessary.

The Alignment 1 south portal at Portofino Drive would be located on privately owned land but is not expected to displace buildings. Residential properties are located to the west and on the eastern edge of the proposed launch site. Noise and dust abatement measures would be implemented during construction. The existing roadway alignment and profile of Carmel Valley Road would not be permanently affected by the bridge for the proposed rail alignment and would remain intact. Vertical clearance from the track overcrossing would be sufficient. However, bridge construction would result in temporary closures and detours on Carmel Valley Road and Portofino Drive. This portal location would result in more roadway impacts than Alignments 5 and 11 but fewer than Alignments 3 and 9. The majority of construction-related traffic is anticipated to use Carmel Valley Road and Portofino Drive, as these roads would provide the most direct access to the project site. However, Alignment 1 would result in less excavated material and fewer truck trips for material disposal than Alignment 5, 7, and 11.

#### **5.1.1.2 Alignment 3 (Portals: Under Jimmy Durante Boulevard and Torrey Pines Road)**

**Biological Resources and Land Use:** The Alignment 3 footprint could affect 16 acres of sensitive vegetation communities. Alignment 3 could also affect 1 acre of residential land use within and adjacent to the footprint, which could require conversion to a transportation land

use. The area of existing recreation/open space land uses could be among the smallest (3 acres) compared to the other conceptual alignments and there could be approximately 27 acres of existing transportation land uses within and adjacent to the footprint, larger than Alignments 1, 5, 7 and 11, thus indicating this alignment could be more compatible with existing land uses.

**Community Effects:** Construction of the north portal (Under Jimmy Durante Boulevard) would require the acquisition of private property for the cut-and-cover tunnel and U-structure portion of the alignment. This portal location would also be adjacent to residential properties, and noise and dust abatement measures would be implemented during construction. The existing roadway profile for Jimmy Durante Boulevard would be raised to pass over the cut-and-cover tunnel where the proposed track alignment would intersect with the existing roadway alignment. The proposed roadway design would maintain the existing width of the roadway and permanent access to residential properties. Temporary access to residential properties during construction would be provided to support construction phasing, if necessary.

Private property acquisition would also be required to facilitate construction of the south portal site at Torrey Pines Road for Alignment 3, and noise and dust abatement measures would be implemented during construction. The cut-and-cover tunnel of the alignment near the south portal would intersect with Carmel Valley Road, which would need to be decked over, with this decking maintained during portal and tunneling construction. The existing roadway alignment and profile would be maintained. After construction of the cut-and-cover tunnel, the roadway would be restored as a grade-separated crossing over the cut-and-cover tunnel. Temporary access to residential properties during construction would be provided to support construction phasing. Construction of this south portal would be the most impactful to the local road network compared to the Portofino Drive (Alignments 1 and 7) and Knoll Near I-5 (Alignments 5 and 9) south portals. The majority of construction-related traffic is anticipated to use Carmel Valley Road and North Torrey Pines Road, as these roads would provide the most direct access to the project site. Compared to Alignment 3, only Alignment 9 would result in less excavated material and fewer truck trips.

#### **5.1.1.3 Alignment 5 (Portals: Under Jimmy Durante Boulevard and Knoll Near I-5)**

**Biological Resources and Land Use:** The Alignment 5 footprint could affect 15 acres of sensitive vegetation communities, which would be less than any other conceptual alignment. There could be approximately 12 acres of existing transportation land uses within and adjacent to the footprint, smaller than all conceptual alignments except for Alignment 1. In addition, Alignment 5 could have less than 1 acre of residential land use requiring conversion to a transportation land use, and the area of existing recreation/open space land uses is also smaller (12 acres) than that of Alignments 1 and 7. As a result, the alignment would be generally more compatible with existing land uses compared to the other conceptual alignments.

**Community Effects:** Construction of the north portal (Under Jimmy Durante Boulevard) would require the acquisition of private property for the cut-and-cover tunnel and U-structure portion of the alignment. This portal location would also be adjacent to residential properties, and noise and dust abatement measures would be implemented during construction. The existing roadway profile for Jimmy Durante Boulevard would be raised to pass over the cut-and-cover tunnel where the proposed track alignment would intersect with the existing roadway alignment. The proposed roadway design would maintain the existing width of the roadway and permanent access to residential properties. Temporary access to residential properties during construction would be provided to support construction phasing, if necessary.

The Alignment 5 south portal (Knoll Near I-5) would be located on privately owned land within and adjacent to the Los Peñasquitos Lagoon but is not expected to displace buildings. The portal site does not have residential properties in the immediate vicinity; however, noise and dust abatement measures may be required during construction to protect resources within the lagoon. Old Sorrento Valley Road and the associated bike trail facilities would be affected by the cut-and-cover tunnel for the proposed alignment and would require temporary relocation. Access to residential properties would not be affected during construction. Access to the pump station would be temporarily limited from the south. This south portal would be the least impactful to local roads during construction compared to the other conceptual alignments. The majority of construction-related traffic is anticipated to use Carmel Mountain Road and Sorrento Valley Road, with limited traffic using Carmel Valley Road, as these roads would provide the most direct access to the project site. Compared to the other conceptual alignments, Alignment 5 would result in the second-highest amount of excavated material and truck trips for material disposal, with only Alignment 11 requiring higher volumes and trips.

#### **5.1.1.4 Alignment 7 (Portals: Within Camino Del Mar and Portofino Drive)**

**Biological Resources and Land Use:** The Alignment 7 footprint could affect 19 acres of sensitive vegetation communities, which is the second-largest area compared to all conceptual alignments. There could be approximately 22 acres of existing transportation land uses within and adjacent to the footprint, which could be smaller than Alignments 3 and 9 but larger than Alignments 1 and 5. Alignment 7 could have less than 1 acre of residential land uses; however, the alignment could have the second-largest area of recreation/open space land uses within and adjacent to the footprint. For these reasons, Alignment 7 would generally be less compatible with existing land uses.

**Community Effects:** Construction at the north portal site (Within Camino Del Mar) would require acquisition of commercial property. Residential land uses would be located to the east, and noise and dust abatement measures would be implemented during construction. Alignment 7 would require reconstruction of the existing Camino Del Mar Bridge and construction of a temporary bridge to divert traffic across the railroad and to accommodate portal and track shoofly construction. Access to private properties along Grand Avenue would be affected by construction activities. Additionally, Jimmy Durante Boulevard and Camino Del Mar would be reconstructed. Compared to the north portal (Under Jimmy Durante Boulevard), this north portal location would be the most impactful to the local roadway network.

The Alignment 7 south portal (Portofino Drive) would be located on privately owned land but is not expected to displace buildings. Residential properties are located to the west and on the eastern edge of the proposed launch site. Noise and dust abatement measures would be implemented during construction. The existing roadway alignment and profile of Carmel Valley Road would not be permanently affected by the bridge for the proposed rail alignment and would remain intact. Vertical clearance from the track overcrossing would be sufficient. However, bridge construction would result in temporary closures and detours on Carmel Valley Road and Portofino Drive. The majority of construction traffic is anticipated to use Carmel Valley Road and Portofino Drive, as these roads would provide the most direct access to the project site. This portal location would result in more roadway impacts than Alignments 5 and 11 but fewer than Alignments 3 and 9. Alignment 7 would result in a smaller amount of excavated material and require fewer truck trips for material disposal than Alignments 5 and 11 but would result in a larger amount of excavated material and truck trips compared to Alignments 1, 3, and 9.



#### 5.1.1.5 Alignment 9 (Portals: Within Camino Del Mar and Torrey Pines Road)

**Biological Resources and Land Use:** The Alignment 9 footprint could include 16 acres of sensitive vegetation communities, similar to Alignment 3. This alignment would also have the largest area of existing transportation land uses within and adjacent to the footprint, at 37 acres. Alignment 9 could affect approximately 1 acre of residential land use within and adjacent to the footprint, and the area of existing recreation/open space land uses (3 acres) would be among the smallest compared to the other alignments. As a result, the alignment would be generally more compatible with existing land uses compared to the other conceptual alignments.

**Community Effects:** Construction at the north portal site (Within Camino Del Mar) would require acquisition of commercial property. Residential land uses would be located to the east, and noise and dust abatement measures would be implemented during construction. Alignment 9 would require reconstruction of the existing Camino Del Mar Bridge and construction of a temporary bridge to divert traffic across the railroad and to accommodate portal and track shoofly construction. Access to private properties along Grand Avenue would be affected by construction activities. Additionally, Jimmy Durante Boulevard and Camino Del Mar would be reconstructed. Compared to the north portal (Under Jimmy Durante Boulevard), this north portal location would be the most impactful to the local roadway network.

Private property acquisition would also be required to facilitate construction of the south portal site at Torrey Pines Road for Alignment 9, and noise and dust abatement measures would be implemented during construction. The cut-and-cover section of the alignment near the south portal would intersect with Carmel Valley Road, which would need to be decked over, with this decking maintained during portal and tunneling construction. The existing roadway alignment and profile would be maintained. After construction of the cut-and-cover tunnel, the roadway would be restored as a grade-separated crossing over the cut-and-cover tunnel. Temporary access to residential properties during construction would be provided to support construction phasing. Construction of this south portal would be the most impactful to the local road network compared to the Portofino Drive (Alignments 1 and 7) and Knoll Near I-5 (Alignments 5 and 9) south portals. The majority of construction-related traffic is anticipated to use Carmel Valley Road and North Torrey Pines Road, as these roads would provide the most direct access to the project site. Compared to the other conceptual alignments, Alignment 9 would result in the least amount of excavated material and require the fewest number of truck trips for material disposal.

#### 5.1.1.6 Alignment 11 (Portals: Within Camino Del Mar and Knoll Near I-5)

**Biological Resources and Land Use:** The Alignment 11 footprint could include 15 acres of sensitive vegetation communities, similar to Alignment 5. There could be approximately 22 acres of existing transportation land uses within and adjacent to the footprint, which could be smaller than Alignments 3 and 9. However, Alignment 11 could have less than 1 acre of residential land uses requiring conversion to a transportation land use and the area of recreation/open space is smaller than that of Alignments 3 and 9. For these reasons, Alignment 11 would generally be compatible with existing land uses.

**Community Effects:** Construction at the north portal site (Within Camino Del Mar) would require acquisition of commercial property. Residential land uses would be located to the east, and noise and dust abatement measures would be implemented during construction. Alignment 11 would require reconstruction of the existing Camino Del Mar Bridge and construction of a temporary bridge to divert traffic across the railroad and to accommodate



portal and track shoofly construction. Access to private properties along Grand Avenue would be affected by construction activities. Additionally, Jimmy Durante and Camino Del Mar would be reconstructed. Compared to the north portal (Under Jimmy Durante Boulevard), this north portal location would be the most impactful to the local roadway network.

The Alignment 11 south portal (Knoll Near I-5) would be located on privately owned land within and adjacent to the Los Peñasquitos Lagoon but is not expected to displace buildings. The portal site does not have residential properties in the immediate vicinity; however, noise and dust abatement measures may be required during construction to protect resources within the lagoon. Old Sorrento Valley Road and the associated bike trail facilities would be affected by the cut-and-cover tunnel for the proposed alignment and would require temporary relocation. Access to residential properties would not be affected during construction. Access to the pump station would be temporarily limited from the south. This south portal would be the least impactful to local roads during construction compared to the other conceptual alignments. The majority of construction-related traffic is anticipated to use Carmel Mountain Road and Sorrento Valley Road, with limited traffic using Carmel Valley Road, as these roads would provide the most direct access to the project site. Alignment 11 would result in the highest amount of excavated material and require the greatest number of truck trips for material disposal compared to the other conceptual alignments.

## 5.1.2 Constructability and Construction Effects

### 5.1.2.1 Constructability of Alignment Components

The evaluation in this section considered construction effects associated with the conceptual alignments, including the tunnel, portals, and other infrastructure and structures required to support the alignment, as applicable.

Three potential south portals have been identified. It is assumed that the TBM would be launched from the south portal; therefore, the identification of potential portal locations also considered the footprint and access to and from the site. The portals are as follows:

- **Portofino Drive:** Near the intersection of Carmel Valley Road and Portofino Drive
- **Torrey Pines Road:** Near the intersection of Carmel Valley Road and Camino Del Mar/ N Torrey Pines Road
- **Knoll Near I-5:** At the knoll adjacent to I-5

Two potential north portals have been identified. It is assumed that the TBM would be retrieved from the north portal. The portals are as follows:

- **Under Jimmy Durante Boulevard:** Partially within the hillside just north of the intersection of Jimmy Durante Boulevard and Camino Del Mar
- **Within Camino Del Mar:** Within Camino Del Mar just north of the intersection of Jimmy Durante Boulevard and Camino Del Mar

### Alignment 1 (Portals: Under Jimmy Durante Boulevard and Portofino Drive)

Alignment 1 would include a total bored tunnel length of approximately 13,800 feet. Although the bored tunnel length for Alignment 1 is longer than Alignments 3 and 9, Alignment 1 may require fewer subsurface easements from private properties than Alignment 3 as a larger percentage of the tunnel (approximately 41 percent) is located under public right-of-way or property.

The Alignment 1 north portal (Under Jimmy Durante Boulevard) would be located just north of Jimmy Durante Boulevard and Camino Del Mar. This portal would be partially buried within the hillside, and the cut-and-cover tunnel would extend across Jimmy Durante Boulevard. The site is partially below the 100-year floodplain, and an assessment of weather trends would be required to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary floodwalls or barriers to prevent flooding from affecting the construction area
- Locating the construction staging site above anticipated flood levels
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the north portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls.

The south portal for Alignment 1 (Portofino Drive) would be located at the intersection of Portofino Drive and Carmel Valley Road. Two sites have been identified to support the TBM launch: the main site would be 9 acres and located north of Carmel Valley Road, and a satellite site of 2 acres would be located south of Carmel Valley Road. The main site would need significant excavation and regrading to create a usable space for the construction laydown area, and multiple retaining structures would be required to allow for TBM operation. The main site is largely above the 100-year floodplain and is not expected to require abatement measures to prevent flooding. Additionally, due to the elevated structures associated with the alignment near the south portal, there is no significant infrastructure that would need to be protected from flooding and/or sea-level rise during future operation.

Alignment 1 would also require approximately 1,500 feet of bridge within the limits of Los Peñasquitos Lagoon, which is substantially less than the bridge required for Alignments 3 and 9, as summarized in Table 5-1. Alignment 1 would require approximately 7,000 feet of new berm within the lagoon to support the alignment. This length is slightly less than that required for Alignments 3 and 9; however, these alignments only require raising and widening the existing berm. Additionally, under Alignment 1, the existing track embankment in Los Peñasquitos Lagoon would no longer be required for rail operations creating the possibility that approximately 10,000 feet of track embankment within the lagoon could be removed or repurposed for wetland restoration and/or expanded recreational use.

### **Alignment 3 (Portals: Under Jimmy Durante Boulevard and Torrey Pines Road)**

Alignment 3 would include a total bored tunnel length of approximately 9,800 feet. Although the bored tunnel length for Alignment 3 is shorter than all conceptual alignments other than Alignment 9, Alignment 3 may require more subsurface easements from private properties as approximately 94 percent of the alignment is located under private property.

The Alignment 3 north portal (Under Jimmy Durante Boulevard) would be located just north of Jimmy Durante Boulevard and Camino Del Mar. This portal would be partially buried within the hillside, and the cut-and-cover tunnel would extend across Jimmy Durante Boulevard. The site is partially below the 100-year floodplain, and an assessment of weather trends would be required to determine the risk of flooding and whether measures would be required to

minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary floodwalls or barriers to prevent flooding from affecting the construction area
- Locating the construction staging site above anticipated flood levels
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the north portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls.

The south portal for Alignment 3 (Torrey Pines Road) would be located at the knoll near the intersection of Carmel Valley Road and South Camino Del Mar. Similar to Alignment 1, the site would require significant excavation and regrading to create a usable space. Additionally, a retaining wall approximately 60 feet high would be required to allow the site to be used as a construction laydown area and support construction of the cut-and-cover tunnel. The site, although at less risk to flooding than the Knoll Near I-5 portal, would also be partially below the 100-year floodplain and would require an assessment of weather trends and potentially the implementation of abatement measures during construction, depending on the outcome of the assessment. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary floodwalls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Alignment 3, along with Alignment 9, would require the longest length of bridge within the limits of the Los Peñasquitos Lagoon, at 6,100 feet. The bridge would be constructed adjacent to the existing railroad track. The berm segments for Alignment 3, along with Alignment 9, within Los Peñasquitos Lagoon would be approximately 7,200 feet and would be placed adjacent to the existing track alignment and would require a raised elevation to stay above flood levels. This would require a phased approach to maintain rail operations during construction. As such, Alignment 3, along with Alignment 9, would have more complex construction phasing, a potentially larger footprint within the lagoon, and more bridge to be maintained during operation than the other conceptual alignments.

### **Alignment 5 (Portals: Under Jimmy Durante Boulevard and Knoll Near I-5)**

Alignment 5, along with Alignment 11, would include the longest total bored tunnel length, at approximately 16,600 feet. Although 44 percent of the tunnel would be located under public right-of-way or property, which is greater than the length of Alignments 1, 3, and 9, given the length of the tunnel, Alignment 5 may require more subsurface easements from private properties than the other conceptual alignments.

The Alignment 5 north portal (Under Jimmy Durante Boulevard) would be located just north of Jimmy Durante Boulevard and Camino Del Mar. This portal would be partially buried within the hillside, and the cut-and-cover tunnel would extend across Jimmy Durante Boulevard. The

site is partially below the 100-year floodplain, and an assessment of weather trends would be required to determine the risk of flooding and whether measures would be required to minimize the risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Locating the construction staging site above anticipated flood levels
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the north portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls.

The south portal for Alignment 5 (Knoll Near I-5) would be located approximately 2,000 feet south of the California Department of Transportation (Caltrans) park-and-ride lot on Carmel Valley Road. Construction at the south portal site would require coordination with Caltrans. Although it is not expected that construction of the cut-and-cover and bored tunnels would have a significant effect on the performance of the I-5 structures, an assessment of the Caltrans structures would be required during later phases of the design.

The site would require excavation and regrading to create a usable space for the construction laydown area to allow for TBM operation. The majority of the construction site would be below the 100-year floodplain and would require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize the risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary floodwalls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the south portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls.

Alignment 5, along with Alignment 11, would require the shortest length of bridge within the limits of the Los Peñasquitos Lagoon, with a total length of 100 feet and approximately 5,500 feet of berm to support the alignment within the lagoon, shorter than Alignments 1, 3, 7, and 9. As such, Alignment 5, along with Alignment 11, would have less complex construction phasing and substantially less bridge to be maintained during operation than all other conceptual alignments. Additionally, under Alignment 5, the existing track embankment in Los Peñasquitos Lagoon would no longer be required for rail operations. Therefore, approximately 10,000 feet of track embankment within the lagoon could be removed or repurposed for recreational use, which would reduce impacts within the lagoon under Alignment 5 compared to Alignments 3 and 9.

### **Alignment 7 (Portals: Within Camino Del Mar and Portofino Drive)**

Alignment 7 would include a total bored tunnel length of approximately 13,900 feet. Although the bored tunnel length for Alignment 7 is longer compared to other conceptual alignments, Alignment 7 may require fewer subsurface easements from private properties as a larger percentage of the tunnel (approximately 49 percent) would be located under public right-of-way or property.

The north portal for Alignment 7 (Within Camino Del Mar) would be located just north of Jimmy Durante Boulevard and would be fully within Camino Del Mar. The site would be partially below the 100-year floodplain, and an assessment of weather trends would be required to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the north portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. The temporary shoofly would also require construction of a new track bed, which would affect existing parallel drainage features.

The Alignment 7 south portal (Portofino Drive) would be located at the intersection of Portofino Drive and Carmel Valley Road. Two sites have been identified to support the TBM launch: the main site would be 9 acres and located north of Carmel Valley Road, and a satellite site of 2 acres would be located south of Carmel Valley Road. The main site would need significant excavation and regrading to create a usable space for the construction laydown area, and multiple retaining structures would be required to allow for TBM operation. The main site is largely above the 100-year floodplain and is not expected to require abatement measures to prevent against flooding. Additionally, due to the elevated structures associated with the alignment near the north portal, there is no significant infrastructure that would need to be protected from flooding and/or sea-level rise during future operation.

As with Alignment 1, Alignment 7 would also require approximately 1,500 feet of bridge within the limits of Los Peñasquitos Lagoon. Alignment 7 would also require approximately 7,000 feet of berm to support the alignment within the lagoon, which is slightly less than that required for Alignments 3 and 9; however, these alignments only require raising and widening the existing berm. Additionally, under Alignment 7, the existing track embankment in Los Peñasquitos Lagoon would no longer be required for rail operations. Therefore, approximately 10,000 feet of track embankment within the lagoon could be removed or repurposed for recreational use, which would reduce impacts within the lagoon under Alignment 7 compared to Alignments 3 and 9.

### **Alignment 9 (Portals: Within Camino Del Mar and Torrey Pines Road)**

Alignment 9 would include the shortest total bored tunnel length, at approximately 9,500 feet, and may require fewer subsurface easements from private properties than the other conceptual alignments. The north portal for Alignment 9 (Within Camino Del Mar) would be located just north of Jimmy Durante Boulevard and would be fully within Camino Del Mar. The

site would be partially below the 100-year floodplain, and an assessment of weather trends would be required to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the north portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. The temporary shoofly would also require construction of a new track bed, which would affect existing parallel drainage features.

The south portal for Alignment 9 (Torrey Pines Road) would be located at the knoll near the intersection of Carmel Valley Road and South Camino Del Mar. Similar to Alignment 1, the site would require significant excavation and regrading to create a usable space. Additionally, a retaining wall approximately 60 feet high would be required to allow the site to be used as a construction laydown area and support construction of the cut-and-cover tunnel. The site, although at less risk to flooding than the Knoll Near I-5 portal, would also be partially below the 100-year floodplain and would require an assessment of weather trends and potentially the implementation of abatement measures during construction, depending on the outcome of the assessment. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary floodwalls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Alignment 9, along with Alignment 3, would require the longest length of bridge within the limits of the Los Peñasquitos Lagoon, at 6,100 feet. The bridge would be constructed adjacent to the existing railroad track. The berm segments for Alignment 9, similar to Alignment 3, within Los Peñasquitos Lagoon would be approximately 7,200 feet and would be placed adjacent to the existing track alignment and would require a raised elevation to stay above flood levels. This would require a phased approach to maintain rail operations during construction. As such, Alignment 9, along with Alignment 3, would have more complex construction phasing, a potentially larger footprint within the lagoon, and would have more bridge to be maintained during operation than the other conceptual alignments.

### **Alignment 11 (Portals: Within Camino Del Mar and Knoll Near I-5)**

Alignment 11, along with Alignment 5, would include the longest total bored tunnel length of the conceptual alignments, at approximately 16,600 feet. Approximately 46 percent of the tunnel length would be located under public right-of-way or property, more than all alignments other than Alignment 7, which could decrease the number of subsurface easements required from private properties.



The Alignment 11 north portal (Within Camino Del Mar) would be located just north of Jimmy Durante Boulevard and would be fully within Camino Del Mar. The site would be partially below the 100-year floodplain, and an assessment of weather trends would be required to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the north portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. The temporary shoofly would also require construction of a new track bed, which would affect existing parallel drainage features.

The Alignment 11 south portal (Knoll Near I-5) would be located approximately 2,000 feet south of the Caltrans park-and-ride lot on Carmel Valley Road. Construction at the south portal site would require coordination with Caltrans. Although it is not expected that construction of the cut-and-cover and bored tunnels would have a significant effect on the performance of the I-5 structures, an assessment of the Caltrans structures would be required during later phases of the design.

The site would require excavation and regrading to create a usable space for the construction laydown area to allow for TBM operation. The majority of the construction site would be below the 100-year floodplain and would also require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize the risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary floodwalls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the south portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls.

Alignment 11, along with Alignment 5, would require the shortest length of bridge within the limits of the Los Peñasquitos Lagoon, with a total length of 100 feet and approximately 5,500 feet of berm to support the alignment within the lagoon. As such, Alignment 11, along with Alignment 5, would have less complex construction phasing and substantially less bridge to be maintained during operation than all other conceptual alignments. Additionally, under Alignment 11, the existing track embankment in Los Peñasquitos Lagoon would no longer be required for rail operations. Therefore, approximately 10,000 feet of track embankment within the lagoon could be removed or repurposed for recreational use, which would reduce impacts within the lagoon under Alignment 11 compared to Alignments 3 and 9.

### **5.1.2.2 Railroad Operational Impacts During Construction**

This section provides an overview of the construction activities required to maintain railroad operations during construction to the extent feasible. The summary for each alignment focuses on where the new alignment would tie in with the existing railroad tracks and the measures that may be required to minimize impacts. It is assumed that any shutdown of existing rail service would occur during scheduled “absolute work windows.” An absolute work window is a period of 48 hours during which passenger and rail freight do not operate. The period usually begins after the last scheduled passenger train passes through the construction limits during late Friday evening/early Saturday morning and continues until Sunday evening/early Monday morning.

#### **Alignment 1 (Portals: Under Jimmy Durante Boulevard and Portofino Drive)**

##### ***North Portal Under Jimmy Durante Boulevard***

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 3,000 feet would be constructed within the existing railroad right-of-way to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds<sup>3</sup> along the shoofly would be approximately 50 mph for passenger trains and 45 mph for freight, similar to current design speeds at this location.
- It is assumed that the future double-track San Dieguito Bridge would be constructed and in operation by the time construction begins on the SDLRR Project. As such, the new alignment would connect to existing service at the end of the future bridge.

##### ***South Portal Portofino Drive***

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 4,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively).
- Bridge 247.7 would require phased reconstruction to maintain rail service.

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<sup>3</sup> An operating speed reflects the speed at which a train travels along a segment of track. In comparison, the design speed is used to determine aspects of a segment of an alignment, such as curves, while design of the alignment is underway. The design speed may be higher than the operating speed. Design speeds are compared for purposes of this evaluation, as operating speeds may vary depending on circumstances.



## **Alignment 3 (Portals: Under Jimmy Durante Boulevard and Torrey Pines Road)**

### ***North Portal Under Jimmy Durante Boulevard***

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 3,000 feet would be constructed within the existing railroad right-of-way to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 50 mph for passenger trains and 45 mph for freight, similar to current design speeds at this location.
- It is assumed that the future double-track San Dieguito Bridge would be constructed and in operation by the time construction begins on the SDLRR Project. As such, the new alignment would connect to existing service at the end of the future bridge.

### ***South Portal Torrey Pines Road***

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- It is assumed that each track for the new alignment would be constructed in separate phases. The existing rail service would use the first new track when construction of that track is completed while construction continues on the second new track.
- A temporary control point would be required near the Sorrento Valley Station.
- Construction would be phased to limit impacts to Phase 1 of the Los Peñasquitos Lagoon restoration, which would occur west of the existing rail alignment. As such, impacts during construction would be limited to the east side of the existing track alignment.
- Alternatively, a long shoofly track with new embankment could be constructed within the restored lagoon footprint for the length of the alignment within Los Peñasquitos Lagoon.
- Phased construction would be required for two bridges, with a total length of approximately 6,100 feet within Los Peñasquitos Lagoon.
- Bridge 247.7 would require phased reconstruction to maintain rail service.

If construction proceeds as described, the alignment near the south portal would not require a shoofly to maintain existing rail service. However, if construction is not phased as described, a shoofly would be required.

## **Alignment 5 (Portals: Under Jimmy Durante Boulevard and Knoll Near I-5)**

### ***North Portal Under Jimmy Durante Boulevard***

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 3,000 feet would be constructed within the existing railroad right-of-way to support construction of the new alignment,

which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction.

- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 50 mph for passenger trains and 45 mph for freight, similar to the current design speeds at this location.
- It is assumed that the future double-track San Dieguito Bridge would be constructed and in operation by the time construction begins on the SDLRR Project. As such, the new alignment would connect to existing service at the end of the future bridge.

### ***South Portal Knoll Near I-5***

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 4,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- Variations of temporary shooflies may be required during construction to support phased construction.
- Alternatively, the temporary shoofly could be located farther west in Los Peñasquitos Lagoon to provide an adequate construction footprint.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively), although accommodating these design speeds may require a more restrictive shoofly.
- A temporary shoofly would also be required to support construction of the proposed floodwalls, which would impact the existing track.
- Bridge 247.7 may require phased reconstruction to maintain rail service.

As currently designed, the southern portion of Alignment 5 would cross over the existing tracks. If this alignment advances into the environmental process, other designs should be explored that would eliminate this crossing in order to minimize impacts to existing railroad operation during construction.

## **Alignment 7 (Portals: Within Camino Del Mar and Portofino Drive)**

### ***North Portal Within Camino Del Mar***

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 3,000 feet would be constructed to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction.
- Temporary control points would be installed to support shoofly operations.
- Design speeds along the shoofly would be approximately 30 mph for passenger trains and 25 mph for freight (compared to design speeds of 55 mph and 45 mph for existing passenger and freight trains, respectively).

- It is assumed that the future double-track San Dieguito Bridge would be constructed and in operation by the time construction begins on the SDLRR Project. As such, the new alignment would connect to existing service at the end of the future bridge.

### ***South Portal Portofino Drive***

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 4,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively).
- Bridge 247.7 would require phased reconstruction to maintain rail service.

## **Alignment 9 (Portals: Within Camino Del Mar and Torrey Pines Road)**

### ***North Portal Within Camino Del Mar***

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 3,000 feet would be constructed to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction.
- Temporary control points would be installed to support shoofly operations.
- Design speeds along the shoofly would be approximately 30 mph for passenger trains and 25 mph for freight (compared to design speeds of 55 mph and 45 mph for existing passenger and freight trains, respectively).
- It is assumed that the future double-track San Dieguito Bridge would be constructed and in operation by the time construction begins on the SDLRR Project. As such, the new alignment would connect to existing service at the end of the future bridge.

### ***South Portal Torrey Pines Road***

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- It is assumed that each track for the new alignment would be constructed in separate phases. The existing rail service would use the first new track when construction of that track is completed while construction continues on the second new track.
- A temporary control point would be required near the Sorrento Valley Station.
- Construction would be phased to limit impacts to Phase 1 of the Los Peñasquitos Lagoon restoration, which would occur west of the existing rail alignment. As such, impacts during construction would be limited to the east side of the existing track alignment.
- Alternatively, a long shoofly track with new embankment could be constructed within the restored lagoon footprint for the length of the alignment within Los Peñasquitos Lagoon.

- Phased construction would be required for two bridges, with a total length of approximately 6,100 feet, within Los Peñasquitos Lagoon.
- Bridge 247.7 would require phased reconstruction to maintain rail service.

If construction proceeds as described, the alignment near the south portal would not require a shoofly to maintain existing rail service. However, if construction is not phased as described, a shoofly would be required.

## **Alignment 11 (Portals: Within Camino Del Mar and Knoll Near I-5)**

### ***North Portal Within Camino Del Mar***

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 3,000 feet would be constructed to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction.
- Temporary control points would be installed to support shoofly operations.
- Design speeds along the shoofly would be approximately 30 mph for passenger trains and 25 mph for freight (compared to design speeds of 55 mph and 45 mph for existing passenger and freight trains, respectively).
- It is assumed that the future double-track San Dieguito Bridge would be constructed and in operation by the time construction begins on the SDLRR Project. As such, the new alignment would connect to the existing service at the end of the future bridge.

### ***South Portal Knoll Near I-5***

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 4,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- Variations of temporary shooflies may be required during construction to support phased construction.
- Alternatively, the temporary shoofly could be located farther west in Los Peñasquitos Lagoon to provide an adequate construction footprint.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively), although accommodating these design speeds may require a more restrictive shoofly.
- A temporary shoofly would also be required to support construction of the proposed floodwalls, which would impact the existing track.
- Bridge 247.7 may require phased reconstruction to maintain rail service.

As currently designed, the southern portion of Alignment 11 would cross over the existing tracks. If this alignment advances into the environmental process, other designs should be explored that would eliminate this crossing in order to minimize impacts to existing railroad operation during construction.

### 5.1.2.3 Utility Conflicts

Each conceptual alignment was reviewed and evaluated for potential conflicts with existing major wet utilities (i.e., water and sewer facilities). Table 5-4 provides a summary of the potential major utility conflicts identified for each alignment. The ability to protect the utility in place or relocate would be determined during later stages of design. However, the information that follows provides context for the activities that could be required during construction.

**Table 5-4. Potential Utility Conflicts**

Conceptual Alignment Number	Water Facilities	Sewer Facilities	Total
1	3	1	4
3	3	0	3
5	4	1	5
7	3	1	4
9	3	0	3
11	4	1	5

Source: SanGIS 2022

#### **Alignment 1 (Portals: Under Jimmy Durante Boulevard and Portofino Drive)**

Alignment 1 could result in potential conflicts with three major water facilities and one major sewer facility. It is expected that potential conflicts with the utilities could be addressed via relocation or protect-in-place construction methods. Therefore, the potential utility conflicts would not result in major impacts to Alignment 1.

#### **Alignment 3 (Portals: Under Jimmy Durante Boulevard and Torrey Pines Road)**

Alignment 3 could result in potential conflicts with three major water facilities but no major sewer facilities. It is expected that potential conflicts with the utilities could be addressed via relocation or protect-in-place construction methods. Therefore, the potential utility conflicts would not result in major impacts to Alignment 3.

#### **Alignment 5 (Portals: Under Jimmy Durante Boulevard and Knoll Near I-5)**

Alignment 5 could result in potential conflicts with four major water facilities and one major sewer facility. Overall, it is expected that the majority of the potential conflicts could be addressed via relocation or protect-in-place construction methods, with the exception of potential conflicts with a trunk sewer and water main at the south portal location at the Knoll Near I-5. Specifically, the 54-inch Carmel Valley Trunk Sewer and 36-inch Sorrento Valley Water Main, both owned by the City of San Diego, are located south of Carmel Valley Road, west of Sorrento Valley Road in Los Peñasquitos Lagoon, and could conflict with the south portal location. The cut-and-cover tunnel of Alignment 5 would result in potential horizontal and vertical effects on these facilities. Extensive coordination with the City of San Diego Public Utilities Department would be required to address these potential conflicts and identify a solution to address the conflict. Relocation of the trunk sewer and/or water main would be a major undertaking and would add cost and risk to the overall project.

### **Alignment 7 (Portals: Within Camino Del Mar and Portofino Drive)**

Alignment 7 could result in potential conflicts with three major water facilities and one major sewer facility. It is expected that potential conflicts with the utilities could be addressed via relocation or protect-in-place construction methods. Therefore, the potential utility conflicts would not result in major impacts to Alignment 7.

### **Alignment 9 (Portals: Within Camino Del Mar and Torrey Pines Road)**

Alignment 9 could result in potential conflicts with three major water facilities but no major sewer facilities. It is expected that potential conflicts with the utilities identified could be addressed via relocation or protect-in-place construction methods. Therefore, the potential utility conflicts would not result in major impacts to Alignment 9.

### **Alignment 11 (Portals: Within Camino Del Mar and Knoll Near I-5)**

Alignment 11 could result in potential conflicts with four major water facilities and one major sewer facility. As with Alignment 5, it is expected that the majority of the potential conflicts could be addressed via relocation or protect-in-place construction methods, with the exception of potential conflicts with a trunk sewer and water main at the south portal location at the Knoll Near I-5. Specifically, the 54-inch Carmel Valley Trunk Sewer and 36-inch Sorrento Valley Water Main, both owned by the City of San Diego, are located south of Carmel Valley Road, west of Sorrento Valley Road in Los Peñasquitos Lagoon, and could conflict with the south portal location. The cut-and-cover tunnel of Alignment 11 would result in potential horizontal and vertical effects on these facilities. Extensive coordination with the City of San Diego Public Utilities Department would be required to address these potential conflicts and identify a solution to address the conflict. Relocation of the trunk sewer and/or water main would be a major undertaking and would add cost and risk to the overall project.

## **5.2 Stakeholder and Outreach Alignments**

Following the evaluation in Section 4.2, Alignments P7-A, P7-B, P-9, P10-A, and P10-B were advanced for continued evaluation in this report. The alignments as depicted by stakeholders and the public were modified as each alignment was further developed, as illustrated in Figure 5-1. This section summarizes the evaluation of each of these stakeholder and outreach alignments in terms of environmental and other considerations. Table 5-5 provides a comparison of the type and length of the various components for each alignment and the percentage of the tunnel under public right-of-way or property or private property. The alignment components are considered throughout the evaluation of environmental and other considerations in the sections that follow.

**Table 5-5. Stakeholder and Outreach Alignments – Summary of Alignments and Components**

Stakeholder and Outreach Alignment Number	Bored Tunnel (feet)	U-Structure (feet)	Cut-and-Cover Tunnel (feet)	Bridge (feet)	Floodwall (feet)	Graded <sup>1</sup> (feet)	Total Alignment Length (feet)	Percent of Tunnel under Public ROW or Property	Percent of Tunnel under Private Property
P7-A	20,000	2,700	6,500	100	900	6,400	35,900	95	5
P7-B	23,400	2,700	6,600	0	200	2,200	35,000	90	10
P-9	16,700	1,300	6,000	1,500	0	7,300	32,800	91	9
P10-A	19,400	3,100	5,900	100	1,100	6,300	35,900	84	16
P10-B	22,600	3,000	6,900	0	400	3,000	35,900	80	20

Notes: <sup>1</sup>The graded length includes the berm.  
ROW = right-of-way

**Figure 5-1. Stakeholder and Outreach Alignments Advanced**



**LEGEND**

- |  |                      |                     |
|--|----------------------|---------------------|
| <span style="color: #C00000;">—</span> Alignment P7-A  | ● Portal Location    | <u>North Portal</u> |
| <span style="color: #FF00FF;">—</span> Alignment P7-B  | • Mile Post Marker   | Fairgrounds North   |
| <span style="color: #000080;">—</span> Alignment P9    | □ Municipal Boundary | <u>South Portal</u> |
| <span style="color: #800080;">—</span> Alignment P10-A |                      | Portofino Drive     |
| <span style="color: #A080A0;">—</span> Alignment P10-B |                      | Knoll Near I-5      |
|  |                      | Sorrento Valley     |

0 2,000 Feet





### **5.2.1 Potential Environmental Considerations**

This section compares the area of sensitive vegetation communities and the existing land uses within and adjacent to (within 10 feet from) the footprint of each stakeholder and outreach alignment. The section also provides an evaluation of the potential disruption to adjacent communities during construction at launch and retrieval sites, including effects to local roadways, potential acquisitions, noise and dust, and the number of truck trips associated with construction material disposal from excavation of the bored tunnels, cut-and-cover tunnels, and the U-structure. Table 5-6 summarizes the acreages of the sensitive vegetation communities and the existing land use designations within and adjacent to the project footprint for each alignment. Table 5-7 shows an estimate of truck trips required for construction material disposal. The sections that follow present the evaluation of these considerations by stakeholder and outreach alignment.

**Table 5-6. Sensitive Vegetation Communities and Existing Land Uses (Permanent)**

Stakeholder and Outreach Alignment Number	Biological Resources Sensitive Vegetation Communities (acres)		Land Use (acres)							
	Wetlands	Uplands	Residential	Recreation/Open Space	Transportation	Public Institution	Industrial	Hotel	Undeveloped	Commercial
P7-A	15	1	<1	17	16	<1	<1	0	0	0
P7-B	1	1	<1	5	19	0	2	0	0	<1
P9	16	3	<1	19	17	0	<1	0	0	0
P10-A	15	1	<1	17	16	<1	<1	0	0	0
P10-B	1	1	<1	5	19	0	2	0	0	<1

Source: SanGIS 2022, AECOM 2023 biological resource surveys

**Table 5-7. Approximate Volume of Excavated Material and Truck Trips for Disposal of Construction Material**

Stakeholder and Outreach Alignment Number	Total Excavation Volumes (Cubic Yard)	Estimated Truck Trips for Construction Material Disposal <sup>1</sup>
P7-A	5,472,000	547,200
P7-B	5,946,000	594,600
P9	5,342,000	534,200
P10-A	6,190,000	619,000
P10-B	5,360,000	536,000

Note: <sup>1</sup>Only accounts for one-way traffic for disposal of construction material associated with the bored tunnels, cut-and-cover tunnel, and the U-structure.

### **Alignment P7-A (Portals: Fairgrounds North and Knoll Near I-5)**

**Biological Resources and Land Use:** The Alignment P7-A footprint could affect 16 acres of sensitive vegetation communities, similar to Alignment P10-A. This area is smaller than that of Alignment P9 but larger than the area for Alignments P7-B and P10-B. There could be approximately 16 acres of existing transportation land uses within and adjacent to the footprint, similar to the other stakeholder and outreach alignments. However, the area of existing recreation/open space land uses is larger (17 acres) than that of Alignments P7-B and P10-B. As a result, the alignment could be generally less compatible with existing land uses compared to Alignments P7-B and P10-B.

**Community Effects:** The alignment would not connect to the planned special events platform at the Del Mar Fairgrounds and would require construction of a new platform. Given the configuration of the alignment, an underground special events platform would be required to maintain passenger rail service to the fairgrounds. The proposed underground platform and adjacent cut-and-cover tunnel would pass through the southwestern corner of the fairgrounds property and affect the fairgrounds during construction. The platform's aboveground plaza features and vertical circulation would have a permanent impact on the fairgrounds property.

Residential properties are not located adjacent to the location where the TBM would be retrieved in the north but are located adjacent to the cut-and-cover tunnel near the north portal. Noise and dust abatement measures may be required during construction. The trench associated with the existing railroad alignment would require widening to accommodate the proposed alignment, which could affect adjacent properties, including the multi-use trail above the trench. Additional access to the trench for construction equipment may be necessary, extending roadway impacts into the Solana Beach community. This construction access is anticipated to affect Via De La Valle, Lomas Santa Fe Drive, and the adjoining South Highway 101 and South Cedros Avenue. A significant detour of Via De La Valle would also be required to replace the current bridge over the trench as it is inadequate to support the proposed tunnel construction. Additionally, significant portions of the fairgrounds' southwest parking lot and access to the surrounding area would have restricted use and would require ongoing coordination with the fairgrounds during construction. Event access to the fairgrounds may also be affected at Jimmy Durante Boulevard and Via De La Valle, as those roadways would be used to provide construction access to the fairgrounds platform site.

The south portal for Alignment P7-A would be located at the Knoll Near I-5, on privately owned land within and adjacent to the Los Peñasquitos Lagoon but is not expected to displace buildings. Residential properties are not located in the immediate vicinity; however, noise and dust abatement measures may be required during construction to protect resources within the lagoon. Old Sorrento Valley Road and associated bike trail facilities would require temporary relocation due to the cut-and-cover tunnel of the alignment. Access to residential properties would not be affected during construction. Access to the pump station would be temporarily limited from the south. Roadway impacts at this location would be minimal compared to the south portal for the other stakeholder and outreach alignments (i.e., Sorrento Valley and Portofino Drive). The majority of construction-related traffic is anticipated to use Carmel Mountain Road and Sorrento Valley Road, with limited traffic using Carmel Valley Road, as these roads would provide the most direct access to the project site. Alignment P7-A would result in a smaller volume of excavated materials and fewer truck trips for disposal than Alignments P7-B and P10-A, but a larger volume and greater number of truck trips compared to Alignments P9 and P10-B.

### **Alignment P7-B (Portals: Fairgrounds North and Sorrento Valley)**

**Biological Resources and Land Use:** The Alignment P7-B footprint could affect 2 acres of sensitive vegetation communities. Similar to Alignment P10-B, this area is smaller than that of all other stakeholder and outreach alignments. There could be approximately 19 acres of existing transportation land uses within and adjacent to the footprint, similar to the other stakeholder and outreach alignments. The area of existing recreation/open space land uses is smaller (5 acres) than that of Alignments P7-A, P9, and P10-A. As a result, the alignment could be generally more compatible with existing land uses compared to the stakeholder and outreach alignments.

**Community Effects:** The alignment would not connect to the planned special events platform at the Del Mar Fairgrounds and would require construction of a new platform. Given the configuration of the alignment, an underground special events platform would be required to maintain passenger rail service to the fairgrounds. The proposed underground platform and adjacent cut-and-cover tunnel would pass through the southwestern corner of the fairgrounds property and affect the fairgrounds during construction. The platform's aboveground plaza features and vertical circulation would have a permanent impact on the fairgrounds property.

Residential properties are not located adjacent to the location where the TBM would be retrieved in the north but are located adjacent to the cut-and-cover tunnel near the north portal. Noise and dust abatement measures may be required during construction. The trench associated with the existing railroad alignment would require widening to accommodate the proposed alignment, which could affect adjacent properties, including the multi-use trail above the trench. Additional access to the trench for construction equipment may be necessary, extending roadway impacts into the Solana Beach community. This construction access is anticipated to effect Via De La Valle, Lomas Santa Fe Drive, and the adjoining South Highway 101 and South Cedros Avenue. A significant detour of Via De La Valle would also be required to replace the current bridge over the trench as it is inadequate to support the proposed tunnel construction. Additionally, significant portions of the fairgrounds' southwest parking lot and access to the surrounding area would have restricted use and would require ongoing coordination with the fairgrounds during construction. Event access to the fairgrounds may also be affected at Jimmy Durante Boulevard and Via De La Valle.

The south portal for Alignment P7-B (Sorrento Valley) would be located on privately owned land and public right-of-way within a commercial district. However, the launch site would not be located near residential properties, and it is expected that tunnel and portal construction would be able to continue without substantial noise and dust abatement measures. Tunneling from this site would involve the acquisition of private properties.

The existing roadway alignment and profile of both Sorrento Valley Road and Carmel Mountain Road would be affected by the portal and would require temporary and permanent realignment, both of which would require private property acquisitions. Access to Sorrento Valley Road to the north would also be temporarily removed. As a result, access to the pump station would be from the north only during construction. This south portal location would result in the greatest impact to the local roadway network. The majority of construction-related traffic is anticipated to use Carmel Mountain Road and Sorrento Valley Road, as these roads would provide the most direct access to the project site. Compared to the other stakeholder and outreach alignments, Alignment P7-B would result in the second-largest quantity of excavated materials and number of truck trips for disposal, with only Alignment P10-A requiring a larger quantity of excavated material and number of truck trips.

### **Alignment P9 (Portals: Fairgrounds North and Portofino Drive)**

**Biological Resources and Land Use:** The Alignment 9 footprint could include 19 acres of sensitive vegetation communities, the largest area compared to the other stakeholder and outreach alignments. This alignment would have a slightly larger area of transportation land uses (17 acres) compared to Alignments P7-A and P1-A but would also have the largest area of recreation/open space land uses (19 acres). As a result, the alignment would generally be less compatible with existing land uses.

**Community Effects:** The alignment would not connect to the planned special events platform at the Del Mar Fairgrounds and would require construction of a new platform. Given the configuration of the alignment, an underground special events platform would be required to maintain passenger rail service to the fairgrounds. The proposed underground platform and adjacent cut-and-cover tunnel would pass through the southwestern corner of the fairgrounds property and affect the fairgrounds during construction. The platform's aboveground plaza features and vertical circulation would have a permanent impact on the fairgrounds property.

Residential properties are not located adjacent to the location where the TBM would be retrieved in the north but are located adjacent to the cut-and-cover tunnel near the north portal. Noise and dust abatement measures may be required during construction. The trench associated with the existing railroad alignment would require widening to accommodate the proposed alignment, which could impact adjacent properties, including the multi-use trail above the trench. Additional access to the trench for construction equipment may be necessary, extending roadway impacts into the Solana Beach community. This construction access is anticipated to affect Via De La Valle, Lomas Santa Fe Drive, and the adjoining South Highway 101 and South Cedros Avenue. A significant detour of Via De La Valle would also be required to replace the current bridge over the trench as it is inadequate to support the proposed tunnel construction. Additionally, significant portions of the fairgrounds' southwest parking lot and access to the surrounding area would have restricted use and would require ongoing coordination with the fairgrounds during construction. Event access to the fairgrounds may also be affected at Jimmy Durante Boulevard and Via De La Valle.

The Alignment P9 south portal (Portofino Drive) would be located on privately owned land but is not expected to displace buildings. Residential properties are located to the west and on the eastern edge of the proposed launch site. Noise and dust abatement measures would be implemented during construction. The existing roadway alignment and profile for Carmel Valley Road would not be permanently affected by the bridge for the proposed rail alignment and would remain intact. Vertical clearance from the track overcrossing would be sufficient. However, bridge construction would result in temporary closures and detours on Carmel Valley Road and Portofino Drive. The majority of construction traffic is anticipated to use Carmel Valley Road and Portofino Drive, as these roads would provide the most direct access to the project site. This south portal would be more impactful to the roadway network than the south portal proposed for Alignments P7-A and P10-A, but less impactful than the south portal for Alignments P7-B and P10-B. Compared to the other stakeholder and outreach alignments, Alignment P9 would result in the smallest amount of excavated material and would require the fewest number of truck trips for material disposal.

### **Alignment P10-A (Portals: Fairgrounds North and Knoll Near I-5)**

**Biological Resources and Land Use:** The Alignment P10-A footprint could affect 16 acres of sensitive vegetation communities. This area is smaller than that of Alignment 9 but larger than the area for Alignments P7-B and P10-B. There could be approximately 16 acres of existing transportation land uses within and adjacent to the footprint, similar to the other stakeholder and outreach alignments. However, the area of existing recreation/open space land uses is larger (17 acres) than that of Alignments P7-B and P10-B. As a result, the alignment could be generally less compatible with existing land uses compared to Alignments P7-B and P10-B.

**Community Effects:** The alignment would not connect to the planned special events platform at the Del Mar Fairgrounds and would require construction of a new platform. Given the configuration of the alignment, an underground special events platform would be required to maintain passenger rail service to the fairgrounds. The proposed underground platform and adjacent cut-and-cover tunnel would pass through the southwestern corner of the fairgrounds property and affect the fairgrounds during construction. The platform's aboveground plaza features and vertical circulation would have a permanent impact on the fairgrounds property.

Residential properties are not located adjacent to the location where the TBM would be retrieved in the north but are located adjacent to the cut-and-cover tunnel near the north portal. Noise and dust abatement measures may be required during construction. The trench associated with the existing railroad alignment would require widening to accommodate the proposed alignment, which could impact adjacent properties, including the multi-use trail above the trench. Additional access to the trench for construction equipment may be necessary, extending roadway impacts into the Solana Beach community. This construction access is anticipated to affect Via De La Valle, Lomas Santa Fe Drive, and the adjoining South Highway 101 and South Cedros Avenue. A significant detour of Via De La Valle would also be required to replace the current bridge over the trench as it is inadequate to support the proposed tunnel construction. Additionally, significant portions of the fairgrounds' southwest parking lot and access to the surrounding area would have restricted use and would require ongoing coordination with the fairgrounds during construction. Event access to the fairgrounds may also be affected at Jimmy Durante Boulevard and Via De La Valle.

The south portal for Alignment P10-A (Knoll Near I-5) would be on land within and adjacent to the Los Peñasquitos Lagoon. Construction at this site would not require acquisition of private property. Residential properties are not located in the immediate vicinity; however, noise and dust abatement measures may be required during construction to protect resources within

the lagoon. Similar to Alignment P7-A, Old Sorrento Valley Road and associated bike trail facilities would require temporary relocation due to the cut-and-cover section of the alignment. Access to residential properties would not be affected during construction. Access to the pump station would be temporarily limited from the south. Roadway impacts at this location would be minimal compared to the south portal for the other stakeholder and outreach alignments (i.e., Sorrento Valley and Portofino Drive). The majority of construction-related traffic is anticipated to use Carmel Mountain Road and Sorrento Valley Road, with limited traffic using Carmel Valley Road, as these roads would provide the most direct access to the project site. Compared to the other stakeholder and outreach alignments, Alignment P10-A would result in the largest amount of excavated material and would require the most truck trips for material disposal.

### **Alignment P10-B (Portals: Fairgrounds North and Sorrento Valley)**

**Biological Resources and Land Use:** The Alignment P10-B footprint could affect 2 acres of sensitive vegetation communities. Similar to Alignment P7-B, this area is smaller than that of all other stakeholder and outreach alignments. There could be approximately 19 acres of existing transportation land uses within and adjacent to the footprint, similar to the other stakeholder and outreach alignments. However, the area of existing recreation/open space land uses is smaller (5 acres) than that of Alignments P7-A, P9, and P10-A. As a result, the alignment could be generally more compatible with existing land uses compared to the other stakeholder and outreach alignments.

**Community Effects:** The alignment would not connect to the planned special events platform at the Del Mar Fairgrounds and would require construction of a new platform. Given the configuration of the alignment, an underground special events platform would be required to maintain passenger rail service to the fairgrounds. The proposed underground special events platform and adjacent cut-and-cover tunnel would pass through the southwestern corner of the fairgrounds property and affect the fairgrounds during construction. The platform's aboveground plaza features and vertical circulation would have a permanent impact on the fairgrounds property.

Residential properties are not located adjacent to the location where the TBM would be retrieved in the north but are located adjacent to the cut-and-cover tunnel near the north portal. Noise and dust abatement measures may be required during construction. The trench associated with the existing railroad alignment would require widening to accommodate the proposed alignment, which could impact adjacent properties, including the multi-use trail above the trench. Additional access to the trench for construction equipment may be necessary, extending roadway impacts into the Solana Beach community. This construction access is anticipated to affect Via De La Valle, Lomas Santa Fe Drive, and the adjoining South Highway 101 and South Cedros Avenue. A significant detour of Via De La Valle would also be required to replace the current bridge over the trench as it is inadequate to support the proposed tunnel construction. Additionally, significant portions of the fairgrounds' southwest parking lot and access to the surrounding area would have restricted use and would require ongoing coordination with the fairgrounds during construction. Event access to the fairgrounds may also be affected at Jimmy Durante Boulevard and Via De La Valle.

The south portal for Alignment P10-B (Sorrento Valley) would be located on privately owned land and public right-of-way within a commercial district. However, the launch site would not be located near residential properties, and it is expected that tunnel and portal construction would be able to continue without substantial noise and dust abatement measures. Tunneling from this site would involve the acquisition of private properties.



The existing roadway alignment and profile of both Sorrento Valley Road and Carmel Mountain Road would be affected by the portal structures of the proposed alignment and would require temporary and permanent realignment, both of which would require private property acquisitions. Access to Sorrento Valley Road to the north would also be temporarily removed. As a result, access to the pump station would be from the north only during construction. This south portal location would result in the greatest impact to the local roadway network. The majority of construction-related traffic is anticipated to use Carmel Mountain Road and Sorrento Valley Road, as these roads would provide the most direct access to the project site. Alignment P10-B would result in fewer excavated materials and truck trips for disposal than Alignments P7-A, P7-B, and P10-A but more than Alignment P9.

## 5.2.2 Constructability and Construction Effects

### 5.2.2.1 Constructability of Alignment Components

Three south portals have been identified for the stakeholder and outreach alignments, with the assumption that the TBM would be launched from the south portal:

- **Portofino Drive:** Near the intersection of Carmel Valley Road and Portofino Drive
- **Knoll Near I-5:** At the knoll adjacent to I-5
- **Sorrento Valley:** Near the intersection of Sorrento Valley Road and Carmel Mountain Road

One potential north portal location has been identified for the stakeholder and outreach alignments; however, it is assumed the TBM would be retrieved from the Del Mar Fairgrounds rather than at the portal:

- **Fairgrounds North:** Within the trench for the existing railroad alignment, north of the state-owned fairgrounds property

### Alignment P7-A (Portals: Fairgrounds North and Knoll Near I-5)

Alignment P7-A would include a total bored tunnel length of approximately 20,000 feet. Although the bored tunnel length is longer than Alignments P9 and P10-A, Alignment P7-A may require fewer subsurface easements from private properties as 95 percent of the alignment would be located under public right-of-way or property.

The Alignment P7-A north portal would be located within the existing railroad alignment trench north of the state-owned fairgrounds property. The alignment would include a new underground special events platform to maintain passenger rail service to the fairgrounds. The platform would be constructed with an open cut from the surface and include permanent aboveground plaza features and vertical circulation providing access to the platform. These features would need to be coordinated with current and future uses of the fairgrounds property. The alignment would also require reconstruction of the Via De La Valle overcrossing, which would need to span over the width of the railroad right-of-way to accommodate construction. The Jimmy Durante Bridge over the San Dieguito River may also require reconstruction due to the bored tunnel alignment.



The platform site would be below the 100-year floodplain and would require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the plaza features and vertical circulation associated with the special events platform would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. Stevens Creek would be located within the limits of the cut-and-cover tunnel along the northern portion of the alignment, and additional drainage considerations would be required during later stages of design if this alignment advances for further consideration.

The south portal for Alignment P7-A (Knoll Near I-5) would be located approximately 2,000 feet south of the Caltrans park-and-ride lot on Carmel Valley Road. Construction at the south portal site would require coordination with Caltrans. Although it is not expected that construction of the cut-and-cover and bored tunnels would have a significant effect on the performance of the I-5 structures, an assessment of the Caltrans structures would be required during later phases of the design.

The site would require excavation and regrading to create a usable space for the construction laydown area to allow TBM operation. The majority of the construction site would be below the 100-year floodplain and would also require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize the risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary floodwalls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the south portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. The length of flood walls anticipated is approximately 200 feet, which is comparable to Alignments P7-B and P10-B, but less than Alignment P10-A.

Alignment P7-A would require approximately 100 feet of bridge within the limits of Los Peñasquitos Lagoon, less than that required for Alignment P9. Alignment P7-A would also require approximately 5,200 feet of berm to support the alignment within the lagoon. Additionally, the existing track embankment in Los Peñasquitos Lagoon would no longer be required to facilitate rail operations. Therefore, approximately 10,000 feet of track embankment within the lagoon could be removed or repurposed for recreational use, which would reduce the lagoon impact for Alignment P7-A compared to Alignment P9.

This alignment would require demolition or reuse of the future San Dieguito Bridge as the new alignment would not connect to the future bridge. The alignment would require demolition of the planned special events platform at the fairgrounds.

### **Alignment P7-B (Portals: Fairgrounds North and Sorrento Valley)**

Alignment P7-B would include a total bored tunnel length of approximately 23,400 feet. Although the required tunnel length is longer than the other stakeholder and outreach alignments, it may require fewer subsurface easements from private properties as 90 percent of the alignment would be located under public right-of-way or property.

The Alignment P7-B north portal at the fairgrounds would include a new underground special events platform to maintain passenger rail service to the fairgrounds. The platform would be constructed with an open cut from the surface and include permanent aboveground plaza features and vertical circulation providing access to the platform. These features would need to be coordinated with current and future uses of the fairgrounds property. The alignment would also require reconstruction of the Via De La Valle overcrossing, which would need to span over the width of the railroad right-of-way to accommodate construction. The Jimmy Durante Bridge over the San Dieguito River may also require reconstruction due to the bored tunnel alignment.

The platform site would be below the 100-year floodplain and would require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the plaza features and vertical circulation associated with the special events platform would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. Stevens Creek would be located within the limits of the cut-and-cover tunnel along the northern portion of the alignment, and additional drainage considerations would be required during later stages of design if this alignment advances for further consideration.

The south portal for Alignment P7-B (Sorrento Valley) would be located at the intersection of Sorrento Valley Road and Carmel Mountain Road. The site would need excavation and regrading to create a usable space for the construction laydown area to allow for TBM operation. The portal location would impact existing drainage in an area with known flooding issues and would require consideration of options to convey drainage under or around the proposed alignment. Additionally, the alignment would travel through the existing intersection of Sorrento Valley Road and Carmel Mountain Road, both of which would require reconstruction. The site is largely above the 100-year floodplain; however, flood-abatement measures may be required when reconstructing the roadway. Additionally, the alignment near the south portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. The length of flood walls is anticipated to be approximately 200 feet, which is comparable to Alignments P7-A and P10-B, but less than Alignment P10-A.

Alignment P7-B would not require any bridge in Los Peñasquitos Lagoon. The alignment would also include approximately 1,400 feet of berm to support the alignment within the lagoon. These impacts are comparable to Alignment P10-B and less than Alignments P7-A, P9, and P10-A. Additionally, the existing track embankment in Los Peñasquitos Lagoon would no longer be required to facilitate rail operations. Therefore, approximately 10,000 feet of track embankment within the lagoon could be removed or repurposed for recreational use.

### **Alignment P9 (Portals: Fairgrounds North and Portofino Drive)**

Alignment P9 would include a total bored tunnel length of approximately 16,700 feet. The tunnel length for Alignment P9 would be shorter than all other stakeholder and outreach alignments. The alignment may also require fewer subsurface easements from private properties as 91 percent of the alignment would be located under public right-of-way or property.

The Alignment P9 north portal at the fairgrounds would include a new underground special events platform to maintain passenger rail service to the fairgrounds. The platform would be constructed with an open cut from the surface and include permanent aboveground plaza features and vertical circulation providing access to the platform. These features would need to be coordinated with current and future uses of the fairgrounds property. The alignment would also require reconstruction of the Via De La Valle overcrossing, which would need to span over the width of the railroad right-of-way to accommodate construction. The Jimmy Durante Bridge over the San Dieguito River may also require reconstruction due to the bored tunnel alignment.

The platform site would be below the 100-year floodplain and would require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the plaza features and vertical circulation associated with the special events platform would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. Stevens Creek would be located within the limits of the cut-and-cover tunnel along the northern portion of the alignment, and additional drainage considerations would be required during later stages of design if this alignment advances for further consideration.

The Alignment P9 south portal (Portofino Drive) would be located at the intersection of Portofino Drive and Carmel Valley Road. Two sites have been identified to support the TBM launch: the main site would be 9 acres and located north of Carmel Valley Road, and a satellite site of 2 acres would be located south of Carmel Valley Road. The main site would need significant excavation and regrading to create a usable space for the construction laydown area, and multiple retaining structures would be required to allow for TBM operation. The main site is largely above the 100-year floodplain and is not expected to require abatement measures to prevent against flooding. Additionally, due to the elevated structures associated with the alignment near the north portal, there is no significant infrastructure that would need to be protected from flooding and/or sea-level rise during future operation.

Alignment P9 would also require approximately 1,500 feet of bridge within the limits of Los Peñasquitos Lagoon. This bridge length would be greater than all other stakeholder and outreach alignments. Additionally, the alignment would include approximately 6,600 feet of berm to support the alignment within the lagoon. As such, Alignment P9 would require more complex construction phasing and a larger footprint within the lagoon compared to Alignments P7-A, P7-B, P10-A, and P10-B.

### **Alignment P10-A (Portals: Fairgrounds North and Knoll Near I-5)**

Alignment P10-A would include a total bored tunnel length of approximately 19,400 feet. This tunnel length is shorter than all stakeholder and outreach alignments other than Alignment P9; however, the alignment would have a smaller percentage of alignment under public right-of-way or property (84 percent) than all stakeholder and outreach alignments.

The Alignment P10-A north portal at the fairgrounds would include a new underground special events platform to maintain passenger rail service to the fairgrounds. The platform would be constructed with an open cut from the surface and include permanent aboveground plaza features and vertical circulation providing access to the platform. These features would need to be coordinated with current and future uses of the fairgrounds property. The alignment would also require reconstruction of the Via De La Valle overcrossing, which would need to span over the width of the railroad right-of-way to accommodate construction. The Jimmy Durante Bridge over the San Dieguito River may also require reconstruction due to the bored tunnel alignment.

The platform site would be below the 100-year floodplain and would require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the plaza features and vertical circulation associated with the special events platform would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. Stevens Creek would be located within the limits of the cut-and-cover tunnel along the northern portion of the alignment, and additional drainage considerations would be required during later stages of design if this alignment advances for further consideration.

The south portal for Alignment P10-A (Knoll Near I-5) would be located approximately 2,000 feet south of the Caltrans park-and-ride lot on Carmel Valley Road. Construction at the south portal site would require coordination with Caltrans. Although it is not expected that construction of the cut-and-cover and bored tunnels would have a significant effect on the performance of the I-5 structures, an assessment of the Caltrans structures would be required during later phases of the design.

The site would require excavation and regrading to create a usable space for the construction laydown area to allow for TBM operation.

The majority of the construction site would be below the 100-year floodplain and would also require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize the risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary floodwalls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the alignment near the south portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. The length of flood walls is anticipated to be approximately 1,000 feet, which is longer than all other stakeholder and outreach alignments.

Alignment P10-A would require approximately 100 feet of bridge within the limits of Los Peñasquitos Lagoon. This alignment would also include approximately 5,500 feet of berm to support the alignment within the lagoon. Similar to Alignment P7-A, the length of bridge would be less than that required for Alignment P9. Additionally, the existing track embankment in Los Peñasquitos Lagoon would no longer be required to facilitate rail operations. Therefore, approximately 10,000 feet of track embankment within the lagoon could be removed or repurposed for recreational use, which would reduce the lagoon impact for Alignment P10-A compared to Alignment P9.

### **Alignment P10-B (Portals: Fairgrounds North and Sorrento Valley)**

Alignment P10-B would include a total bored tunnel length of approximately 22,600 feet. Compared to the stakeholder and outreach alignments, this tunnel length is the second longest, and has the smallest percentage of the tunnel located under public right-of-way or property (80 percent). As such, Alignment P10-B may require more subsurface easements from private properties.

The Alignment P10-B north portal at the fairgrounds would include a new underground special events platform to maintain passenger rail service to the fairgrounds. The platform would be constructed with an open cut from the surface and include permanent aboveground plaza features and vertical circulation providing access to the platform. These features would need to be coordinated with current and future uses of the fairgrounds property. The alignment would also require reconstruction of the Via De La Valle overcrossing, which would need to span over the width of the railroad right-of-way to accommodate construction. The Jimmy Durante Bridge over the San Dieguito River may also require reconstruction due to the bored tunnel alignment.

The platform site would be below the 100-year floodplain and would require an assessment of weather trends to determine the risk of flooding and whether measures would be required to minimize that risk on construction activities. Abatement measures to minimize the risk of flooding during construction could include the following:

- Installing temporary flood walls or barriers to prevent flooding from affecting the construction area
- Storing vital construction materials at higher elevations, above the identified flood level
- Developing a contingency plan in the event of flooding so that work can be resumed quickly

Additionally, the plaza features and vertical circulation associated with the special events platform would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. Stevens Creek would be located within the limits of the cut-and-cover tunnel along the northern portion of the alignment, and additional drainage considerations would be required during later stages of design if this alignment advances for further consideration.

The south portal for Alignment P10-B (Sorrento Valley) would be located at the intersection of Sorrento Valley Road and Carmel Mountain Road. The site would need excavation and regrading to create a usable space for the construction laydown area to allow for TBM operation. The portal location would impact an existing drainage in an area with known flooding issues and would require consideration of options to convey drainage under or around the proposed alignment. Additionally, the alignment would travel through the existing intersection of Sorrento Valley Road and Carmel Mountain Road, both of which would require reconstruction. The site is largely above the 100-year floodplain; however, flood-abatement measures may be required when reconstructing the roadway. Additionally, the alignment near the south portal would require abatement measures to protect the alignment during future operation. These measures could include the use of flood gates and/or flood walls. The length of flood walls is anticipated to be approximately 400 feet, which is comparable to Alignments P7-A and P7-B, but less than Alignment P10-A.

Alignment P10-B would not require any bridge in Los Peñasquitos Lagoon. The alignment would also have limited impacts within the lagoon that would include approximately 2,200 feet of berm to support the alignment. These impacts are comparable to Alignment P7-B and less than Alignments P7-A, P9, and P10-A. Additionally, the existing track embankment in Los Peñasquitos Lagoon would no longer be required to facilitate rail operations. Therefore, approximately 10,000 feet of track embankment within the lagoon could be removed or repurposed for recreational use.

### **5.2.2.2 Railroad Operational Impacts during Construction**

#### **Alignment P7-A (Portals: Fairgrounds North and Knoll Near I-5)**

##### ***North Portal Fairgrounds North***

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 6,000 feet would be constructed to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction. The shoofly would be located within the widened trench with a new retaining wall to support its location.
- A temporary control point would be constructed within the existing trench for the railroad alignment.



- Design speeds<sup>4</sup> along the shoofly would be approximately 60 mph for passenger trains and 40 mph for freight (compared to planned design speeds of 90 mph and 60 mph for passenger and freight trains, respectively).
- Construction of the cut-and-cover tunnel within the existing railroad trench would require working adjacent to an operating rail line, with minimal clearances, until the tunnel alignment transitions into the fairgrounds. This would constrain construction activities and lengthen the construction duration. Passenger and freight trains operating on the shoofly in this location may be required to operate at slower speeds to maintain safety.

The double-track segment from Solana Beach Station to Control Point (CP) Del Mar that will be constructed with the San Dieguito Double Track Project would be reduced to single-track operations to provide the construction footprint needed. The limits of single-track operations to support this alignment are assumed to start at the new control point noted above and terminate at the proposed temporary control point just north of the Sorrento Valley Station. The frequency of railroad operations that may occur during the construction phase is currently unknown; therefore, a further evaluation would be necessary in future phases of project development to address potential issues with the length of single-track operations anticipated under this alignment if it advances for further consideration.

### ***South Portal Knoll Near I-5***

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 4,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- Variations of temporary shooflies may be required during construction to support phased construction.
- Alternatively, the temporary shoofly could be located farther west in Los Peñasquitos Lagoon to provide an adequate construction footprint.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively), although accommodating these design speeds may require a more restrictive shoofly.
- A temporary shoofly would be required to support construction of the proposed floodwalls, which would impact the existing track.
- Bridge 247.7 may require phased reconstruction to maintain rail service.

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<sup>4</sup> An operating speed reflects the speed at which a train travels along a segment of track. In comparison, the design speed is used to determine aspects of a segment of an alignment, such as curves, while design of the alignment is underway. The design speed may be higher than the operating speed. Design speeds are compared for purposes of this evaluation as operating speeds may vary depending on circumstances.

## **Alignment P7-B (Portals: Fairgrounds North and Sorrento Valley)**

### ***North Portal Fairgrounds North***

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 6,000 feet would be constructed to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction. The shoofly would be located within the widened trench with a new retaining wall to support its location.
- A temporary control point would be constructed within the existing trench for the railroad alignment.
- Design speeds along the shoofly would be approximately 60 mph for passenger trains and 40 mph for freight (compared to planned design speeds of 90 mph and 60 mph for passenger and freight trains, respectively).
- Construction of the cut-and-cover tunnel within the existing railroad trench would require working adjacent to an operating rail line, with minimal clearances, until the tunnel alignment transitions into the fairgrounds. This would constrain construction activities and lengthen the construction duration. Passenger and freight trains operating on the shoofly in this location may also be required to operate at slower speeds to maintain safety.

The double-track segment from Solana Beach Station to CP Del Mar that will be constructed with the San Dieguito Double Track Project would be reduced to single-track operations to provide the construction footprint needed. The limits of single-track operations to support this alignment are assumed to start at the new control point noted above and terminate at the proposed temporary control point just north of the Sorrento Valley Station. The frequency of railroad operations that may occur during the construction phase is currently unknown; therefore, a further evaluation would be necessary in future phases of project development to address potential issues with the length of single-track operations anticipated under this alignment if it advances for further consideration.

### ***South Portal Sorrento Valley***

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 3,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- A temporary control point would be constructed.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively).



## **Alignment P9 (Portals: Fairgrounds North and Portofino Drive)**

### ***North Portal Fairgrounds North***

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 6,000 feet would be constructed to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction. The shoofly would be located within the widened trench with a new retaining wall to support its location.
- A temporary control point would be constructed within the existing trench for the railroad alignment.
- Design speeds along the shoofly would be approximately 60 mph for passenger trains and 40 mph for freight (compared to planned design speeds of 90 mph and 60 mph for passenger and freight trains, respectively).
- Construction of the cut-and-cover tunnel within the existing railroad trench would require working adjacent to an operating rail line, with minimal clearances, until the tunnel alignment transitions into the fairgrounds. This would constrain construction activities and lengthen the construction duration. Passenger and freight trains operating on the shoofly in this location may also be required to operate at slower speeds to maintain safety.

The double-track segment from Solana Beach Station to CP Del Mar that will be constructed with the San Dieguito Double Track Project would be reduced to single-track operations to provide the construction footprint needed. The limits of single-track operations to support this alignment are assumed to start at the new control point noted above and terminate at the proposed temporary control point just north of the Sorrento Valley Station. The frequency of railroad operations that may occur during the construction phase is currently unknown; therefore, a further evaluation would be necessary in future phases of project development to address potential issues with the length of single-track operations anticipated under this alignment if it advances for further consideration.

### ***South Portal Portofino***

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 4,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively).
- Bridge 247.7 would require phased reconstruction to maintain rail service.

## **Alignment P10-A (Portals: Fairgrounds North and Knoll Near I-5)**

### ***North Portal Fairgrounds North***

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 6,000 feet would be constructed to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction. The shoofly would be located within the widened trench with a new retaining wall to support its location.
- A temporary control point would be constructed within the existing trench for the railroad alignment.
- Design speeds along the shoofly would be approximately 60 mph for passenger trains and 40 mph for freight (compared to planned design speeds of 90 mph and 60 mph for passenger and freight trains, respectively).
- Construction of the cut-and-cover tunnel within the existing railroad trench would require working adjacent to an operating rail line, with minimal clearances, until the tunnel alignment transitions into the fairgrounds. This would constrain construction activities and lengthen the construction duration. Passenger and freight trains operating on the shoofly in this location may also be required to operate at slower speeds to maintain safety.

The double-track segment from Solana Beach Station to CP Del Mar that will be constructed with the San Dieguito Double Track Project would be reduced to single-track operations to provide the construction footprint needed. The limits of single-track operations to support this alignment are assumed to start at the new control point noted above and terminate at the proposed temporary control point just north of the Sorrento Valley Station. The frequency of railroad operations that may occur during the construction phase is currently unknown; therefore, a further evaluation would be necessary in future phases of project development to address potential issues with the length of single-track operations anticipated under this alignment if it advances for further consideration.

### ***South Portal Knoll Near I-5***

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 4,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- Variations of temporary shooflies may be required during construction to support phased construction.
- Alternatively, the temporary shoofly could be located farther west in Los Peñasquitos Lagoon to provide an adequate construction footprint.
- Temporary control points would be installed to support train operation on the shoofly.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively), although accommodating these design speeds may require a more restrictive shoofly.

- A temporary shoofly would also be required to support construction of the proposed floodwalls, which would impact the existing track.
- Bridge 247.7 may require phased reconstruction to maintain rail service.

## **Alignment P10-B (Portals: Fairgrounds North and Sorrento Valley)**

### ***North Portal Fairgrounds North***

The following would be required to maintain existing rail operation to the extent feasible during construction of the north portal:

- A temporary single-track shoofly of approximately 6,000 feet would be constructed to support construction of the new alignment, which would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction. The shoofly would be located within the widened trench with a new retaining wall to support its location.
- A temporary control point would be constructed within the existing trench for the railroad alignment.
- Design speeds along the shoofly would be approximately 60 mph for passenger trains and 40 mph for freight (compared to planned design speeds of 90 mph and 60 mph for existing passenger and freight trains, respectively).
- Construction of the cut-and-cover tunnel within the existing railroad trench would require working adjacent to an operating rail line, with minimal clearances, until the tunnel alignment transitions into the fairgrounds. This would constrain construction activities and lengthen the construction duration. Passenger and freight trains operating on the shoofly in this location may also be required to operate at slower speeds to maintain safety.

The double-track segment from Solana Beach Station to CP Del Mar that will be constructed with the San Dieguito Double Track Project would be reduced to single-track operations to provide the construction footprint needed. The limits of single-track operations to support this alignment are assumed to start at the new control point noted above and terminate at the proposed temporary control point just north of the Sorrento Valley Station. The frequency of railroad operations that may occur during the construction phase is currently unknown; therefore, a further evaluation would be necessary in future phases of project development to address potential issues with the length of single-track operations anticipated under this alignment if it advances for further consideration.

### ***South Portal Sorrento Valley***

The following would be required to maintain existing rail operation to the extent feasible during construction of the south portal:

- A temporary shoofly of approximately 3,000 feet would be constructed to support construction of the new alignment while maintaining single-track operations.
- A temporary control point would be constructed.
- Design speeds along the shoofly would be approximately 55 mph for passenger trains and 45 mph for freight (compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively).

### 5.2.2.3 Utility Conflicts

Each stakeholder and outreach alignment was reviewed and evaluated for potential conflicts with existing major wet utilities. Table 5-8 provides a summary of potential major utility conflicts identified for each alignment. The ability to protect the utility in place or relocate would be determined during later stages of design. However, the information that follows provides context for the activities that could be required during construction.

**Table 5-8. Potential Utility Conflicts**

Stakeholder and Outreach Alignment Number	Water Facilities	Sewer Facilities	Total
P7-A	3	2	5
P7-B	5	3	8
P9	3	2	5
P10-A	3	2	5
P10-B	5	3	8

Source: SanGIS 2022

#### **Alignment P7-A (Portals: Fairgrounds North and Knoll Near I-5)**

Alignment P7-A could result in potential conflicts with three major water facilities and two major sewer facilities. Overall, it is expected that the majority of the potential conflicts could be addressed via relocation or protect-in-place construction methods, with the exception of potential conflicts with a trunk sewer and water main at the south portal location at the Knoll Near I-5. Specifically, the 54-inch Carmel Valley Trunk Sewer and 36-inch Sorrento Valley Water Main, both owned by the City of San Diego, are located south of Carmel Valley Road, west of Sorrento Valley Road in Los Peñasquitos Lagoon, and could conflict with the south portal location. The cut-and-cover tunnel of Alignment P7-A would result in potential horizontal and vertical effects on these facilities. Extensive coordination with the City of San Diego Public Utilities Department would be required to address these potential conflicts and identify a solution to address the conflict. Relocation of the trunk sewer and/or water main would be a major undertaking and would add cost and risk to the overall project.

#### **Alignment P7-B (Portals: Fairgrounds North and Sorrento Valley)**

Alignment P7-B could result in potential conflicts with five major water facilities and three major sewer facilities. It is expected that potential conflicts with the utilities identified could be addressed via relocation or protect-in-place construction methods. Therefore, the potential utility conflicts would not result in major impacts to Alignment P7-B.

#### **Alignment P9 (Portals: Fairgrounds North and Portofino Drive)**

Alignment P9 could result in potential conflicts with three major water facilities and two major sewer facilities. It is expected that potential conflicts with the utilities identified could be addressed via relocation or protect-in-place construction methods. Therefore, the potential utility conflicts would not result in major impacts to Alignment P9.

### **Alignment P10-A (Portals: Fairgrounds North and Knoll Near I-5)**

Alignment P10-A could result in potential conflicts with three major water facilities and two major sewer facilities. As with Alignment P7-A, it is expected that the majority of the potential conflicts identified could be addressed via relocation or protect-in-place construction methods, with the exception of potential conflicts with a trunk sewer and water main at the south portal location at the Knoll Near I-5. Specifically, the 54-inch Carmel Valley Trunk Sewer and 36-inch Sorrento Valley Water Main, both owned by the City of San Diego, are located south of Carmel Valley Road, west of Sorrento Valley Road in Los Peñasquitos Lagoon, and could conflict with the south portal location. The cut-and-cover tunnel of Alignment P10-A would result in potential horizontal and vertical effects on these facilities. Extensive coordination with the City of San Diego Public Utilities Department would be required to address these potential conflicts and identify a solution to address the conflict. Relocation of the trunk sewer and/or water main would be a major undertaking and would add cost and risk to the overall project.

### **Alignment P10-B (Portals: Fairgrounds North and Sorrento Valley)**

Alignment P10-B could result in potential conflicts with five major water facilities and three major sewer facilities. It is expected that potential conflicts with the utilities identified could be addressed via relocation or protect-in-place construction methods. Therefore, the potential utility conflicts would not result in major impacts to Alignment P10-B.

## 6 Comparison of Alignments and Recommendations

Pursuant to CEQA Guidelines §15126.6, the SDLRR Draft EIR will consider a No Project Alternative and a reasonable range of project alternatives. This section summarizes the analysis of the 12 conceptual alignments and 14 stakeholder and outreach alignments considered for the identification of the project alternatives in the Draft EIR. Each conceptual alignment and stakeholder and outreach alignment was evaluated using the screening criteria discussed in Section 3 and the evaluations presented in Sections 4 and 5. This section provides an overview of the outcomes of the evaluation.

### 6.1 Project Objectives and Engineering Feasibility

The conceptual alignments and stakeholder and outreach alignments were assessed based on their ability to meet the project objectives and engineering feasibility described in Section 3.1. Each of the conceptual alignments was prepared for an alternatives analysis and was designed specifically to meet the project objectives and design feasibility criteria. Although all conceptual alignments met project objectives and engineering feasibility, **all single-bore alignments were removed from consideration**, as described in the introduction to Section 4. Specifically, in consideration of the increased complexity and community effects associated with the single-bore tunnel, Alignments 2, 4, 6, 8, 10, and 12 were removed from consideration in favor of the similar twin-bore alignments (Alignments 1, 3, 5, 7, 9, and 11). Similarly, single bore was not considered for any of the stakeholder and outreach alignments. Section 4.2 details the assessment of each stakeholder and outreach alignment's ability to meet the project objectives and engineering feasibility. Based on this evaluation, and as summarized in Table 6-1, Alignments P7-A, P7-B, P9, P10-A, and P10-B were advanced for further evaluation. The remaining stakeholder and outreach alignments did not meet the majority of the project objectives or engineering feasibility and were removed from consideration.

**Table 6-1. Project Objectives and Engineering Feasibility Summary**

Alignment Number	Description of Ability to Meet Project Objectives and Engineering Feasibility	Advanced for Further Evaluation
Conceptual Alignments 1-12	All alignments would meet project objectives and engineering feasibility. The single-bore alignments (2, 4, 6, 8, 10, and 12) result in greater impacts and more difficult construction than their dual-bore counterparts and therefore were dropped from further consideration.	<b>Yes Alignments (1, 3, 5, 7, 9, 11)</b>
P1-A	The alignment would meet the project objective to relocate the tracks away from the bluffs but would not meet the objective to maintain passenger service to the Solana Beach Station and would not provide direct access to the Del Mar Fairgrounds. A north portal location was not identified, and sufficient information is not available to evaluate this alignment against the remaining project objectives and engineering feasibility.	No

Alignment Number	Description of Ability to Meet Project Objectives and Engineering Feasibility	Advanced for Further Evaluation
P1-B	The alignment would meet the project objective to relocate the tracks away from the bluffs but would not meet the project objectives to maintain passenger service or to minimize impacts to the surrounding community. A north portal location was not identified, and sufficient information is not available to evaluate this alignment against the remaining project objectives and engineering feasibility.	No
P2	The alignment would be feasible from an engineering standpoint but would only meet one of the six project objectives.	No
P3	The alignment would meet three of the six project objectives and would not meet the required engineering feasibility.	No
P4	The alignment would meet five of the six project objectives and would meet engineering feasibility. The project objective to reduce rail travel times would not be met. Despite meeting the majority of the project objectives and engineering feasibility, this alignment was removed from consideration because it is similar to conceptual Alignment 3, which would meet all of the project objectives and is evaluated in this report.	No
P5	The alignment would be feasible from an engineering standpoint but would only meet two of the six project objectives.	No
P6-A	The alignment would meet three of the six objectives and engineering feasibility. Alignment P6-A would not meet the project objectives to minimize impacts to the surrounding community and preserve biological, cultural, and recreational resources. As depicted by stakeholders and the public, the alignment would not reduce rail travel times. Alignment P6-A is similar to Alignment P7-A, which would meet the objective of reducing travel times and is evaluated in this report.	No
P6-B	The alignment would meet three of the six objectives and engineering feasibility. This alignment would not meet the project objectives to minimize impacts to the surrounding community; preserve biological, cultural, and recreational resources; and reduce rail travel times. Alignment P6-B is similar to Alignment P7-B, which would meet the objective of reducing travel times and is evaluated in this report.	No
P7-A	The alignment would meet four of the six project objectives and would be feasible from an engineering standpoint.	<b>Yes</b>
P7-B	The alignment would meet four of the six project objectives and would be feasible from an engineering standpoint.	<b>Yes</b>
P8	The alignment would meet four of the six project objectives but would not be feasible from an engineering standpoint.	No
P9	The alignment would meet four of the six project objectives and would be feasible from an engineering standpoint.	<b>Yes</b>
P10-A	The alignment would meet four of the six project objectives and would be feasible from an engineering standpoint.	<b>Yes</b>
P10-B	The alignment would meet four of the six project objectives and would be feasible from an engineering standpoint.	<b>Yes</b>

## 6.2 Environmental and Other Considerations

This section summarizes the evaluation of the following alignments that were advanced for further consideration based on the evaluation of project objectives and engineering feasibility:

- Alignment 1 (Portals: Under Jimmy Durante Boulevard and Portofino Drive)
- Alignment 3 (Portals: Under Jimmy Durante Boulevard and Torrey Pines Road)
- Alignment 5 (Portals: Under Jimmy Durante Boulevard and Knoll Near I-5)
- Alignment 7 (Portals: Within Camino Del Mar and Portofino Drive)
- Alignment 9 (Portals: Within Camino Del Mar and Torrey Pines Road)
- Alignment 11 (Portals: Within Camino Del Mar and Knoll Near I-5)
- Alignment P7-A (Portals: Fairgrounds North and Knoll Near I-5)
- Alignment P7-B (Portals: Fairgrounds North and Sorrento Valley)
- Alignment P9 (Portals: Fairgrounds North and Portofino Drive)
- Alignment P10-A (Portals: Fairgrounds North and Knoll Near I-5)
- Alignment P10-B (Portals: Fairgrounds North and Sorrento Valley)

### 6.2.1 Potential Environmental Considerations

**Biological Resources and Land Use:** Potential permanent effects to biological resources and existing land uses are summarized in Table 6-2.

- Sensitive Vegetation Communities: Alignments 1, 7, and P9 with a south portal at Portofino Drive could affect the largest area of sensitive vegetation communities (19 acres for Alignments 7 and P9 and 22 acres for Alignment 1) compared to the other alignments. Alignments P7-B and P10-B could affect the smallest area of sensitive vegetation communities (2 acres).
- Non-Transportation Land Uses: Alignment 11 could affect the smallest area of existing non-transportation land uses (2 acres), followed by Alignments 3 and 9 (5 acres) with south portals at Torrey Pines Road. Alignment 1 could affect the largest area of existing non-transportation land uses (22 acres) and would be generally less compatible with existing land uses compared to the other alignments.
- Transportation Land Uses: The Alignment 9 footprint could affect the largest area of existing transportation land uses (37 acres) compared to the other alignments.
- Conclusion: As a result, Alignments 3, 9, and 11 with south portals at Torrey Pines Road or the Knoll Near I-5 would be generally more compatible with existing land uses compared to alignments with a south portal at Portofino Drive.



**Table 6-2. Summary of Biological Resources and Existing Land Uses (Permanent)**

Alignment Number	Sensitive Vegetation Communities (acres)	Transportation Land Uses (acres)	Non-Transportation Land uses <sup>1</sup> (acres)
1	22	13	22
3	16	27	5
5	15	12	14
7	19	22	18
9	16	37	5
11	15	22	2
P7-A	16	16	17
P7-B	2	19	7
P9	19	17	19
P10-A	16	16	17
P10-B	2	19	7

Source: SanGIS 2022, AECOM 2023 biological resource surveys

Note: <sup>1</sup>Non-transportation land uses include residential, recreation/open space, transportation, public institution, industrial, hotel, undeveloped, and commercial land uses.

### Community Effects

- **Acquisitions and Noise and Dust Abatement:** All alignments would require the acquisition of private property for construction of the alignment structures. Residential properties would be located adjacent to one or both portals associated with Alignments 1, 3, 5, 7, 9, 11, and P9; therefore, noise and dust abatement measures would be implemented during construction. While construction near the south portal for Alignments 5 and 9 would not occur near residential properties, noise and dust abatement measures may be implemented to protect resources within Los Peñasquitos Lagoon. Residential properties are not located adjacent to the south portal or the location where the TBM would be retrieved in the north for Alignments P7-A, P7-B, P10-A, and P10-B. Dust and noise abatement measures may be required during construction to protect resources within Los Peñasquitos Lagoon at the south portal and along the cut-and-cover tunnel near the north portal given proximity to residential properties. The trench associated with the existing railroad alignment would require widening to accommodate all stakeholder and outreach alignments, which could affect adjacent properties and the multi-use trail above the trench.
- **Physical Roadway Impacts:** The south portal site at the Knoll Near I-5 (Alignments 5, 11, and P7-A) would result in the smallest impacts to the local roadway network compared to the other south portals. The south portal site located in Sorrento Valley (Alignments P7-B and P10-B) would result in the greatest impacts to the local roadway network. Compared to the other north portal sites, the north portal Within Camino Del Mar (Alignments 7, 9, and 11) would be the most impactful to the local roadway network. The north portal Under Jimmy Durante Boulevard (Alignments 1, 3, 5, and 7) would be the least impactful north portal site to the local roadway network. The Fairgrounds North portal common to all stakeholder and outreach alignments would be less

impactful to the local roadway network than the north portal Within Camino Del Mar and more impactful than the Under Jimmy Durante Boulevard north portal.

- **Truck Trips for Disposal of Construction Material:** As shown in Table 6-3, the number of truck trips required to dispose of construction materials associated with the bored tunnel, cut-and-cover tunnel, U-structure, and portals would range from 122,000 (Alignment 9) to 619,000 (Alignment P10-A) one-way trips. The stakeholder and outreach alignments are longer than the conceptual alignments and would result in more than twice the number of truck trips to dispose of construction materials.
- **Conclusion:** The Fairgrounds North portal would be most disruptive to the surrounding community. This portal would require construction of a new underground special events platform to maintain passenger rail service to the fairgrounds. Significant portions of the fairgrounds' southwest parking lot and access to the surrounding area would have restricted use. Event access to the fairgrounds may also be affected at Jimmy Durante Boulevard and Via De La Valle. Additionally, properties and the multi-use trail adjacent to the existing railroad trench could be affected during construction, and construction access would affect Via De La Valle, Lomas Santa Fe Drive, and the adjoining South Highway 101 and South Cedros Avenue.

**Table 6-3. Approximate Number of Truck Trips for Disposal of Construction Material**

Alignment Number	Truck Trips <sup>1</sup>
1	171,600
3	127,300
5	229,400
7	181,900
9	122,000
11	235,100
P7-A	547,200
P7-B	594,600
P9	534,200
P10-A	619,000
P10-B	536,000

Note: <sup>1</sup>Only accounts for one-way traffic for disposal of construction material associated with the bored tunnels, cut-and-cover tunnel, and the U-structure.

## 6.2.2 Constructability and Construction Effects

The following is a summary of the constructability considerations.

### 6.2.2.1 Considerations Regarding Alignment Components

Table 6-4 summarizes information on the components of each alignment.

- Alignments 1 and 7 would require the shortest total alignment length at 25,300 feet, and Alignments P7-A, P10-A, and P10-B would require the longest total alignment length, at 35,900 feet.
- Alignment 9 would require the shortest bored tunnel length at 9,500 feet, and Alignment P7-B would require the longest bored tunnel length, at 23,400 feet.
- The percentage of the tunnel under public right-of-way or property would be the smallest for Alignment 3 at 6 percent and largest for Alignment P7-A at 95 percent. All five stakeholder and outreach alignments would have the greatest percentage of the tunnel portion of the alignment under public-right-of-way or property.
- Alignments P7-B and P10-B with a south portal at Sorrento Valley would not require bridges. Of the remaining alignments, Alignments 5, 11, P7-A, and P10-A with a south portal at the Knoll Near I-5 would require the shortest length of bridge at 100 feet, and Alignments 3 and 9 would require the longest length of bridge at 6,100 feet.
- Alignments 3 and 9 with a south portal at Torrey Pines Road would require the longest length of berm to support the alignment within Los Peñasquitos Lagoon at 7,200 feet, and Alignment P7-B would require the shortest length of berm at 1,400 feet.
- Alignments P7-A, P7-B, P9, P10-A, and P10-B would require demolition or reuse of the future San Dieguito Bridge as the new alignment would not connect to the future bridge.

**Table 6-4. Summary of Alignment Components**

Alignment Number	Bored Tunnel (feet)	U-Structure (feet)	Cut-and-Cover Tunnel (feet)	Bridge (feet)	Floodwall (feet)	Graded <sup>1</sup> (feet)	Total Alignment Length (feet)	Percent of Tunnel under Public ROW or Property	Percent of Tunnel under Private Property
1	13,800	900	700	1,500	800	7,600	25,300	41	59
3	9,800	900	600	6,100	800	7,800	25,900	6	94
5	16,600	2,400	900	100	1,900	6,200	28,000	44	56
7	13,900	1,100	900	1,500	800	7,200	25,300	49	51
9	9,500	1,200	500	6,100	800	7,800	26,000	27	73
11	16,600	2,200	1,200	100	1,900	6,300	28,300	46	54
P7-A	20,000	2,700	6,500	100	900	6,400	35,900	95	5
P7-B	23,400	2,700	6,600	0	200	2,200	35,000	90	10
P-9	16,700	1,300	6,000	1,500	0	7,300	32,800	91	9
P10-A	19,400	3,100	5,900	100	1,100	6,300	35,900	84	16
P10-B	22,600	3,000	6,900	0	400	3,000	35,900	80	20

Notes: <sup>1</sup>The graded length includes the berm.  
ROW = right-of-way

### 6.2.2.2 North Portal and Alignment Considerations

- Under Jimmy Durante Boulevard Portal (Alignments 1, 3, and 5) would result in the lowest degree of construction complexity at the north portal and the portion of the alignment north of the portal compared to other north portal sites. No significant existing infrastructure would need to be protected or reconstructed at this north portal site.
- Within Camino Del Mar Portal (Alignments 7, 9, and 11) would result in a larger degree of construction complexity at the north portal and alignment north of the portal than Alignments 1, 3, and 5 (north portal Under Jimmy Durante Boulevard). This north portal location would require reconstruction of the existing Camino Del Mar bridge to initiate the portal construction.
- Fairgrounds North Portal (Alignments P7-A, P7-B, P9, P10-A, P10-B) would have the greatest construction complexity of the north portal locations given the need to work within and widen the existing railroad alignment trench, the need to construct a new underground special events platform, coordination with current and future use at the fairgrounds, reconstruction of the Via De La Valle overcrossing, potential reconstruction of the Jimmy Durante Bridge, and drainage considerations at Stevens Creek.

### 6.2.2.3 South Portal and Alignment Considerations

- Portofino Drive Portal (Alignments 1, 7, and P9) would result in the lowest degree of construction complexity at the south portal and alignment south of the portal compared to the other south portal locations. The main portal site is largely above the 100-year floodplain and is not expected to require abatement measures to prevent flooding. There is no significant infrastructure that would need to be protected.
- Torrey Pines Road Portal (Alignments 3 and 9) would result in the highest degree of construction complexity at the south portal and alignment south of the portal compared to the other south portal locations. The bridge and berm segments within the Los Peñasquitos Lagoon would require a raised elevation to stay above flood levels and would require a phased approach to maintain rail operations during construction.
- Sorrento Valley Portal (Alignments P7-B and P10-B) would result in a higher degree of construction complexity at the south portal and alignment south of the portal than Alignments 5, 11, P7-A, and P7-B (Knoll Near I-5 south portal). The TBM launch site for this portal would impact existing drainage in an area with known flooding issues and would require implementing a means to convey drainage under or around the alignment. Reconstruction of Sorrento Valley Road and Carmel Mountain Road would also be required.

### 6.2.2.4 Utility Conflicts

Table 6-5 summarizes potential major utility conflicts for each alignment.

- Alignments 3 and 9 would result in the fewest potential conflicts with existing utilities, having potential conflicts with three major water facilities and no conflicts with major sewer facilities.
- Alignments P7-B and P10-B would result in the greatest number of potential utility conflicts, with five potential conflicts with major water facilities and three potential conflicts with major sewer facilities.

- Overall, it is expected that the majority of the potential conflicts could be addressed via relocation or protect-in-place construction methods, with the exception of potential conflicts with a 54-inch trunk sewer and a 36-inch water main at the south portal location at the Knoll Near I-5 (Alignments 5, P7-A, and P10-A). Coordination with the City of San Diego Public Utilities Department would be required to address these potential conflicts and identify a solution to address the conflict.

**Table 6-5. Summary of Potential Utility Conflicts**

Alignment Number	Total	Discussion
1	4	Addressed via relocation or protect-in-place construction methods.
3	3	Addressed via relocation or protect-in-place construction methods.
5	5	Potential conflicts with the 54-inch Carmel Valley Trunk Sewer and 36-inch Sorrento Valley Water Main would require extensive coordination with the City of San Diego Public Utilities Department.
7	4	Addressed via relocation or protect-in-place construction methods.
9	3	Addressed via relocation or protect-in-place construction methods.
11	5	Addressed via relocation or protect-in-place construction methods.
P7-A	5	Potential conflicts with the 54-inch Carmel Valley Trunk Sewer and 36-inch Sorrento Valley Water Main would require extensive coordination with the City of San Diego Public Utilities Department.
P7-B	8	Addressed via relocation or protect-in-place construction methods.
P9	5	Addressed via relocation or protect-in-place construction methods.
P10-A	5	Potential conflicts with the 54-inch Carmel Valley Trunk Sewer and 36-inch Sorrento Valley Water Main would require extensive coordination with the City of San Diego Public Utilities Department.
P10-B	8	Addressed via relocation or protect-in-place construction methods.

Source: SanGIS 2022

#### 6.2.2.5 Railroad Operational Impacts during Construction

Table 6-6 summarizes the railroad operational impacts during construction for each alignment.

##### North Portal

- The alignments at all of the north portals would require a shoofly to maintain existing rail service.
  - Alignments 1, 3, 5, 7, 9, and 11 (Under Jimmy Durante Boulevard and Within Camino Del Mar portals) would require a temporary single-track shoofly of approximately 3,000 feet.
  - Alignments P7-A, P7-B, P9, P10-A, and P10-B (Fairgrounds North portal) would require a temporary single-track shoofly of approximately 6,000 feet. These alignments would require the longest shoofly and single-track operation to support construction when compared to the other alignments near the north portal sites.
  - For all alignments, the temporary shoofly would temporarily remove double-track operation for a length equivalent to that of the shoofly during construction.

- Design speeds<sup>5</sup> for passenger and freight trains operating along the shoofly would differ from current or planned design speeds.
  - Design speeds along the shoofly for Alignments P7-A, P7-B, P9, P10-A, and P10-B (Fairgrounds North portal) would be approximately 60 mph for passenger trains and 40 mph for freight, which is slower than planned design speeds of 90 mph and 60 mph for existing passenger and freight trains, respectively. This shoofly would result in the greatest reduction in design speeds for passenger and freight trains compared to design speeds along the shoofly at the other north portal locations.
  - Design speeds along the shoofly for Alignments 1, 3, and 5 (Under Jimmy Durante Boulevard portal) would be approximately 50 mph for passenger trains and 45 mph for freight, similar to current design speeds at this location.
  - Design speeds along the shoofly for Alignments 7, 9, and 11 (Within Camino Del Mar portal) would be the slowest compared to the other north portal locations, at 30 mph for passenger trains and 25 mph for freight, compared to current design speeds of 55 mph and 45 mph for existing passenger and freight trains, respectively.

## South Portal

- Shoofly:
  - If construction proceeds as described in Section 5.2.2, Alignments 3 and 9 (south portal at Torrey Pines Road) would not require a shoofly to maintain existing rail service.
  - Alignments P7-B and P10-B (Sorrento Valley portal) would require a temporary shoofly of approximately 3,000 feet.
  - Alignments 1, 5, 7, 11, P7-A, P9, and P10-A (Knoll Near I-5 or Portofino Drive portal) would require a temporary shoofly of approximately 4,000 feet.
- Design speed along the shoofly:
  - For those alignments that require the shoofly, design speeds would be approximately 55 mph for passenger trains and 45 mph for freight, compared to design speeds of 60 mph and 50 mph for existing passenger and freight trains, respectively.

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<sup>5</sup> An operating speed reflects the speed at which a train travels along a segment of track. In comparison, the design speed is used to determine aspects of a segment of an alignment, such as curves, while design of the alignment is underway. The design speed may be higher than the operating speed. Design speeds are compared for purposes of evaluation as operating speeds may vary depending on circumstances.

**Table 6-6. Summary of Railroad Operational Impacts during Construction**

Alignment Number	North Portal Shoofly Length (ft)	Restrictive Speed During Construction (mph) (Passenger/Freight)	Southern Portal Shoofly Length (ft)	Restrictive Speed During Construction (mph) (Passenger/Freight)
1	3,000	50/45	4,000	55/45
3	3,000	50/45	N/A	N/A
5	3,000	50/45	4,000	55/45
7	3,000	30/25	4,000	55/45
9	3,000	30/45	N/A	N/A
11	3,000	30/45	4,000	55/45
P7-A	6,000	60/40	4,000	55/45
P7-B	6,000	60/40	3,000	55/45
P9	6,000	60/40	4,000	55/45
P10-A	6,000	60/40	4,000	55/45
P10-B	6,000	60/40	3,000	55/45

### 6.2.3 Construction Cost Estimates

Rough order of magnitude construction cost estimates were developed for each alignment and are provided for context, but were not used as part of the screening process. The rough order of magnitude cost estimates consider the alignment component (e.g., tunnel, bridge, graded), track and signal infrastructure, temporary and permanent roadway modifications, environmental remediation, and temporary supporting infrastructure. The unit costs developed in the Alternatives Analysis Report are used to make it easier to compare current and previous estimates using 2022 dollars. These rough order of magnitude construction cost estimates do not include right-of-way costs, soft costs, or other costs not noted, nor do the costs consider inflation to reflect the year of expenditure during the construction period. Detailed capital cost estimates will be developed during environmental review.

Table 6-7 summarizes the rough order of magnitude construction cost estimates for each alignment. Construction cost estimates range from \$1.79 billion (Alignment 1) to \$4.39 billion (Alignment P10-B).

**Table 6-7. Construction Rough Order of Magnitude Cost Estimate**

Alignment Number	Construction Rough Order of Magnitude Cost Estimate (2022 \$billion)
1	\$1.79
3	\$1.85
5	\$2.28
7	\$1.86
9	\$1.85
11	\$2.29
P7-A	\$4.14
P7-B	\$4.29
P9	\$3.76
P10-A	\$4.06
P10-B	\$4.39

Note: Rough order of magnitude construction cost estimates are based on 2022 dollars. Changes from previously published estimates are due to project refinements and implementation of standard cost categories.

## 6.3 Summary of Outcomes

Based on the evaluation provided in this report, the following recommendations have been developed in support of identifying the range of alternatives to advance to CEQA scoping:

- Alignment 1 is not recommended** for further consideration. While this alignment would have the third-fewest number of truck trips and the lowest construction complexities, this alignment with the south portal at Portofino Drive could permanently affect the largest area of sensitive vegetation communities and non-transportation land uses of the alignments. Additionally, significant opposition to the south portal site at Portofino Drive has been expressed by the public during outreach conducted to date, and an alternative southern portal location with less opposition has been identified to advance to CEQA scoping.
- Alignment 3 is recommended** for further consideration. This alignment could result in fewer permanent impacts to sensitive vegetation communities, require the second-fewest number of truck trips, and would generally be compatible with existing land uses. The north portal site associated with Alignment 3 (Under Jimmy Durante Boulevard) would result in fewer roadway impacts compared to the north portal site associated with Alignments 7, 9, and 11 (Within Camino Del Mar) and Alignments P7-A, P7-B, P9, P10-A, and P10-B (Fairgrounds North) portal locations. Alignment 3 would result in the lowest degree of construction complexity at the north portal and alignment north of the portal compared to the other north portal locations.
- Alignment 5 is recommended** for further consideration. The south portal for this alignment (Knoll Near I-5) would be located away from residential properties and has received general support from the public. Potential permanent impacts to sensitive vegetation communities would be comparable to Alignment 3, and less than Alignments 1, 7, 9, P7-A, P9, and P10-A. The south portal site would also result in fewer roadway impacts compared to the various south portal locations. Alignment 5 would



also result in less construction complexity at the north portal site (Under Jimmy Durante Boulevard) and alignment north of the portal than Alignments 7, 9, and 11.

- **Alignment 7 is not recommended** for further consideration. The alignment, with a south portal at Portofino Drive, could result in one of the largest impacts on sensitive vegetation communities and non-transportation land uses. Compared to the other north portal sites, the north portal site associated with this alignment (Within Camino Del Mar) would be the most impactful to the local roadway network. This alignment would also have higher complexity at the north portal site and alignment north of the portal than Alignments 1, 3, and 5 (north portal site Under Jimmy Durante Boulevard). Additionally, strong opposition for the south portal site at Portofino Drive has been expressed by the public during outreach conducted to date.
- **Alignment 9 is not recommended** for further consideration. This alignment is similar to Alignment 3 with a north portal Within Camino Del Mar and a slight difference in the location of the bored tunnel alignment. Compared to the other north portal sites, the north portal site associated with this alignment would be the most impactful to the local roadway network. This alignment would also result in the highest degree of construction complexity at the south portal site (Torrey Pines Road) and alignment south of the portal, and a higher degree of construction complexity at the north portal site and alignment north of the portal than Alignments 1, 3, and 5 (north portal Under Jimmy Durante Boulevard).
- **Alignment 11 is not recommended** for further consideration. Compared to the other north portal sites, the north portal site associated with this alignment (Within Camino Del Mar) would be the most impactful to the local roadway network. This alignment would also have higher degree of construction complexity at the north portal site and alignment north of the portal than Alignments 1, 3, and 5 (north portal Under Jimmy Durante Boulevard). Alignment 11 would result in a higher degree of construction complexity at the south portal (Knoll Near I-5) and alignment south of the portal than Alignments 7 and P9 (Portofino Drive portal). Alignment 11 would also result in more potential major utility conflicts than Alignments 1, 3, 7, and 9.
- **Alignment P7-A is recommended** for further consideration. This alignment would be the most similar to what the public supported in terms of a tunnel alignment that would be parallel to I-5 rather than under residential properties. This alignment would have a north portal within the existing railroad alignment trench located north of the state-owned fairgrounds property. This north portal site, which is common among the five stakeholder and outreach alignments, would have the greatest construction complexity of the various north portal locations. This alignment would also require construction of a new special events platform at the Del Mar Fairgrounds and would require demolition or reuse of the future San Dieguito Bridge. However, potential permanent impacts to sensitive vegetation communities for Alignment P7-A would be comparable to Alignments 3 and 5, which are also recommended for further consideration. Alignment P7-A would also result in fewer potential major utility conflicts than Alignments P7-B, P9, P10-A, and P10-B.
- **Alignment P7-B is not recommended** for further consideration. This alignment would result in greater community effects compared to other alignments. The Sorrento Valley south portal site would result in the largest impact to the surrounding local roadway network of the various south portal locations.
- **Alignment P9 is not recommended** for further consideration. The area within and adjacent to the alignment footprint, with a south portal at Portofino Drive, contains the

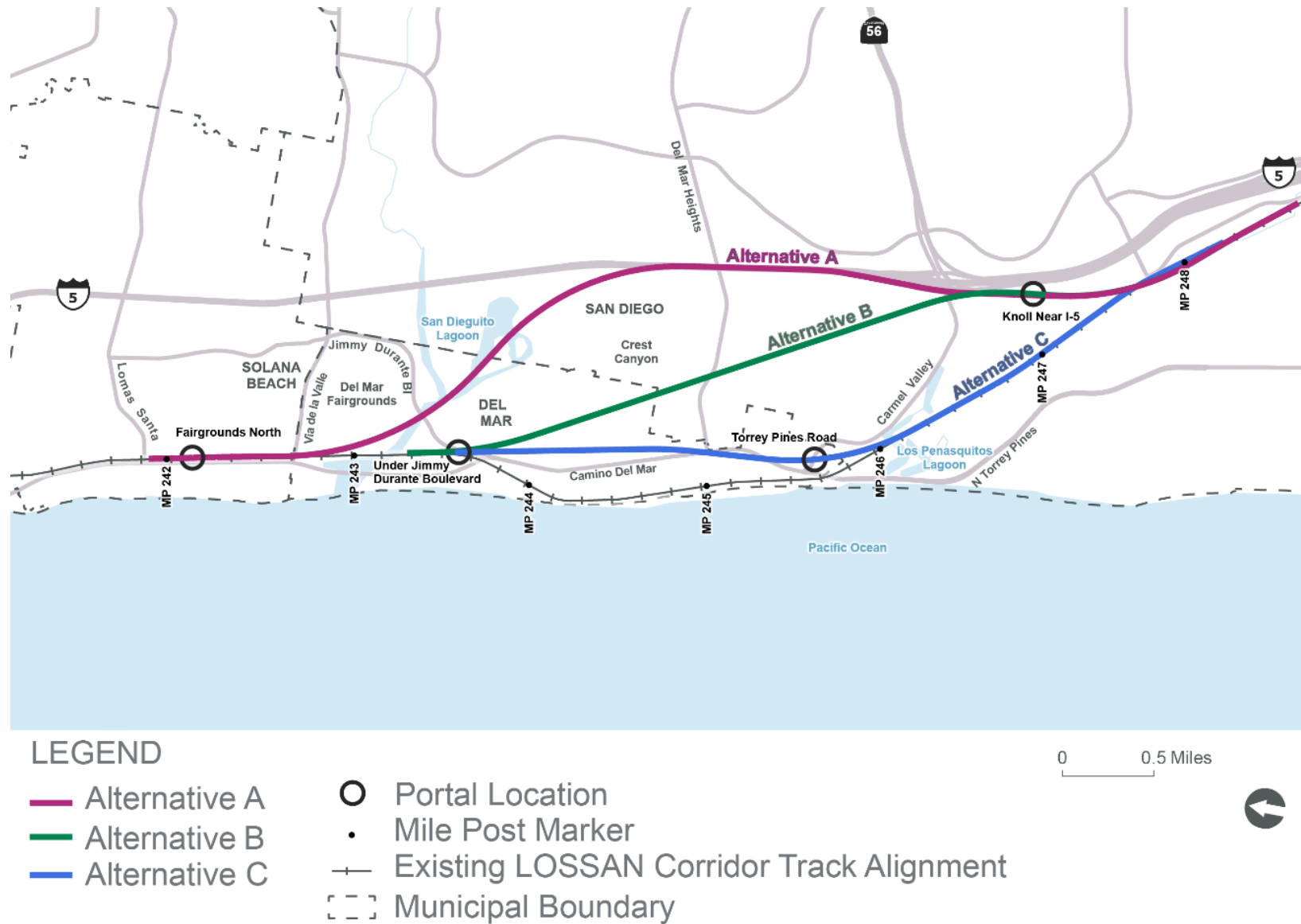
second-largest area of sensitive vegetation communities and non-transportation land uses. Additionally, significant opposition to the south portal site at Portofino Drive has been expressed by the public during outreach conducted to date, and an alternative southern portal location with less opposition has been identified.

- **Alignment P10-A is not recommended** for further consideration. This alignment would be similar to Alignment P7-A; however, Alignment P7-A is more responsive to comments received from the public during the outreach and engagement processes to date.
- **Alignment P10-B is not recommended** for further consideration. The alignment would result in more community effects compared to the other alignments. The alignment would result in the largest quantity of excavated materials and truck trips for disposal. The Sorrento Valley south portal site would result in the largest impact to the surrounding local roadway network of the various south portal locations.

Alignments 3, 5, and 7A are recommended to advance to CEQA scoping. The alternatives are illustrated in Figure 6-1 and will be referred to as Alternative A: I-5 Alignment, Alternative B: Crest Canyon Alignment, and Alternative C: Camino Del Mar Alignment in the Notice of Preparation.

- Alternative A: I-5 Alignment will reflect Alignment P7-A in this report.
- Alternative B: Crest Canyon Alignment will reflect Alignment 5 in this report.
- Alternative C: Camino Del Mar Alignment will reflect Alignment 3 in this report.

Figure 6-1. CEQA Scoping Alternatives





## LOSSAN Rail Realignment

Danny Veeh, Regional Planning Program Manager Engineering and Construction  
Keith Greer, Manager of Environmental Compliance

Board of Directors | Item 15  
June 28, 2024





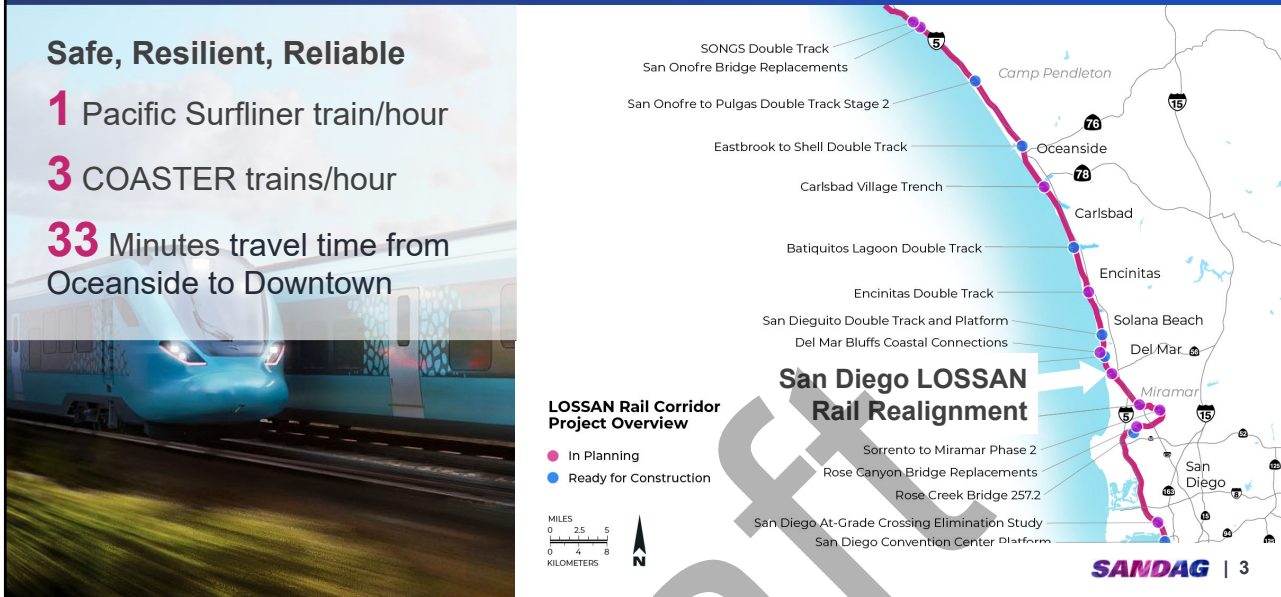
# Future of the LOSSAN Corridor

**Safe, Resilient, Reliable**

**1** Pacific Surfliner train/hour

**3** COASTER trains/hour

**33** Minutes travel time from  
Oceanside to Downtown

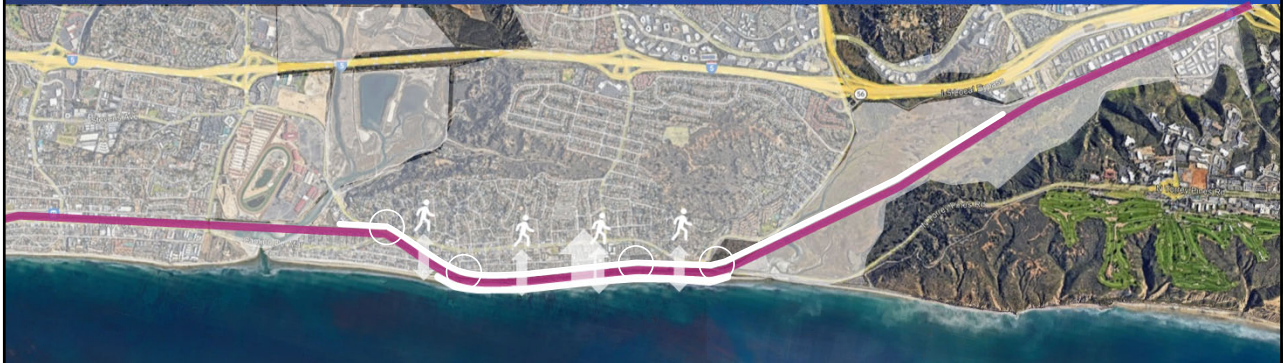


# Importance of LOSSAN Corridor



**SANDAG | 4**

## Project Goals



1. Relocate from Bluffs
2. Minimize Community Impacts
3. Improve Travel Times
  - Straighten Curves
  - Double Track
4. Coastal Access & Safety
5. Preserve Wetlands

**SANDAG** | 5

## Past Planning Efforts

- **2007** – LOSSAN Programmatic EIR/EIS (Caltrans and FRA)
- **2014** – North Coast Corridor Public Works Plan (CCC)
- **2017** – Conceptual Engineering and Environmental Study (SANDAG)
- **2018** – State Rail Plan (Caltrans)
- **2021** – 2021 Regional Plan (SANDAG)
- **2022** – Del Mar Bluffs V Stabilization Project (CCC)
- **2023** – SDLRR Alternatives Analysis (SANDAG)

**SANDAG** 6



# What is CEQA?

## California Environmental Quality Act

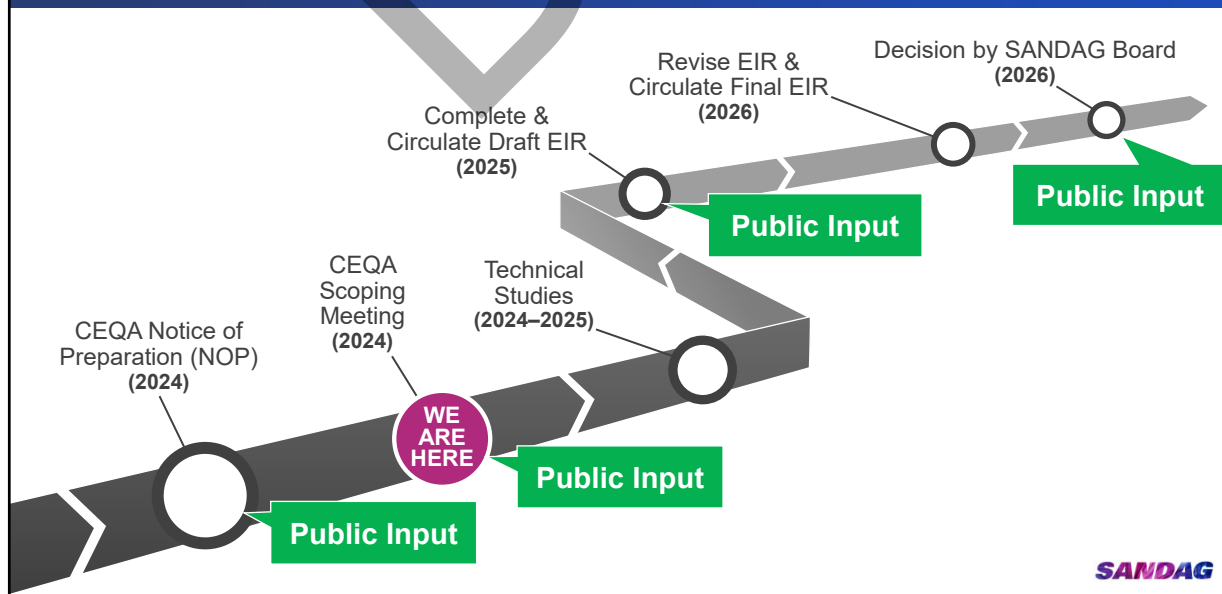
CEQA requires public agencies to “look before they leap” and consider the environmental consequences of their discretionary actions. CEQA is intended to inform government decisionmakers and the public about the potential environmental effects of proposed activities and to prevent significant, avoidable environmental damage.

- Governor's Office of Planning and Research



SANDAG | 7

## CEQA Process and Studies



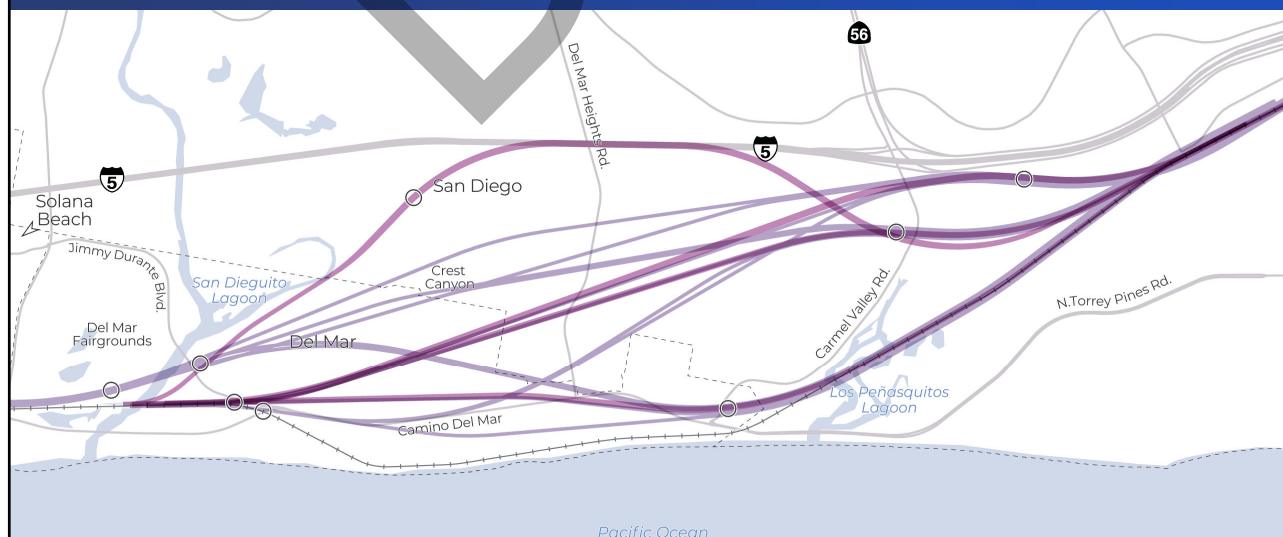
SANDAG | 8

## CEQA Project Objectives

- **Improve rail service reliability** by relocating the existing railroad tracks away from the eroding coastal bluffs in Del Mar.
- Maintain passenger rail service to train stations serving **Solana Beach** and **Sorrento Valley** and accommodate direct rail access to the 22nd Agriculture District/**Del Mar Fairgrounds**.
- **Minimize impacts on the surrounding communities** during and after construction.
- **Avoid and/or minimize impacts** on biological, cultural, and recreational resources of national, state, or local significance, including publicly owned parks, beaches, wetlands, ecological reserves, wildlife or waterfowl refuges, and any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.
- **Help meet the goals** of the 2021 Regional Plan and the 2018 California State Rail Plan by reducing travel times, increasing reliability, and accommodating additional rail service.
- **Improve coastal access and safety** by eliminating at-grade railroad crossings and minimizing other pedestrian-rail points of interaction.

SANDAG | 9

## Preliminary Alignments Studied

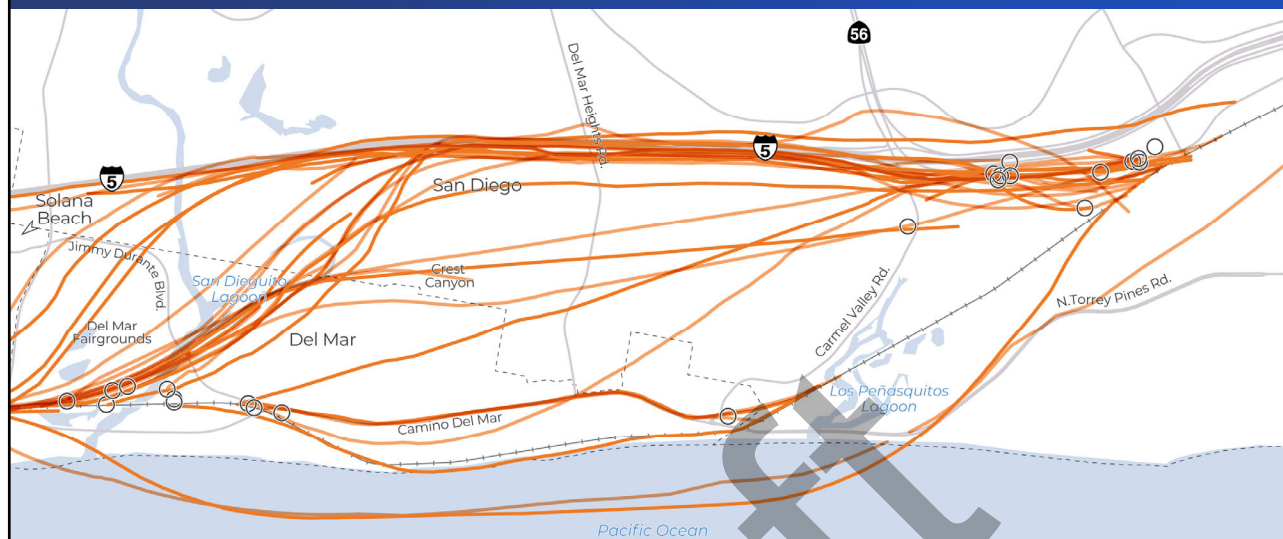


**DISCLAIMER:** No decision has been made on the selection of the proposed project or project alternatives. SANDAG is continuing to evaluate concepts that may be selected as project alternatives for analysis that will be studied during the formal environmental review process under the California Environmental Quality Act and the National Environmental Policy Act. All elements of the conceptual designs are preliminary and should not be construed as an announcement of the intent to acquire any private property. The images are intended to facilitate early public engagement on project concepts.

SANDAG | 10



## Preliminary Alignments from Public Input



**DISCLAIMER:** No decision has been made on the selection of the proposed project or project alternatives. SANDAG is continuing to evaluate concepts that may be selected as project alternatives for analysis that will be studied during the formal environmental review process under the California Environmental Quality Act and the National Environmental Policy Act. All elements of the conceptual designs are preliminary and should not be construed as an announcement of the intent to acquire any private property. The images are intended to facilitate early public engagement on project concepts.

**SANDAG** | 11

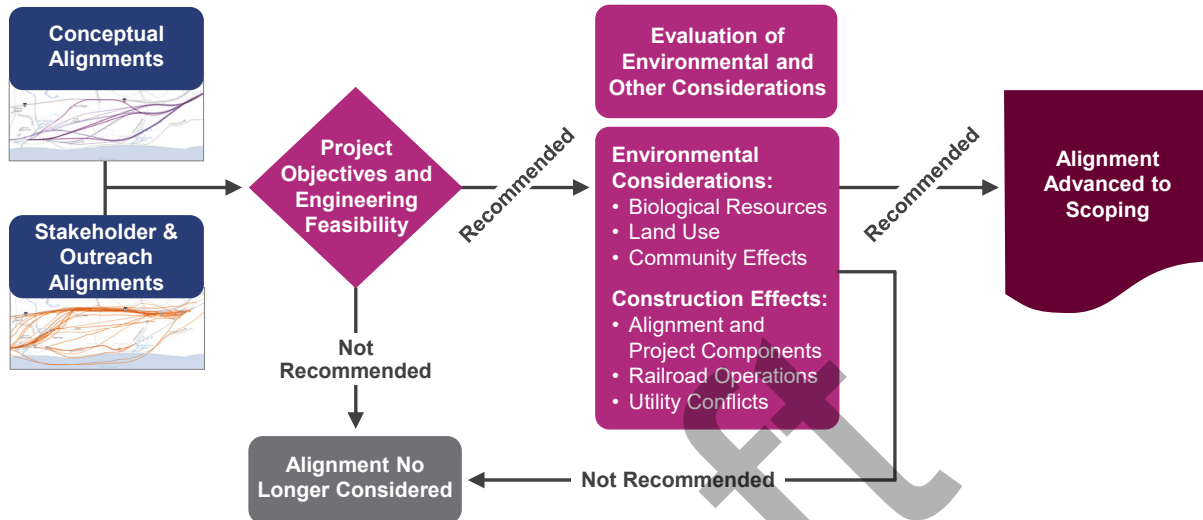
## Alternatives being Considered

- EIR must include a “No Project” alternative
- EIR shall describe a range of reasonable alternatives that:
  1. Meets most of the basic project objectives,
  2. Are feasibility to construct, and
  3. Avoid or lessens significant environmental impacts.
- Range of alternatives required is governed by a "rule of reason"

Cal. Code Regs. Tit. 14, § 15126.6

**SANDAG** 12

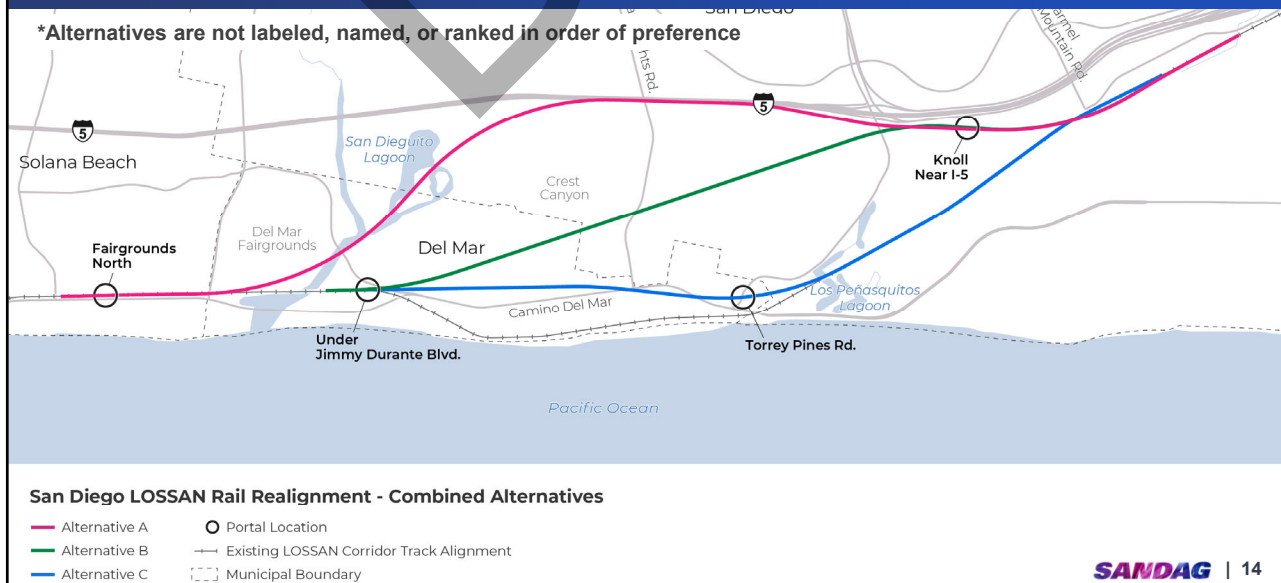
# Alignment Screening Process



SANDAG | 13

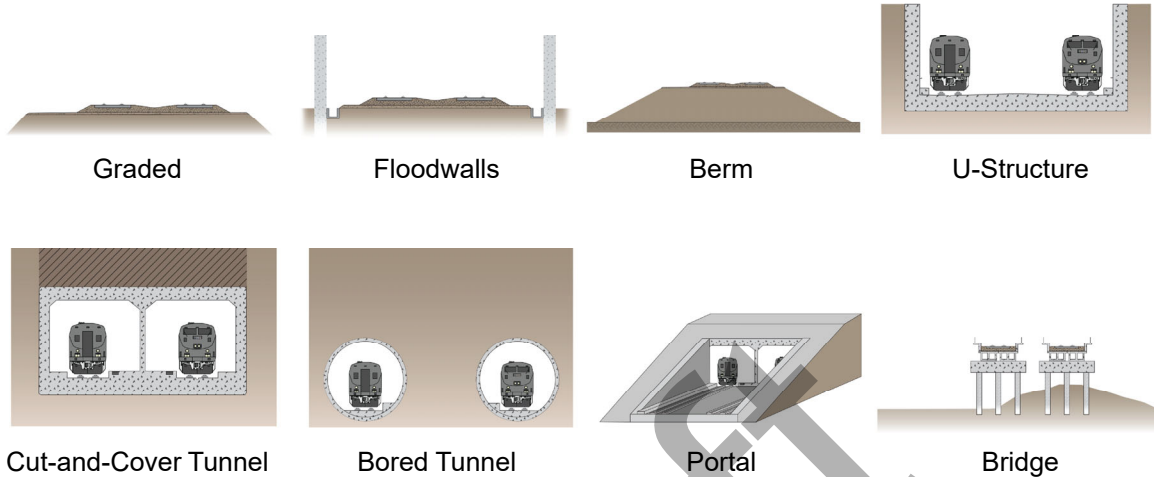
# Proposed NOP Alternatives\*

\*Alternatives are not labeled, named, or ranked in order of preference



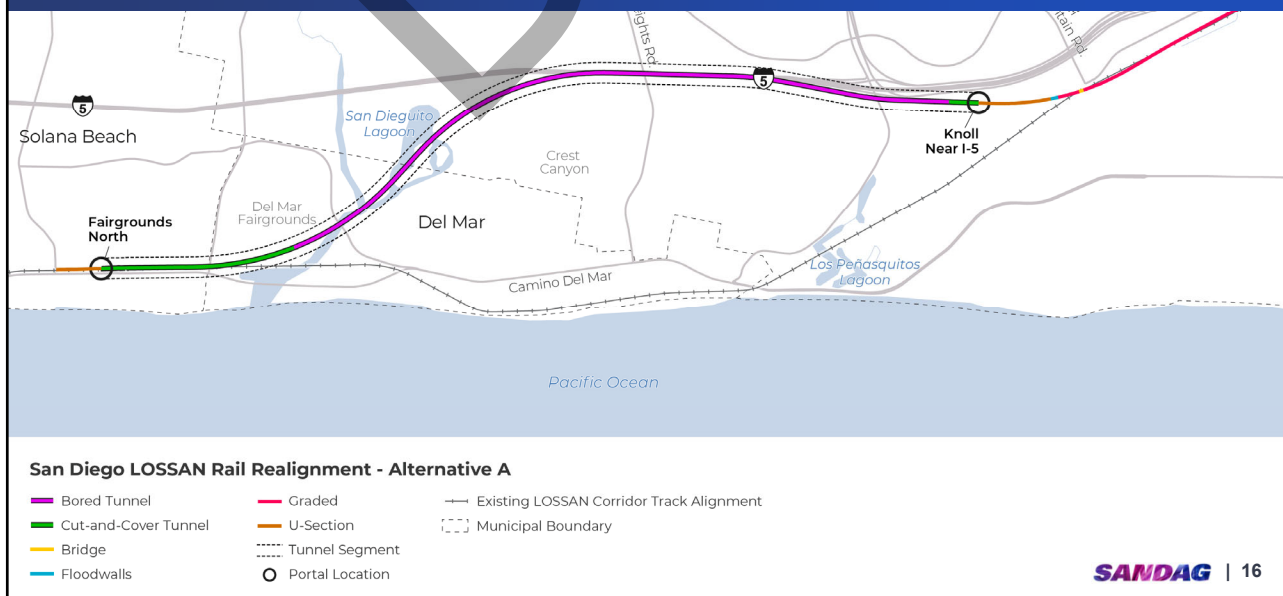
SANDAG | 14

## Features of the Alternatives



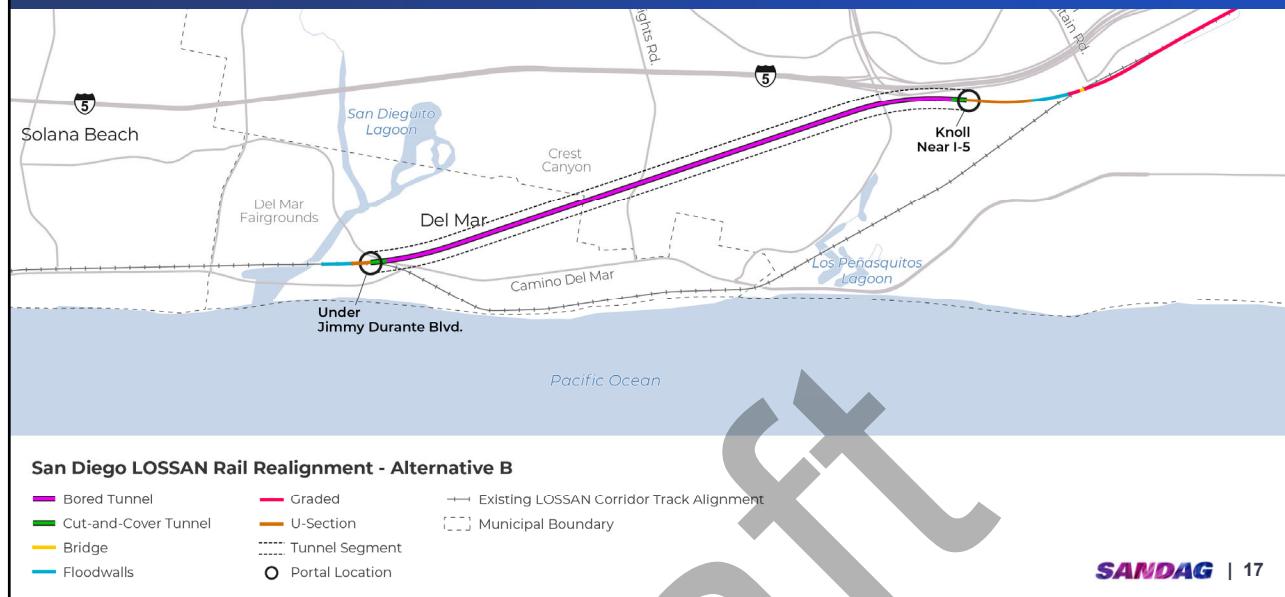
**SANDAG** 15

## Proposed NOP Alternative Alignment A

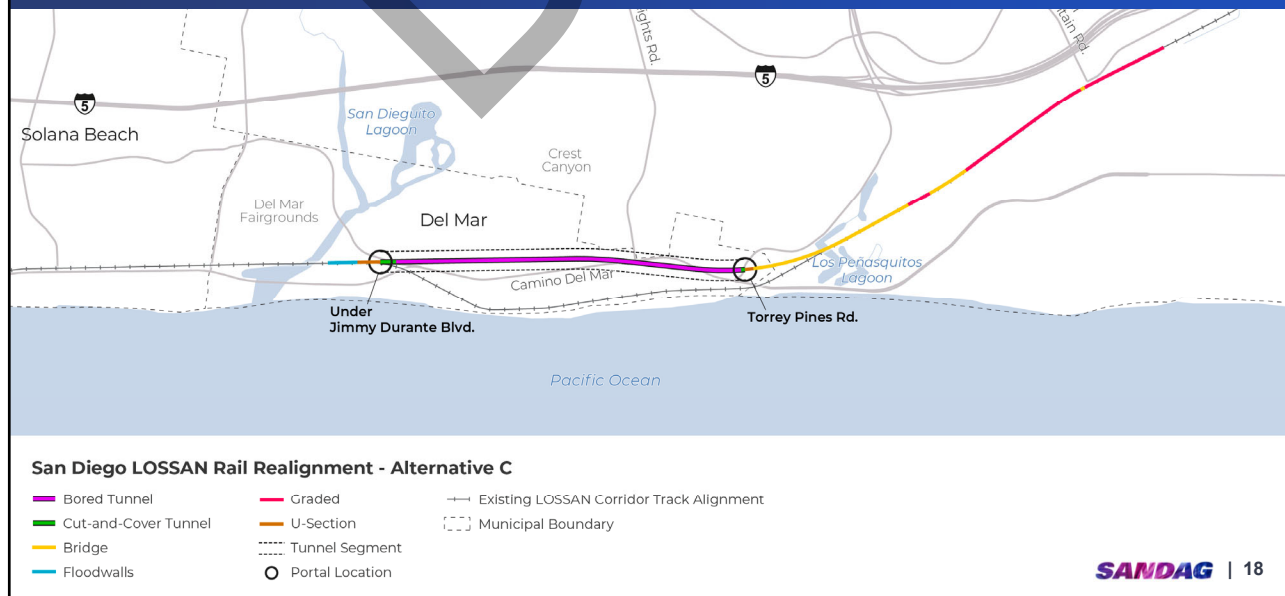


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## NOP Proposed Alternative Alignment B



## NOP Proposed Alternative Alignment C



## CEQA Resource Areas Analyzed in EIR

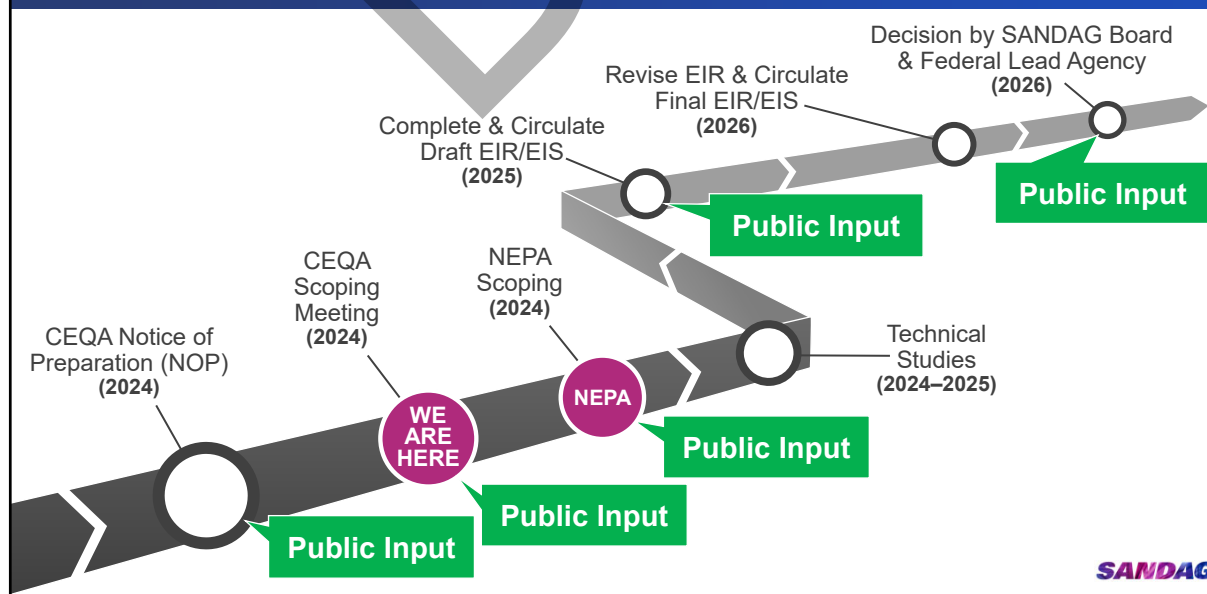
Follows Appendix G Guidelines

1. Aesthetics
2. Air Quality
3. Biological Resources
4. Cultural Resources
5. Energy
6. Geology and Soils
7. Greenhouse Gas Emissions
8. Hazards and Hazardous Materials
9. Hydrology and Water Quality
10. Land Use and Planning
11. Mineral Resources
12. Noise and Vibration
13. Population and Housing
14. Public Services
15. Recreation
16. Transportation
17. Tribal Cultural Resources
18. Utilities and Service Systems
19. Wildfire
20. Mandatory Findings of Significance



## Environmental Process

(CEQA/NEPA)



Comment Deadline: **July 19, 2024**

## Submit Your Comments

- E-mail: [LOSSANcorridor@sandag.org](mailto:LOSSANcorridor@sandag.org)
- Online Comment Form: [SANDAG.org/railrealignment](https://SANDAG.org/railrealignment)
- ✉ US Mail: **SDLRR Project NOP**  
**SANDAG, Attn: Tim Pesce**  
**401 B Street, Suite 800**  
**San Diego, CA 92101**

**SANDAG**

21



## Specialized Transportation Grant Program Cycle 13 Call for Projects

### Overview

The SANDAG Specialized Transportation Grant Program (STGP) funds projects and programs that improve mobility for older adults and individuals with disabilities when fixed-route public transportation is unavailable, insufficient, or inappropriate. The STGP is comprised of the Federal Transit Administration (FTA) Section 5310 (Section 5310) program and the TransNet Senior Mini-Grant (SMG) program. SANDAG holds a call for projects about every two years to allocate available STGP funding and has developed the proposed STGP Cycle 13 call for projects.

### Key Considerations

Staff kicked off the STGP Cycle 13 call for projects with the Transportation Committee at its [January 19, 2024, meeting](#), seeking input on possible refinements to the criteria used to help determine which STGP Cycle 13 projects and programs should receive funding. Following this meeting, staff sought further feedback on the [existing evaluation criteria](#) from additional stakeholders, including SANDAG working groups, other regional specialized transportation groups, and interested members of the public. Service quality, service reliability, and affordability for passengers emerged as dominant themes throughout the stakeholder engagement process.

The proposed STGP Cycle 13 call for projects was informed not only by stakeholder input, including from the Transportation Committee, but also by the FY 2024 TransNet Triennial Performance Audit, a review of the STGP Cycle 12 call for projects evaluation criteria, research on how other regions administer their Section 5310 programs, and staff experience monitoring active STGP grants. As detailed in Attachment 1, the Transportation Committee recommends that the Board of Directors approve the STGP Cycle 13 call for projects in substantially the same form as provided in Attachment 2, and the following related recommendations:

1. Approve the proposed STGP Cycle 13 call for projects, including the evaluation criteria and process for awarding funding, except that the Board shall retain discretion over final Section 5310 awards subject to FTA requirements and a two-thirds vote of the Board.
2. Lower the maximum amount of SMG funding an applicant can receive to \$1 million and keep the existing maximum amount of Section 5310 funding an applicant can receive at \$1.2 million.
3. Approve a 26% annual allocation of Federal Fiscal Year 2023 and 2024 Section 5310 pass-through funding available (approximately \$835,543 and \$856,666 respectively) to Facilitating Access to Coordinated Transportation (FACT) for RideFACT service.

### Action: Approve

The Transportation Committee recommends that the Board of Directors approve the Specialized Transportation Grant Program Cycle 13 call for projects and other process changes as described in the report.

### Fiscal Impact:

Approximately \$9.3 million in pass-through funding is anticipated to be available through the Specialized Transportation Grant Program (STGP) Cycle 13 call for projects.

### Schedule/Scope Impact:

Pending Board of Directors approval, the STGP Cycle 13 call for projects would be released in early July, opening a 90-day application window.

4. Should the Board approve a direct allocation of Section 5310 funds to FACT, exempt the direct allocation of Section 5310 funds to FACT from FACT's maximum grant award amount, and prohibit FACT from competing for and/or receiving the remaining Section 5310 grant funding.
5. Reinstate the allowability of indirect costs for the SMG program starting with the STGP Cycle 13 call for projects consistent with the proposed indirect cost guidelines.

Related to the first recommendation above, the Office of General Counsel has researched whether the Board may self-impose a higher voting threshold to take action on items before it and determined that SANDAG's enabling legislation does not grant such authority. Public Utilities Code Section 132351.2 provides: "In order to act on any item, the affirmative vote of the majority of the members of the Board present is required. However, after a vote of the members is taken, a weighted vote may be called by the members of any two jurisdictions." This general voting provision may be superseded by other, more specific state voting laws, such as the two-thirds voting requirement to adopt of resolution of necessity for condemnation actions. However, local rule would not supersede state law. For that reason, staff does not recommend approving the portion of recommendation related to the two-thirds vote.

### **Next Steps**

Pending Board approval, the STGP Cycle 13 call for projects would be revised as necessary and released in early July 2024, opening a 90-day application window. Staff expects to return to the Board with STGP Cycle 13 funding recommendations in February or March 2025.

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

Attachments: 1. Discussion Memo  
2. STGP Cycle 13 Call for Projects



## Discussion Memo

### Overview of the SANDAG Specialized Transportation Grant Program

The SANDAG Specialized Transportation Grant Program (STGP) is comprised of the Federal Transit Administration Section 5310 (Section 5310) program and the TransNet Senior Mini-Grant (SMG) program. Eligible STGP applicants are local governmental agencies and nonprofit organizations.

There are three eligible grant types for the STGP: capital, mobility management, and operating. A capital grant consists of the acquisition of contracted transportation services or the purchase of personal property such as vehicles, computers and software, maintenance equipment, and communications systems. A mobility management grant consists of short-range planning and management activities that improve coordination among public transportation and other specialized transportation service providers; mobility management does not include operating transportation services. An operating grant consists of activities and expenses to operate, maintain, and manage a specialized transportation service for older adults and/or individuals with disabilities. The Section 5310 program funds capital, mobility management, and operating grants, whereas the SMG program funds only mobility management and operating grants.

Per federal requirements, the Section 5310 program administered by SANDAG may only fund grants within the large, urbanized area of San Diego County, as defined by the 2020 Census. Caltrans administers the Section 5310 program for the small urban and rural areas of San Diego County. The SMG program funds specialized transportation grants within San Diego County.

### Overview of the STGP Cycle 13 Call for Projects

SANDAG typically holds a call for projects every two years to allocate available STGP funding. Funding awards through the three most recent biennial calls for projects – Cycle 10, Cycle 11, and Cycle 12 – are available on the [STGP web page](#). Maps showing the geographic distribution of Cycles 11 and 12 funding are included in the funding awards available on the STGP web page.

### Estimated Available Funding

Staff estimates that about \$6.5 million in Section 5310 pass-through funding and \$2.8 million in SMG pass-through funding will be available through the STGP Cycle 13 call for projects for a total of about \$9.3 million. Since the SMG estimate is based on forecasted sales tax revenues that may fluctuate, the actual SMG funding awarded through the STGP Cycle 13 call for projects may vary. For context, the SANDAG Board awarded about \$8.2 million through the STGP Cycle 12 call for projects.

*Table 1: Comparison of Awarded Cycle 12 STGP Funding and Estimated Cycle 13 STGP Funding Available*

	Cycle 12	Cycle 13	Change (in \$)	Change (%)
Section 5310	\$5,407,609	\$6,508,498	\$1,100,889	20%
SMG	\$2,748,207	\$2,801,120	\$52,913	2%
Total	\$8,155,816	\$9,309,618	\$1,153,802	14%

## Prior Board and Policy Advisory Committee Discussion

At its [February 17, 2023, meeting](#), the Transportation Committee voted to recommend that the Board of Directors approve the proposed funding recommendations for the STGP Cycle 12 call for projects and directed staff to reanalyze the ranking and average score process for future cycles of the Section 5310 non-traditional projects. At its February 24, 2023, meeting, the SANDAG Board voted to approve the funding recommendations for the STGP Cycle 12 call for projects as recommended by the Transportation Committee, directed the Transportation Committee to review the grant funding award process for future cycles, and assess if there were additional funding opportunities for the RideFACT program. At its [July 21, 2023, Transportation Committee meeting](#), staff presented an overview of the current selection process for SANDAG's various grant programs and provided an analysis of best practices regarding evaluator training, evaluator bias and scoring consistency, and application ranking and funding. Based on this analysis and Transportation Committee member feedback, staff proposes enhancements to the evaluation process, as discussed below.

Staff kicked off the STGP Cycle 13 call for projects with the Independent Taxpayer Oversight Committee (ITOC) at its [January 10, 2024, meeting](#) and the Transportation Committee at its [January 19, 2024, meeting](#). During these meetings, staff described the region's current and forecasted older adult and disabled population, outlined the STGP Cycle 13 development process, and reviewed the results of the [STGP Cycle 13 Call for Projects Literature Review and Benchmarking Analysis](#). Additionally, staff summarized themes from stakeholder engagement efforts from October 2023 through December 2023 and sought input from these committees on possible refinements to the criteria used to help determine which STGP Cycle 13 projects and programs should receive funding.

At its [February 16, 2024, meeting](#), the Transportation Committee discussed two items pertaining to specialized transportation in the region. Item 6 was a panel discussion that provided an overview of the regional specialized transportation landscape, including SANDAG's specialized transportation funding and how it is used. Item 7 concerned funding options available for specialized transportation services provided by Facilitating Access to Coordinated Transportation (FACT), responding to the request made by the Board at its February 24, 2023, meeting. At the meeting, the Transportation Committee voted to recommend that the SANDAG Board approve Option 3 in Attachment 1 to Item 7, which would provide approximately \$845,000 annually to FACT for two years using only Section 5310 funding for RideFACT service. That option included: 1) a 26% annual allocation from the Federal Fiscal Year (FFY) 2023 and 2024 Section 5310 pass-through funding (approximately \$835,543 and \$856,666 respectively); and 2) no change in the existing Transportation Development Act Article 4.5 funding allocations among Metropolitan Transit System, North County Transit District, and the Consolidated Transportation Services Agency, which is currently FACT. The 26% annual allocation to FACT was based on an amount provided by FACT and verified by SANDAG staff, as mentioned in Attachment 1 of the February 16, 2024, Transportation Committee item. The allocation would fully fund RideFACT for two years, and be contingent on FACT supplying the required 20% matching funds (approximately \$170,000). The remaining balance of Section 5310 funding available through the STGP Cycle 13 call for projects would be approximately \$4.8 million.

At its [April 10, 2024, meeting](#), the ITOC discussed the allowability of indirect costs for TransNet grant recipients, as discussed below. Then, the ITOC reviewed and discussed the proposed selection criteria and possible indirect cost guidelines at its [May 8, 2024, meeting](#). At its May 17, 2024, meeting, the Transportation Committee discussed the STGP Cycle 13 call for projects and its recommendations are discussed below.

## Continued Stakeholder Engagement

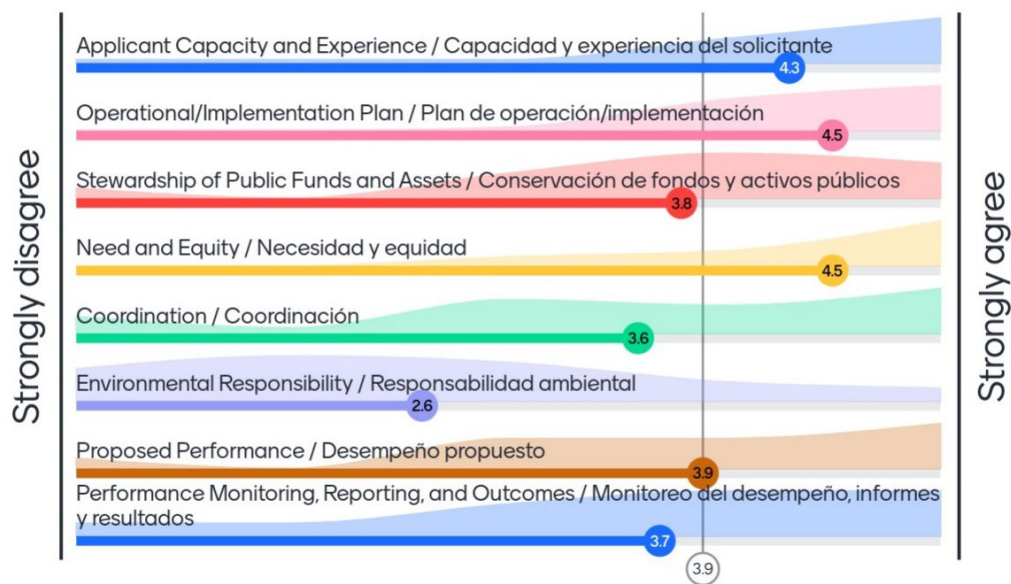
### Methods

Following the Transportation Committee's January 19, 2024, meeting, staff hosted a [stakeholder workshop](#) on February 7, 2024, to specifically focus on the STGP evaluation criteria and gather input. A recording of the workshop, along with the presentation slides and a summary of feedback received, are available on the STGP web page. In late February 2024 and through March 2024, staff engaged the following SANDAG working groups and other regional specialized transportation stakeholder groups: the SANDAG Mobility Working Group, the SANDAG Social Services Transportation Advisory Council, the SANDAG Social Equity Working Group, the Age Well San Diego Transportation and Community Connections Team, and the San Diego County Volunteer Driver Coalition. Staff also received input via social media, email, and a comment form available on the STGP web page.

### Results

Through these efforts, staff received over 100 comments from more than 100 participants. Service quality, reliability, and affordability for passengers emerged as dominant themes throughout the stakeholder engagement process. Additionally, during the stakeholder workshop, staff asked participants to indicate how important each Cycle 12 criteria category was to them on a scale of one to five, where one represented the least importance, and five represented the highest importance. Based on responses collected, participants rated "Operational/Implementation Plan" and "Need and Equity" as the most important criteria, as shown in Figure 1.

Figure 1: Stakeholder Workshop MentiMeter Results



### Proposed STGP Cycle 13 Call for Projects Evaluation Criteria

The proposed STGP Cycle 13 call for projects evaluation criteria were informed by stakeholder input, the Fiscal Year 2024 TransNet Triennial Performance Audit, a review of the [STGP Cycle 12 Call for Projects evaluation criteria](#), research on how other regions administer their Section 5310 programs, and staff experience monitoring active STGP grants. Due in part to Transportation Committee member feedback, one of the proposed changes is to increase the possible points for the Need and Equity criteria category from 15 to 20. Additionally, the Cost per One-Way Passenger Trip ranges in the Proposed Performance criterion were updated based on current regional data on specialized transportation costs. The proposed STGP Cycle 13 call for projects evaluation criteria are included in Attachment 2.

### Comparison of STGP Cycle 12 and 13 Evaluation Criteria Categories

No.	Criteria	Points Possible
1.	Applicant <del>Capacity and Experience</del> <u>Capacity, and Readiness for Proposed Service</u>	15
<del>23.</del>	Operational/Implementation Plan	<del>20</del> 10
<del>34.</del>	Stewardship of Public Funds <del>and Assets</del>	15
<del>42.</del>	Need and Equity	<del>45</del> 20
5.	Coordination <u>and Outreach</u>	10
6.	Environmental Responsibility	5
7.	Proposed Performance <u>Measures</u>	10
8.	Performance Monitoring, <del>Reporting</del> , and Outcomes	<del>40</del> 15
<b>Total/Subtotal</b>		<b>100</b>
<u>9.</u>	<u>Past Performance Adjustment</u>	<u>-15 to +5</u>
<b>Total</b>		<b>85 to 105</b>

### Past Performance Adjustment

During the Transportation Committee's January 19, 2024, meeting, staff received a request for more information on how past performance is factored into the evaluation and scoring process. The STGP uses a mechanism called a Past Performance Adjustment. A Past Performance Adjustment is a method to connect information on an applicant's recent performance through the STGP to the applicant's proposed grant(s) through an STGP call for projects. It is intended to discourage poor performance and reward strong performance. Past Performance Adjustments have been included in every STGP call for projects since Cycle 8 in 2014. They have, however, been calculated as percentage adjustments (often -10% to +2%) to an applicant's total score and applied to the applicant's score following the review of applications by the evaluators. For the STGP Cycle 13 call for projects, staff proposes to include it as an evaluation criterion and enhance the methodology so that Past Performance Adjustments are calculated based on possible points, which are easier to calculate, align with the structure of the proposed evaluation criteria, and provide greater transparency to the process of applying the adjustment. The proposed range of -15 to +5 possible points intends to emphasize the importance of past performance as part of the selection of new projects and programs.

As discussed in the proposed STGP Cycle 13 call for projects evaluation criteria, staff proposes a one-year Past Performance Adjustment Review Period from July 1, 2023, through June 30, 2024. Staff considered, but does not recommend, a two-year review period for Past Performance Adjustments this cycle since the federal COVID-19 public health emergency declaration ended on May 11, 2023, and COVID-19 impacted grantee performance. However, for future cycles, staff would consider longer review periods, such as the entire grant term for grants awarded through the Cycle 13 call for projects.

At its May 17, 2024, meeting, the Transportation Committee recommended that the Board approve staff's recommended evaluation criteria.

## **Proposed Refinements to the Maximum Grant Award Threshold per Applicant**

Since 2010, the STGP has set minimum and maximum total grant amounts to ensure that SANDAG administrative costs for the program were reasonable and that limited funds were distributed to a variety of projects, programs, and services. From 2014 to 2021, an applicant could receive no more than \$1 million in Section 5310 funding and \$1 million in SMG funding each cycle. In 2022, the Board approved increasing this amount to \$1.2 million for both funding sources through the STGP Cycle 12 call for projects. In Cycle 12, Staff observed that only 4 grants received SMG funding of the 11 that applied and 2 agencies collectively received 72% of the total SMG funding available.

Furthermore, at the Transportation Committee's January 19, 2024, meeting, staff received a request to provide the Transportation Committee with information about other regions' practices specific to minimum and maximum total grant thresholds. One of the regions studied had a \$1,000 minimum grant threshold for Section 5310 equipment and one had a \$400,000 request cap. Most regions studied did not have a minimum or maximum total grant threshold. One region stated that a maximum grant amount threshold has not been needed in recent years since "funding has not been an issue."

In part due to stakeholder feedback, staff proposes reinstating the \$1 million maximum grant threshold for the SMG program to facilitate a broader distribution of funding but retaining the amount of Section 5310 funding an applicant can receive at \$1.2 million.

At its May 17, 2024, meeting, the Transportation Committee recommended that the Board approve staff's recommendation.

### ***The Transportation Committee's Recommendation to Directly Allocate Cycle 13 Section 5310 Funding to FACT***

At its February 16, 2024, meeting, the Transportation Committee recommended that FACT receive a direct allocation of 26% of available Section 5310 funding, which is anticipated to be \$1,692,209, through the STGP Cycle 13 call for projects. The direct allocation to FACT recommended by the Transportation Committee exceeds the current and proposed maximum amount an applicant could receive through the Section 5310 program in a cycle of \$1.2 million. At its May 17, 2024, meeting, the Transportation Committee recommended that the Board exempt the proposed direct allocation of Section 5310 funds to FACT from FACT's maximum grant award amount of \$1.2 million so that it could receive the full, direct allocation amount. The Transportation Committee also recommended that FACT not be eligible to compete for or receive any remaining Section 5310 grant funding through the STGP Cycle 13 call for projects. Following the May 2024 Transportation Committee meeting, FACT emailed SANDAG staff and requested that SANDAG allow FACT to use the direct allocation for RideFACT and mobility management, not only for RideFACT as recommended by the Transportation Committee. The Federal Transit Administration allows these funds to be used for mobility management or operating activities should the Board choose to approve FACT's request.

## **Indirect Costs**

Staff presented possible indirect cost guidelines for TransNet grant recipients to the ITOC at its April 10, 2024, meeting. Based on feedback provided during that meeting and subsequent discussions with an ITOC subcommittee, staff proposes reinstating the allowability of indirect costs for SMG grantees starting with the STGP Cycle 13 call for projects. Staff proposes that grantees be allowed to choose one of two options in charging indirect costs to their TransNet grant award:

- A Federally Negotiated Indirect Cost Rate (FNICR) recognized by the federal government; or
- If a grantee has never received a FNICR, it may choose to use the de minimis rate under 2 CFR 200.

Grantees who are also public agencies receiving TransNet congestion relief and maintenance funds would adhere to one of the two options. However, the allowability of using the de minimis rate would only apply to TransNet grant funding and would not apply to other TransNet funding these agencies receive.

At its May 17, 2024, meeting, the Transportation Committee recommended that the Board approve staff's recommendation pertaining to indirect costs.

### **Proposed Call for Projects Process Improvements**

As mentioned above, staff presented an item on the evaluation process for SANDAG's various grant programs to the Transportation Committee on July 21, 2023. To align with the recommendations in the item and to respond to Transportation Committee feedback, the proposed STGP Cycle 13 call for projects includes the following process improvements:

- Mandatory Evaluator Training: All evaluators would be required to attend an evaluator training session. This training would review the call for projects materials in depth, including the scoring rubric evaluators will use and the score sheet where evaluators will provide their scores. The training would ensure that all evaluators are provided with the same information, have an opportunity to ask questions, and fully understand the work they will be conducting.
- Mandatory Evaluator Panel Meeting: Evaluators would be required to attend an evaluator panel meeting to discuss the applications and individual evaluator scores and encourage consensus among the evaluators. Evaluators may change their scores based on the discussion at this meeting but would not be required to do so. SANDAG staff would take notes that could be provided to unsuccessful applicants following the awards by the SANDAG Board.
- Enhanced Scoring Rubric: The proposed scoring rubric defines performance levels that correspond to the number of points to be assigned. It also includes descriptions and examples of the content or response an evaluator would observe to demonstrate the performance level. The descriptions and examples are intended to be sufficiently detailed to reduce large score variances across evaluators, mitigate evaluator bias, and ensure that evaluator scores are more objective and consistent.
- Scoring an Applicant's Vehicle and Other Equipment Requests as One Vehicle and Other Equipment Procurement Grant: For the STGP Cycle 12 call for projects and prior STGP calls for projects, each requested vehicle was treated as an individual project. For example, if an applicant requested ten vehicles, each of those ten vehicle projects would be scored and itemized in the Section 5310 funding recommendations. This method unnecessarily lengthened the evaluator score sheets and the Section 5310 funding recommendations, which created an administrative burden for evaluators and staff and caused confusion among applicants, sub-applicants, and stakeholders. Staff proposes grouping the vehicle and other equipment requests to streamline the evaluation process.
- Replacing "Sum of Ranks" with a "Total Application Score" Approach: Staff proposes to develop funding recommendations based on total application scores (from highest to lowest), rather than the "Sum of Ranks" approach, which caused confusion among applicants, sub-applicants, and stakeholders.

At its May 17, 2024, meeting, the Transportation Committee recommended that the Board approve staff's recommended changes to the process for awarding funding.

## Partial Awards

During the Transportation Committee's January 19, 2024, meeting, a few Committee members requested information on other processes to allocate Section 5310 funding to various grant applications, including the use of partial awards. Most of the regions studied offered partial Section 5310 awards based on final scores, the amount of funding available, and the equitable distribution of funding. One of the regions told staff:

"We prioritize projects that score/perform well, but also try to equitably distribute funding. As long as a project receives the minimum 55 points, we will likely award at least partial funding based on funds available and the size of the requests from other applicants. For example, higher scoring projects may be awarded their full requests or close to 100% of their request, while the lowest scoring projects may only be awarded half or part of their request."

Staff suggests that the STGP Cycle 13 call for projects retain the current practice, which is to fund grants at the requested amount in descending order until all available funding is exhausted. However, if the STGP Cycle 13 funding recommendations reveal that only a few applications receive funding and most do not, then staff suggest revisiting the current partial awards practice during the development of the STGP Cycle 14 call for projects. For context, the table below provides a summary of the amount of funding available/awarded and the total amount of funding requested for the STGP Cycle 12 call for projects.

*Table 2: STGP Cycle 12 Call for Projects Funding Summary*

	Total Funding Available and Awarded (\$)	Total Applications (\$)	Percentage of Total Applications Awarded (%)
Section 5310	\$5,407,609	\$5,465,118	98.95%
SMG	\$2,748,207	\$3,972,097	69.19%
Total	\$8,155,816	\$9,437,215	86.42%

The Transportation Committee did not further discuss the partial award process at its May 17, 2024, meeting. The process described above is proposed for the Cycle 13 call for projects.

## Transportation Committee and Board Discretion in Deviating from Funding Recommendations Proposed by Staff

During several Transportation Committee meetings, including the Transportation Committee's January 19, 2024, meeting, Committee members asked staff if they or the Board can deviate from the funding recommendations proposed by staff at the conclusion of the call for projects process. SANDAG Grants staff consulted the Office of General Counsel on options available to Transportation Committee and Board members that maintain the integrity of the evaluation process:

1. Option 1: The Transportation Committee reviews the funding recommendations to see if there were errors or inconsistencies in how the criteria were applied. Staff will provide Transportation Committee members with the full results of the evaluation process, including individual scores from each evaluator so they can review these details for errors or inconsistencies.
2. Option 2: The Transportation Committee acts as an evaluation body using pre-approved criteria. Under this scenario, Transportation Committee members could supplant external evaluators, but must not have actual conflicts of interest and should not have perceived conflicts of interest.



3. Option 3: SANDAG entirely forgoes the competitive process for the Section 5310 program. Although the TransNet Ordinance requires that Senior Mini-Grant funds be competed, the Section 5310 program does not require competition and SANDAG may choose an entirely discretionary selection process. Regardless of the method selected, SANDAG must describe the project selection criteria and method and explain the policy rationale. At a minimum, all awards of Section 5310 funding must be equitably distributed consistent with federal Title VI requirements and derived from strategies in SANDAG's Coordinated Plan.

Grants staff also asked Section 5310 program managers from other regions about their procedures on this topic. All the regions studied have application review committees that develop funding recommendations for awarding bodies such as an executive committee or board of directors to make final funding decisions. However, in all these regions, the awarding bodies had not deviated from Section 5310 funding recommendations presented by the application review committees.

Grants staff proposes that Option 1 be chosen so that the Transportation Committee can serve as an additional check to ensure that the criteria and evaluation process were accurately and properly applied to the funding recommendations. Staff advises against Option 2 given the amount of time and effort the Transportation Committee would need to expend to evaluate STGP applications. For the prior cycle, it took each evaluator an average of 14 hours to complete their review. Staff also advises against Option 3 without further analysis and stakeholder engagement since it would require SANDAG to redesign the STGP, has the potential to impact specialized transportation users if there are major changes in specialized transportation grantees and programs, and would discount the evaluation criteria, which generally has received stakeholder support. For example, most participants during STGP Cycle 13 stakeholder workshop agreed that the Cycle 12 criteria help to identify the most qualified proposals.

At its May 17, 2024, meeting, the Transportation Committee recommended that the Board approve the process for Section 5310 funding and retain discretion to modify the proposed Section 5310 grant awards, subject to applicable FTA requirements and a two-thirds vote of the Board. The Office of General Counsel has researched whether the Board of Directors may self-impose a higher voting threshold to take action on items before it and determined that SANDAG's enabling legislation does not grant such authority. Public Utilities Code Section 132351.2 provides: "In order to act on any item, the affirmative vote of the majority of the members of the board present is required. However, after a vote of the members is taken, a weighted vote may be called by the members of any two jurisdictions." This general voting provision may be superseded by other, more specific state voting laws, such as the two-thirds voting requirement to adopt of resolution of necessity for condemnation actions. However, there is no specific state law governing the voting threshold for the action described above. Also, local rule would not supersede the general state law governing majority votes for any item of business. For these reasons, staff does not recommend approving the portion of recommendation related to the two-thirds vote.





# Specialized Transportation Grant Program Cycle 13 Call for Projects

**Anticipated Release Date: July 1, 2024**



**Anticipated Application Deadline: September 30, 2024**

**Submit Applications via [BidNet](#)**

**Accessible Formats:** To request this document in an alternative format, contact us at (619) 699-1900 or (619) 699-1904, or via a fax at (619) 699-1905.

# About SANDAG

## 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. SANDAG will develop an equity action plan that 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.

# Summary

**Program Description:** The SANDAG Specialized Transportation Grant Program (STGP) funds projects and programs in the San Diego region that expand mobility options for older adults and individuals with disabilities when Fixed-Route Public Transit is insufficient, unavailable, or inappropriate.

## Funding Sources:

- Federal Transit Administration Section 5310 (Section 5310) Program
- TransNet Senior Mini-Grant (SMG) Program

## Estimated Available Funding:

	Senior Mini-Grant	Section 5310
<b>Fiscal Year(s) of Available Funding</b>	Fiscal Year 2025	Federal Fiscal Years 2023 and 2024
<b>Estimated Amount of Available Funding</b>	\$2,801,120	\$6,508,498

## Grant Term:

- Vehicle and Other Equipment Grants: 6-7 years, varies by vehicle type.
- All Other Grants: 2 years.

## Program Contact Information:

- SANDAG Grants Distribution email: [grantsdistribution@sandag.org](mailto:grantsdistribution@sandag.org)
- SANDAG STGP web page: [www.sandag.org/stgp](http://www.sandag.org/stgp)
- SANDAG grants web page: [www.sandag.org/grants](http://www.sandag.org/grants)

# Eligibility Requirements

	Senior Mini-Grant	Section 5310
<b>Eligible Applicants</b>	<ul style="list-style-type: none"> <li>• Local governmental agencies</li> <li>• Nonprofit organizations</li> </ul>	<ul style="list-style-type: none"> <li>• Local governmental agencies</li> <li>• Nonprofit organizations</li> </ul>
<b>Eligible Grant Types</b>	<ul style="list-style-type: none"> <li>• Mobility Management (MM)</li> <li>• Operating (OP)</li> </ul>	<ul style="list-style-type: none"> <li>• Capital (CAP)</li> <li>• Mobility Management (MM)</li> <li>• Operating (OP)</li> </ul>
<b>Sample Eligible Grants</b>	<ul style="list-style-type: none"> <li>• Travel training programs</li> <li>• Mobility management programs</li> <li>• Volunteer driver programs</li> <li>• Senior shuttle service</li> <li>• Transit voucher programs</li> <li>• Non-emergency medical transportation</li> </ul>	<ul style="list-style-type: none"> <li>• Accessible Vehicle and support equipment procurement</li> <li>• Contracted transportation services</li> <li>• Travel training programs</li> <li>• Mobility management programs</li> <li>• Volunteer driver programs</li> <li>• Senior shuttle service</li> <li>• Non-emergency medical transportation</li> </ul>

	Senior Mini-Grant	Section 5310
<b>Minimum Award Amount</b>	<ul style="list-style-type: none"> <li>Per grant: \$50,000</li> <li>Per Applicant: \$50,000</li> </ul>	<ul style="list-style-type: none"> <li>Per grant: \$50,000</li> <li>Per Applicant: \$50,000</li> </ul>
<b>Maximum Award Amount</b>	<ul style="list-style-type: none"> <li>Per grant: \$1,200,000</li> <li>Per Applicant: \$1,000,000</li> </ul>	<ul style="list-style-type: none"> <li>Per grant: \$1,200,000</li> <li>Per Applicant: \$1,200,000</li> </ul>
<b>Required Match</b>	<ul style="list-style-type: none"> <li>OP grants: 20%</li> <li>MM grants: 20%</li> </ul>	<ul style="list-style-type: none"> <li>OP grants: 50%</li> <li>MM grants: 20%</li> <li>CAP grants: 10-20% (depends on specific grant)</li> </ul>
<b>Eligible Service Area</b>	Within San Diego County	Within the large, urbanized area of San Diego County (as defined by 2020 Census data)
<b>Target Population</b>	Individuals aged 60 and older	Individuals aged 65 and older and/or individuals with disabilities
<b>Coordinated Plan</b>	Proposed grant must be derived from the <a href="#">2020 Coordinated Plan</a> .	Proposed grant must be derived from the <a href="#">2020 Coordinated Plan</a> .

## Timeline

Activity	Date
Release of the Call for Projects	7/1/2024
Call for Projects Webinar	8/1/2024*
Call for Projects Question Deadline (by 5 p.m. PT)	9/23/2024
Responses to All Questions Released in BidNet	9/27/2024
<b>Application Deadline (by 5 p.m. Pacific Time)</b>	<b>9/30/2024</b>
Completion of Eligibility Review	10/21/2024
Board Policy No. 035 Resolution Deadline	10/30/2024
Notice of Intent to Award	2/3/2025*
Notice of Award	3/28/2025*
SMG Grant Execution	7/1/2025
Section 5310 Grant Execution	10/1/2025

\*Please note that these dates are subject to change.

## Attachments

- Attachment A: Section 5310 Sample Grant Agreement
- Attachment B: Senior Mini-Grant Sample Grant Agreement
- Attachment C: Vehicle Lease Sample Agreement

## Table of Contents

About SANDAG .....	2
Vision Statement.....	2
Mission Statement .....	2
Our Commitment to Equity.....	2
Summary .....	3
Eligibility Requirements.....	3
Timeline.....	4
Attachments .....	4
1. Background Information .....	7
1.1. Overview of SANDAG .....	7
1.2. Specialized Transportation Grant Program.....	7
1.3. STGP Goal and Objectives.....	7
2. Eligibility Requirements .....	9
2.1. Eligible Applicants .....	9
2.2. Eligible Grant Types.....	10
2.3. Traditional and Nontraditional Section 5310 Grants.....	11
2.4. Maximum Number of Grants by Grant Type and Funding Source .....	13
2.5. Estimated Available Funding .....	13
2.6. Minimum and Maximum Grant Award Amounts.....	14
2.7. Required Match.....	14
2.8. Eligible and Ineligible Uses of Grant Funds.....	15
2.9. Timely Use of Funds from Prior Funding Cycles .....	17
2.10. Eligible Service Area .....	17
2.11. Eligible Target Population and Needs Accommodation Policy .....	18
2.12. Coordinated Plan.....	18
2.13. Board Policy No. 035 Resolution.....	18
3. Grant Implementation and Program Requirements.....	19
3.1. Grant Implementation .....	19
3.2. Program Requirements.....	20
4. Application Submittal Process.....	24
4.1. Application Materials and Instructions.....	24
4.2. General Tips for a Successful Grant Application .....	28
4.3. Technical Assistance .....	28
4.4. Submittal Instructions .....	29
4.5. California Public Records Act .....	29

4.6.	Revisions or Cancellation of the Call for Projects .....	30
5.	Application Review Process .....	31
5.1.	Eligibility Review .....	31
5.2.	Responsiveness Review .....	31
5.3.	Notice of Ineligibility or Non-responsiveness .....	32
5.4.	Notice to Cure Application Deficiencies .....	32
5.5.	Pre-Award Risk Assessment.....	32
6.	Application Award Process.....	34
6.1.	Qualitative Scoring .....	34
6.2.	Quantitative Scoring .....	35
6.3.	Evaluation Criteria.....	35
6.4.	Scoring Rubric.....	35
6.5.	Calculation of Total Application Scores.....	35
6.6.	Minimum Total Score .....	36
6.7.	Preliminary Funding Recommendations .....	36
6.8.	Traditional and Nontraditional Section 5310 Grants.....	36
6.9.	Tiebreakers .....	36
6.10.	Quality Assurance/Quality Control Check.....	36
6.11.	Partial Awards.....	36
6.12.	Social Equity Analysis of Section 5310 Funding Recommendations.....	37
6.13.	Notice of Intent to Award and Protests .....	37
6.14.	Notice of Award and Funding Contingency List.....	38
Appendix A:	Evaluation Criteria.....	39
	Evaluation Criteria Summary.....	39
	Evaluation Criteria Details: Contract Transportation Service and Operating Grants .....	40
	Evaluation Criteria Details: Mobility Management Grants.....	43
	Evaluation Criteria Details: Vehicle and Other Equipment Grants.....	46
	Evaluation Criteria Details: Past Performance Adjustment (All Grants) .....	49
Appendix B:	Scoring Rubric.....	52
	General Scoring Guidance.....	52
	Scoring Rubric Details: Contract Transportation Service and Operating Grants.....	53
	Scoring Rubric Details: Mobility Management Grants.....	74
	Scoring Rubric Details: Vehicle and Other Equipment Grants.....	94
Appendix C:	Glossary of Key Terms.....	117
Appendix D:	Online Resources Referenced .....	122

# 1. Background Information

## 1.1. Overview of SANDAG

The San Diego Association of Governments (SANDAG) is the primary public planning, transportation, and research agency for the San Diego region, which consists of the 18 cities and County of San Diego. SANDAG serves as the public forum for regional policy decisions about growth, transportation, environmental management, housing, open space, energy, public safety, and binational collaboration.

SANDAG receives local, state, and federal funds to implement regional policies, programs, and projects that advance its vision. SANDAG passes through a portion of the funding it receives through several **competitive grant programs**. These grant programs provide local, state, and federal funding to local jurisdictions, nonprofits, and other partners to implement regional goals. Awarded grants range from infrastructure projects to habitat management and monitoring efforts to specialized transportation services for senior and disabled populations. While each individual grant program maintains a particular focus, all work together to enhance our region's quality of life.

## 1.2. Specialized Transportation Grant Program

Established in 2006, the SANDAG Specialized Transportation Grant Program (STGP) funds projects and programs in the San Diego region that expand mobility options for older adults and individuals with disabilities when Fixed-Route Public Transit is insufficient, unavailable, or inappropriate. The STGP is composed of the Federal Transit Administration Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) and TransNet Senior Mini-Grant (SMG) programs. As the Designated Recipient of Section 5310 funds, SANDAG administers the Section 5310 program for the large, urbanized area of San Diego County. Section 5310 funding apportioned to SANDAG is based on the ratio of the number of older adults and individuals with disabilities in the large, urbanized area of San Diego to the number of older adults and individuals with disabilities in all large, urbanized areas across the United States. SMG funding is based on sales tax revenue collected in San Diego County and allocated per Section 4(c)(2) of the TransNet Extension Ordinance. Since the STGP's beginning, SANDAG has awarded over \$63 million in STGP funds through 12 competitive grant cycles.

## 1.3. STGP Goal and Objectives

### STGP Goal

The goal of the STGP is to improve mobility for older adults and individuals with disabilities by delivering effective, equitable, environmentally responsible, and coordinated transportation solutions in the San Diego region.

### Objectives

The STGP has the following objectives:

- To fund organizations that have the requisite financial, technical, and managerial capacity to implement cost-effective, innovative, and successful specialized transportation services.
- To apply a social equity lens to ensure that specialized transportation grants benefit those who need them the most.
- To promote healthier air and reduce greenhouse gas emissions region-wide.
- To encourage coordination among specialized transportation providers that reduces duplicative services, enhances efficient service, and expands ridership.



## 2. Eligibility Requirements

Eligibility requirements are the minimum requirements that determine if an Applicant's proposed service can qualify for grant funding and proceed in the competitive process. The Section 5310 and Senior Mini-Grant programs have different funding eligibility requirements as discussed below.

### 2.1. Eligible Applicants

Eligible Applicants for STGP funding are:

- Local governmental agencies within San Diego County, including public transit operators, tribal governments, and local jurisdictions.
- Private nonprofit organizations, including social service agencies.

To be eligible to receive STGP funding, Applicants must:

- Not be debarred, suspended, or subject to trade restrictions with the United States government.
- Be eligible to do business with SANDAG.

All Applicants must also:

- Provide their Employer Identification Number (EIN) (see the Organization Application).
- Attach their completed W-9 form to their application (see the Organization Application).

Applicants that are private nonprofit organizations must provide an Entity Status Letter demonstrating that they are currently in good standing with the State of California Franchise Tax Board. See the Application Materials for step-by-step instructions.

Applicants requesting Section 5310 grant funding must also submit their Unique Entity Identifier (UEI). SANDAG uses an Applicant's UEI to verify through the federal System of Award Management ([SAM.gov](https://sam.gov)) that the Applicant is neither suspended nor debarred from doing business with the federal government. If an Applicant is already registered in SAM.gov, its UEI has already been assigned. If an Applicant is not already registered in SAM.gov, the Applicant is required to obtain a UEI free of charge by going to SAM.gov.

For-profit entities such as taxi companies are ineligible Applicants; qualified for-profit entities may, however, be a sub-applicant under an eligible applicant to perform some or most of the eligible Applicant's proposed grant.

## 2.2. Eligible Grant Types

Section 5310 funds can be used to support eligible capital, mobility management, and operating grants, whereas Senior Mini-Grant funds can be used to support mobility management and operating grants. Applicants are encouraged to contact SANDAG by the Call for Projects Question Deadline if they have questions about the eligible grant types.

### Capital Grants

A Capital Grant consists of the acquisition of contracted transportation services or the purchase of personal property such as vehicles, computers and software, maintenance equipment, and communications systems.

Examples of eligible Capital Grants include, but are not limited to:

- purchase of Accessible Vehicle(s)
- acquisition of support facilities and equipment for Section 5310-funded vehicles, such as computer hardware and software, transit-related intelligent transportation systems, and dispatch systems
- acquisition of contracted transportation services

### Mobility Management Grants

A Mobility Management Grant consists of short-range planning and management activities that improve coordination among public transportation and other specialized transportation service providers. Mobility management techniques may enhance transportation access for populations beyond those served by one organization within the region. For example, a private nonprofit organization could receive STGP funding to support the administrative costs of sharing services it provides to its own clientele with others in the target population and coordinate usage of vehicles with other private nonprofit organizations. Mobility management is intended to build coordination among existing specialized and public transportation providers, resulting in the expansion of service availability. Mobility management does not include operating transportation services.

Examples of eligible Mobility Management Grants include, but are not limited to:

- operation of transportation brokerages to coordinate providers, funding agencies, and passengers.
- operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs.
- individual and group travel training instruction that promotes access to specialized and Fixed-Route Public Transit services.
- operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems, including geographic information systems mapping, global positioning system technology, coordinated vehicle

scheduling, dispatching, and monitoring technologies, as well as technologies to track costs and billing in a coordinated system, and single smart customer payment systems.

## Operating Grants

An operating grant consists of activities and expenses to operate, maintain, and manage a specialized transportation service for the target population.

Examples of eligible operating projects include, but are not limited to:

- The operation of a volunteer driver program
- The operation of a senior shuttle service
- Non-emergency medical transportation

## 2.3. Traditional and Nontraditional Section 5310 Grants

Under the Section 5310 program, there are two categories of eligible grants: traditional and nontraditional.

### Traditional Section 5310 Grants

The Federal Transit Administration defines traditional Section 5310 grants as “those public transportation capital projects planned, designed, and carried out to meet the specific needs of older adults and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate.” Capital and Mobility Management Grants, as defined above, are traditional Section 5310 grants. **The Section 5310 program requires SANDAG to allocate at least 55% of its Section 5310 apportionment to traditional Section 5310 grants.** If the total amount of traditional Section 5310 funding requested by Applicants is less than 55% of the Section 5310 apportionment, SANDAG may be required to reduce the amount of funding available for nontraditional Section 5310 grants.

### Nontraditional Section 5310 Grants

The Federal Transit Administration defines nontraditional Section 5310 grants as those grants that exceed the Americans with Disabilities Act (ADA) minimum requirements, improve access to fixed route service, and decrease reliance by individuals with disabilities on ADA complementary paratransit service, or provide alternatives to public transportation that assist older adults (age 65 and older) and individuals with disabilities with transportation. Operating grants, as defined above, are nontraditional Section 5310 grants. The Section 5310 program requires SANDAG to allocate no more than 45% of its Section 5310 apportionment to nontraditional Section 5310 grants.

### Eligible Applicants for Traditional Section 5310 Grants

Eligible Applicants for traditional Section 5310 grants are:

- Private nonprofit organizations

- State or local governmental authorities that meet one of the following criteria:
  1. Are approved by the State of California to coordinate services for older adults and individuals with disabilities. These organizations are designated by the State of California to coordinate human service activities in a particular area.
  2. Certify that there are no nonprofit organizations readily available in the area to provide the service. To meet this criterion, the Applicant must certify in its application that there are no nonprofit organizations readily available in the project area to provide the service. To satisfy this requirement, state or local government authorities must do the following:
    - hold a public hearing.
    - provide sufficient notice of this public hearing (at least 30 days prior to the date of the public hearing).
    - provide private nonprofit transportation providers with individual notice of the public hearing.
    - record each private nonprofit organization notified, along with copies of any comments, objections, or requests for information received.
    - pass a resolution certifying that there are no private, nonprofit organizations readily available to provide the proposed service.
    - submit the resolution, along with the List of Private Nonprofit Transportation Providers contacted, to SANDAG by the Call for Projects Application Deadline.

An Applicant that is a State or local governmental authority applying for a Traditional Section 5310 Grant should use the Traditional Section 5310 Grant Resolution template in the application materials.

## **Eligible Applicants for Nontraditional Section 5310 Grants**

Eligible Applicants for nontraditional Section 5310 grants are:

- Private nonprofit organizations.
- State or local governmental authorities, including operators of public transportation.

Grants that may be considered traditional Section 5310 grants but are proposed by eligible Applicants for nontraditional Section 5310 grants are eligible for funding under the nontraditional Section 5310 grant category. For example, if a state or local governmental authority does not meet the requirements to be an eligible Applicant for traditional Section 5310 grants and applies for funding for vehicle procurement, the vehicle procurement is eligible for funding under the nontraditional Section 5310 grant category.

	<b>Traditional Section 5310 Grant Type</b>	<b>Nontraditional Section 5310 Grant Type</b>
Traditional Section 5310 Applicant	Traditional	Nontraditional
Nontraditional Section 5310 Applicant	Nontraditional	Nontraditional

SANDAG will determine if an Applicant's Section 5310 grant is traditional or nontraditional based on Federal Transit Administration guidance, the nature of the proposed grant, and information supplied by the Applicant in its application.

## 2.4. Maximum Number of Grants by Grant Type and Funding Source

Applicants may submit only one Operating Grant and one Mobility Management Grant per funding source. Under the Capital Grant type, Section 5310 Applicants may submit only one acquisition of contract transportation services grant and only one vehicle and other equipment procurement grant. Applicants requesting Section 5310 funding for multiple vehicles or items of equipment must submit only one procurement grant.

<b>Funding Source</b>	<b>Grant Type</b>	<b>Grant Subtype (if applicable)</b>	<b>Maximum Number of Grants</b>
Section 5310	Capital	Contracted Transportation Services	1
Section 5310	Capital	Vehicle and Other Equipment Procurement	1
Section 5310	Mobility Management	Not applicable	1
Section 5310	Operating	Not applicable	1
Senior Mini-Grant	Mobility Management	Not applicable	1
Senior Mini-Grant	Operating	Not applicable	1

## 2.5. Estimated Available Funding

Approximately \$6.5 million in Section 5310 funding and \$2.8 million in Senior Mini-Grant funding is estimated to be available through this Call for Projects. The actual amount of Specialized Transportation Grant Program funding awarded through this Call for Projects is subject to fund availability.

## 2.6. Minimum and Maximum Grant Award Amounts

The minimum grant award amount by grant and Applicant is \$50,000 for each funding source. The maximum amount of Section 5310 grant funding an Applicant can receive is \$1.2 million and the maximum amount of Senior Mini-Grant funding an Applicant can receive is \$1 million.

## 2.7. Required Match

### Minimum Match Percentage

The Minimum Match Percentage is the required minimum amount of the net project cost that must be supplied through allowable sources of Matching Funds. Applicants may supply more than the minimum required Matching Funds. The Minimum Match Percentage varies by funding source and grant type, as shown in the table below.

Grant Type	Section 5310	Senior Mini-Grant
Capital – Contracted Transportation Services*	20%*	Not applicable
Capital – Vehicle and Other Equipment Procurement*	15%*	Not applicable
Mobility Management	20%	20%
Operating	50%	20%

\*For Capital Grants involving the purchase of vehicles, federal funds can be used to support 85 percent (85% grant / 15% match) of the net vehicle cost if the vehicle will comply with the requirements in 49 Code of Federal Regulations (CFR) Part 38. The federal share is 90 percent (90% grant / 10% match) for project costs for acquiring vehicle-related equipment or facilities that are on and attached to a vehicle, including clean fuel or alternative fuel vehicle-related equipment or facilities, for purposes of complying or maintaining compliance with 42 USC 7401 et seq. or required by the ADA. For all other Capital Grants, including contracted transportation services, the Minimum Match Percentage is 20%.

### Allowable Sources of Matching Funds

Both the Section 5310 and Senior Mini-Grant programs have restrictions on the source(s) of Matching Funds, as described in this section. The table below shows allowable sources of Matching Funds by funding source.

FTA Section 5310	TransNet Senior Mini-Grant
<ul style="list-style-type: none"><li>State or local appropriations.</li><li>Federal funds that do not originate from the U.S. Department of Transportation and are eligible to be expended on transportation.</li><li>TransNet Senior Mini-Grant funds of the same grant type</li></ul>	<ul style="list-style-type: none"><li>Any source other than TransNet revenues, including revenue from human service contracts and federal funding through the Section 5310 program.</li></ul>

- Private donations.
  - Revenues from service contracts.
  - Net income generated from advertising and concessions.
  - Donations, volunteered services, or other In-Kind Contributions
  - Income from contracts to provide human service transportation.
- 

Fare revenue or user fees generated through a Capital Grant may not be used as Matching Funds for Operating or Mobility Management Grants. Additionally, other U.S. Department of Transportation funds may not be used as Matching Funds for any project funded through the Section 5310 program. Moreover, Matching Funds for Capital Grants that involve the purchase of vehicles or other equipment must be cash, provided to SANDAG upon execution of a grant agreement, and not sourced from TransNet Senior Mini-Grant funds. Income from contracts to provide human service transportation may be used either as revenues (which reduces the net project cost) or as match funds for Operating Grants. In either case, the cost of providing the contract service is included in the total project cost. Applicants that include In-Kind Contributions as the source of Matching Funds must provide documentation showing how the fair market value of those in-kind goods and services was derived.

## 2.8. Eligible and Ineligible Uses of Grant Funds

### Unallowable Costs

Per Federal Transit Administration (FTA) Circular 9070.1G, Section 5310 program funds may not be spent on transit passes or vouchers for use on existing Fixed-Route Public Transit or Americans with Disability Act (ADA) complementary paratransit service. Transit passes include monthly passes, single fares, and multi-trip tickets. FTA funds may not be used for exclusive school bus transportation for school students and school personnel. Direct vehicle operating expenses are ineligible for reimbursement under both the Section 5310 and Senior Mini-Grant programs. These costs include, but are not limited to, the following: fuel, tires, oil, repairs, wear items (e.g., tires, breaks, mufflers), preventative maintenance, parts, license and registration renewal fees, and insurance. Instead, the reimbursement for vehicle operations is done on a per-mile basis at a rate up to the current Internal Revenue Service mileage reimbursement rate for contract transportation service and operating grants. Matching Funds and any fare revenue may not be expended on unallowable costs. See the SANDAG 2024 Specialized Transportation Program Management Plan, available on the [STGP web page](#), for more information on allowable and unallowable costs.

### Indirect Costs

Indirect Costs are costs incurred for common or joint objectives that cannot be readily assigned to a specific grant, contract, or other activity. An Indirect Cost Rate is the ratio between the total indirect expenses and some Direct Cost base. The Indirect Cost allocation methods used by an organization depend on its structure, program functions, and accounting system.

Indirect Costs are eligible expenses through the STGP if an Applicant includes a proposed Indirect Cost Rate in its application for funding and that Indirect Cost Rate does not exceed the Applicant's Federally Negotiated Indirect Cost Rate (FNICR). If the Applicant does not have a FNICR, an Applicant may request the de minimus rate as allowed by 2 CFR 200. An Applicant that includes its FNICR in its application must submit documentation from the Applicant's federal cognizant agency approving the Applicant's FNICR.

## Alternative Services

Since the federal COVID-19 Public Health Emergency Declaration ended on May 11, 2023, alternative services under the Section 5310 program became limited to meal deliveries for homebound individuals of the target population. Delivery of prescriptions, technological devices, and personal protective equipment to the target population continues to be allowable for operating grants funded through the Senior Mini-Grant Program so long as these alternative services do not conflict with providing specialized transportation to the target population. Applicants that intend to provide alternative services must include the proposed alternative services and certify that they do not conflict with providing specialized transportation to the Target Population in the application.

## Vehicle Costs and Specifications

SANDAG uses the California Association for Coordinated Transportation (CALACT)/Basin Transit (BT) Vehicle Purchasing Cooperative (Cooperative) to purchase new, federally compliant Accessible Vehicles on behalf of awarded Applicants. Only new, Accessible Vehicles available through the Cooperative are eligible for grant funding. Applicants are encouraged to research vehicle classes, vendors, models, and specifications online at [CALACT's website](#) to determine the most current and appropriate vehicle(s) and specifications that meet their riders' mobility needs. The table below describes the vehicle classes offered through the Cooperative and provides a range of the number of passengers for each vehicle class. This information is subject to change based on changes to the Cooperative. Applicants are advised that vehicle costs and specifications are subject to change due to supply chain shortages. Vehicle vendors can also adjust vehicles to client needs if they comply with gross vehicle weight restrictions and do not include Cardinal Changes that are outside the scope of the original contract and procurement issued by the Cooperative. Any vehicle that can transport over 10 people requires a Class B driver's license.

Cooperative Vehicle Class	Vehicle Type	Number of Passengers (excluding the driver)
A	Cutaway Bus	8-10
B	Cutaway Bus	12-14
C	Cutaway Bus	16-20
D	Minivan	6
V	Transit Van	9
Z-1	Electric Transit Van	4-7
Z-2	Electric Cutaway Bus	12-16



Vehicle costs vary based on the vehicle type and specifications, the vendor, taxes and fees, the availability of vehicle models and options, and the timing of the procurement. For this reason, SANDAG developed a vehicle budgeting tool based on specifications and price information from the CALACT/BT Vehicle Purchasing Schedule. SANDAG requires Applicants with proposed vehicle projects to use the vehicle budgeting tool, which is available with the Application Materials. The vehicle budgeting tool allows Applicants to identify vehicle specifications, compare prices of vehicle types and options, and select the vehicle type(s) and vendor(s) based on a best-value analysis. The vehicle budgeting tool is based on the most recent specifications and prices available through the Cooperative. Actual vehicle offerings and costs may vary due to changes in the Cooperative.

Under the Section 5310 program, the FTA requires that an in-plant inspection and resident inspector's report be completed when more than 10 vehicles of the same model that are not unmodified vans are purchased by a Section 5310 Grantee to comply with Buy America requirements. If an Applicant is applying for more than 10 vehicles of the same model that are not unmodified vans, the proposed project budget must include the estimated cost of \$5,000 for an in-plant inspection and resident inspector's report.

## **2.9. Timely Use of Funds from Prior Funding Cycles**

Grantees awarded funding for one or more STGP grants must make timely use of those funds to be eligible to receive additional STGP funding at the amount requested to continue such grants(s). Grantees with operating, mobility management, or contract transportation service grants from a prior cycle that are not complete within six months of when the newly awarded grant is scheduled to commence may be required to forfeit a portion of the newly awarded funds as directed by the Transportation Committee. Barring extenuating circumstances, vehicle and other equipment grants must have an executed purchase order for their vehicle(s) and other equipment within one year of the grant execution date to be eligible to receive future STGP vehicle and other equipment funding. See the SANDAG 2024 Specialized Transportation Program Management Plan for more information.

## **2.10. Eligible Service Area**

The SANDAG Section 5310 program may only fund grants within the large, urbanized area of San Diego County. The large, urbanized area of San Diego County is defined by the United States Census Bureau's 2020 Census, the most recent census for which urbanized area maps are available. Caltrans administers the Section 5310 program for the small urban and rural areas of San Diego County. The Senior Mini-Grant program funds specialized transportation grants within San Diego County.

SANDAG has developed an Applicant Mapping Tool to help Applicants generate a grant service area map and gather demographic data on the grant service area. To demonstrate eligibility, Applicants must submit a service area map generated through the Applicant Mapping Tool for each proposed grant. The boundaries of the large, urbanized area of San Diego based on the 2020 Census are included in the Applicant Mapping Tool and can be viewed by going to the [Federal Transit Administration Census Map](#). See the Application Materials for more information and instructions.

## 2.11. Eligible Target Population and Needs Accommodation Policy

The Target Population for the Section 5310 program is people that are 65 years old and older and individuals with disabilities. The Target Population for the Senior Mini-Grant program is people that are 60 years old and older.

To preserve the intent of these programs in addressing the transportation needs of the specified populations outlined above, a proposed grant must meet the following three requirements of the Needs Accommodation Policy to be eligible for STGP funding:

1. The grant is specifically designed to meet the special needs of the Target Population.
2. At least 80 percent of the grant's beneficiaries are members of the Target Population.
3. The grant's benefits are prioritized for the Target Population.

For passengers that require Personal Care Attendants (PCA), the PCA's trip counts as neither a Target Population trip nor a non-target population trip if at least 80% of total ridership across the entire grant is accounted for by the Target Population.

## 2.12. Coordinated Plan

Section 5310-funded grants are required to be derived from a locally developed Coordinated Public Transit-Human Services transportation plan (Coordinated Plan). SANDAG requires all grants through the STGP to be derived from either the Very High or High Priority Strategies for funding prioritization outlined in the Coordinated Plan. Applicants must describe how each proposed grant is derived from these strategies outlined in the [SANDAG 2020 Coordinated Plan](#), available on the SANDAG website.

## 2.13. Board Policy No. 035 Resolution

Per [SANDAG Board Policy No. 035](#), each Applicant is required to submit a resolution from the Applicant's governing body that:

1. Commits the Applicant to provide the Minimum Match Percentage set forth in the Call for Projects.
2. Authorizes staff to grant funding and execute a grant agreement if an award is made by SANDAG.

Applicants must submit this resolution by the deadline specified in Board Policy No. 035, which is shown in the Timeline for reference. Failure to provide a resolution that meets the requirements in Board Policy No. 035 will result in the application being considered nonresponsive. See the Board Policy No. 035 Resolution template in the Application Materials.

## 3. Grant Implementation and Program Requirements

Applicants should consider this section when developing a grant application as it summarizes what Applicants can expect if awarded grant funds. Applicants are encouraged to review the SANDAG 2024 Specialized Transportation Program Management Plan, available on the [STGP web page](#), for detailed information on grant implementation and program requirements. Applicants are also encouraged to review the Section 5310 Sample Grant Agreement, Senior Mini-Grant Sample Grant Agreement, and Vehicle Lease Sample Agreement, which are included as Attachments A, B, and C, respectively, in this Call for Projects.

### 3.1. Grant Implementation

Once the SANDAG Board of Directors approves the proposed funding recommendations, SANDAG staff emails all Applicants with the outcome of the Call for Projects. SANDAG staff also emails Applicants whose grants were awarded funding with a summary of post-award information and activities to prepare for execution and implementation of the grant agreement. Applicants are strongly encouraged to review the SANDAG 2024 Specialized Transportation Program Management Plan, available on the [STGP web page](#), for more information on grant implementation processes.

#### Grant Agreement Execution

If awarded funds, an Applicant will enter into a grant agreement with SANDAG for the approved scope of services and become a “Grantee.” An awarded Applicant that executes a Section 5310 grant agreement with SANDAG becomes a “subrecipient.” An Applicant awarded funds for one or more vehicles will enter into a vehicle lease agreement with SANDAG and any third-party contractors that will operate the vehicle(s). A sample Section 5310 grant agreement, Senior Mini-Grant agreement, and vehicle lease agreement are included in the Application Materials available online. Applicants are encouraged to review the sample agreements before applying. Aside from any potential errors or omissions, the terms of each agreement will be in substantially the same form as those in the sample agreements and are non-negotiable. Grantees must also adhere to the requirements set forth in the SANDAG Specialized Transportation Program Management Plan. If there is a conflict between the grant agreement and the SANDAG Specialized Transportation Program Management Plan, the grant agreement shall prevail.

#### Notice to Proceed

Grantees cannot begin work on STGP-funded services until they receive a Notice to Proceed in writing from SANDAG. Upon receipt of the Notice to Proceed, Grantees shall begin work on the grant and are subject to the milestone requirements included in SANDAG Board Policy No. 35. For Grantees awarded funds for the continuation of a current operating, mobility management, or contract services grant, SANDAG issues the Notice to Proceed for the new grant agreement only after the current grant closes out or the current grant agreement terminates, whichever occurs first. For Grantees awarded funds that do not continue a current operating, mobility management, or contract transportation services grant, SANDAG issues the Notice to Proceed to coincide with the start of the SANDAG fiscal

year for the Senior Mini-Grant program or the federal fiscal year for the Section 5310 program. The SANDAG fiscal year begins July 1 and ends June 30; the federal fiscal year begins October 1 and ends September 30.

## Grant Term

As shown in the table below, the Grant Term varies based on the grant type and whether a grant receives a partial award and is scalable.

Grant Type	Grant Term (in years)
Mobility Management	2 (may be fewer for scalable partial awards)
Operating	2 (may be fewer for scalable partial awards)
Capital: Contracted Transportation Services	2 (may be fewer for scalable partial awards)
Capital: Class D, V, and Z-1 Vehicle Procurement	6
Capital: Class A-C and Z-2 Vehicle Procurement	7
Capital: Support Equipment Procurement	Varies by the Minimum Useful Life of the support equipment

Applicants are advised that due to extenuating circumstances outside SANDAG's control, the vehicle procurement process and delivery schedule may be delayed. The Federal Transit Administration does not set Minimum Useful Life standards for federally funded equipment. Dependent on the type of equipment requested and awarded through this Call for Projects, SANDAG identifies a methodology to determine the Minimum Useful Life. [Federal Transit Administration Circular 5010.1E](#) stipulates that the following are acceptable methods to determine the Minimum Useful Life of federally funded equipment other than vehicles: generally accepted accounting principles, independent evaluation, manufacturer's estimated useful life, Internal Revenue Service guidelines, industry standards, SANDAG or Grantee experience, SANDAG independent auditor's determination, and proven useful life developed at a federal test facility. Once the Minimum Useful Life for equipment other than vehicles has been identified, the Minimum Useful Life standard is included in the grant agreement between SANDAG and the Grantee.

## 3.2. Program Requirements

### Insurance Requirements *(Applicable to non-governmental Grantees only)*

All non-governmental Grantees must comply with insurance provisions included in the grant agreement. Grantees are strongly encouraged to review the insurance requirements with their insurance agent or broker prior to submitting an application for the STGP. Grantees who are unable to provide the required insurance will not be able to receive a Notice to Proceed for their grant.

### Transit Asset Management Requirements

Transit asset management (TAM) is a business model that prioritizes funding based on transit asset conditions to achieve and maintain a state of good repair. As the Designated Recipient of Federal Transit Administration Section 5310 funds, SANDAG is responsible for updating its Group TAM Plan at least every four years. TAM applies to Grantees awarded Section 5310 funds that do not already have an existing Individual TAM Plan and own, operate, or manage capital assets used to provide "public" transportation services, rather than "client-based" transportation services. Public transportation services are those that are open to the general public or a segment of the general public defined by age, disability, or low-income. Client-based transportation services are those that can be used only by clients of a Section 5310-funded Grantee. For example, if a Section 5310 Grantee restricts service to its clients for certain senior centers or adult day centers, then that subrecipient provides client-based transportation services and not public transportation services. TAM requirements apply to assets used by Section 5310-funded Grantees for public transportation services, regardless of whether the assets were purchased with federal or other funds.

## **Title VI Requirements**

All Grantees are required to comply, and ensure compliance by third-party contractors, with Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, and national origin. Applicants awarded Section 5310 funds are additionally required to develop a Title VI Program accepted by SANDAG and approved by their governing bodies prior to grant execution. All Section 5310 Grantees are also required to update their Title VI Program and seek approval every three years.

## **Single Audit Requirement**

A Grantee that expends more than \$1,000,000 in federal awards (through Section 5310 or other federal programs) in a given fiscal year is required to have a single audit performed for that fiscal year in accordance with 2 C.F.R. 200 unless the Grantee elects to have a program-specific audit.

## **Safety Requirements**

All drivers must clear a criminal history check and driver records check before transporting members of the Target Population in performance of an STGP-funded grant. This includes staff drivers, contracted drivers, and volunteer drivers. Drivers must possess a valid driver's license appropriate for the vehicle driven. Drivers shall also be physically capable of safely driving vehicles that provide service to the Target Population in performance of the STGP-funded grant. Vehicles funded through the STGP or that provide an STGP-funded service must be deemed safe before they can be operated.

## **Vehicle Usage Requirements**

To ensure sufficient vehicle use, SANDAG requires each Section 5310-funded vehicle to be in-service for a minimum of 20 hours per week until the vehicle has reached the end of its Minimum Useful Life. In-service means a Section 5310-funded vehicle providing specialized transportation service to the Target Population. The 20-hour minimum requirement does not apply if a vehicle is unsafe to drive due to mechanical reasons and Grantee staff have communicated a timeline for when the vehicle can resume service.

## **Grant Reporting Requirements**

Grantees with operating, mobility management, and contract transportation service grants must report on the performance of their grants through invoices submitted to SANDAG. Since SANDAG provides funding for these grants on a reimbursement basis, these invoices contain financial reporting, a progress report, and back-up documentation. These invoices must be submitted on a monthly or quarterly basis.

SANDAG purchases vehicles and other equipment on behalf of awarded Section 5310 Grantees near the start of the Grant Term. Once vehicles and other equipment are delivered and put into service, Grantees must submit quarterly reports until the end of their Minimum Useful Life using a report template provided by SANDAG.

Regardless of the frequency or project type, all invoices and progress reports for a given reporting quarter are due no later than one month after the end of that reporting quarter, as shown in the table below.

Quarter	Quarter Timeframe	Invoice and Progress Report Submission Deadlines
1	July 1 – September 30	October 31
2	October 1 – December 31	January 31
3	January 1 – March 31	April 30
4	April 1 – June 30	July 31

## Additional Program Requirements

See the SANDAG 2024 Specialized Transportation Program Management Plan and the grant agreement templates for details on additional program requirements, which cover the following topics:

- SANDAG Board Policy No. 035
- Scope of performance
- Allowable and unallowable costs
- Financial management
- Third-party contracting
- Ethics
- Project communications
- Americans with Disabilities Act (ADA)
- Other federal requirements
- Vehicle procurement process
- Data collection

- Disposition of project property and grant closeout
- Records retention and audit compliance

## 4. Application Submittal Process

### 4.1. Application Materials and Instructions

Application materials are available online at <https://www.bidnetdirect.com/sandag/sandag-grants>. Applicants are responsible for downloading relevant application materials to develop and submit an application. An incomplete application may be disqualified. For an application to be considered complete, it must include the following: 1) one Organization Application, with required attachments, and 2) one or more Grant Applications by grant type, with required attachments.

#### Organization Application

Applicants should complete only one Organization Application regardless of the number of grants they are applying for. For example, if an Applicant is applying for a Section 5310 operating grant and a Senior Mini-Grant operating grant, the Applicant would submit one Organization Application, and two grant applications. The Organization Application is available as a fillable PDF in the Application Materials.

#### Organization Application – Attachments

The following table summarizes the Organization Application attachments. Each attachment is discussed in greater detail below.

Attachment Number	Attachment Name	Which Applicants Must Complete This Attachment	Where Applicants Find This Attachment
1	W-9 Form	All Applicants	Provided by Applicants
2	Nonprofit Entity Status Letter	Applicants that are private nonprofit organizations	Provided by Applicants; instructions included in the Application Materials
3	Applicant Financials	All Applicants	Provided by Applicants
4	Board Policy No. 035 Resolution	All Applicants	Template included in the Application Materials
5	Traditional Section 5310 Grant Resolution	State or local governmental Applicants requesting Section 5310 funds for one or more traditional Section 5310 grants	Template included in the Application Materials
6	Required Forms	All Applicants	Included as a packet in the Application Materials
7	Federally Negotiated Indirect Cost Rate (FNICR)	Applicants that have a FNICR and want to apply it to applicable proposed grant(s)	Provided by Applicants



### **Attachment 1: W-9 Form**

Each Applicant must provide their organization's completed W-9 Form and include it as Attachment 1.

### **Attachment 2: Nonprofit Entity Status Letter**

If the Applicant is a private nonprofit organization, the Applicant must provide an Entity Status Letter demonstrating that the Applicant is currently in good standing with the State of California Franchise Tax Board as Attachment 2. Applicants that are governmental agencies should not submit an Attachment 2. Applicants that are nonprofit organizations can check their status and generate an Entity Status Letter for free through the State of California Franchise Tax Board's web page, available at <https://www.ftb.ca.gov/help/business/entity-status-letter.asp>. See the Application Materials for step-by-step instructions.

### **Attachment 3: Applicant Financials**

If the Applicant has had a Single Audit completed within the past three years, the Applicant must provide its most current Single Audit as Attachment 3. If the Applicant has not had a Single Audit completed within the past three years, the Applicant must provide its most recent Audited Financial Statement, which includes a Statement of Balance Position (Balance Sheet) and Statement of Activities (Income Statement), as Attachment 3. If the Applicant does not have an Audited Financial Statement, the Applicant must provide its most current Un-audited Financial Statement, which includes a Statement of Balance Position (Balance Sheet) and Statement of Activities (Income Statement), as Attachment 3.

### **Attachment 4: Board Policy No. 035 Resolution**

Each Applicant must submit its Board Policy No. 035 Resolution by the deadline specified in Board Policy No. 035, which is referenced in the Timeline. If the Applicant wishes to submit its Board Policy No. 035 resolution with its Application by the Application Submission deadline, the Applicant must provide this completed and signed resolution as Attachment 4. If the Applicant does not submit its Board Policy No. 035 resolution by the Application Submission deadline but wishes to submit it before the deadline specified by Board Policy No. 035, the Applicant must email it to [grantsdistribution@sandag.org](mailto:grantsdistribution@sandag.org). See the template included in the Application Materials.

### **Attachment 5: Traditional Section 5310 Grant Resolution**

Applicants that are state or local governments requesting funds for traditional Section 5310 grant(s) must submit a Traditional Section 5310 Grant Resolution as Attachment 5. See the template included in the Application Materials.

### **Attachment 6: Required Forms**

All Applicants must complete, sign, and submit certain required forms. Applicants submitting one or more Section 5310 grants must complete, sign, and submit certain additional required forms. All required forms are available as a packet and are included in the Application Materials.

### **Attachment 7: Federally Negotiated Indirect Cost Rate**

If the Applicant has a Federally Negotiated Indirect Cost Rate (FNICR) and wants to apply its FNICR to a proposed grant, the Applicant must provide documentation from the Applicant's

federal cognizant agency approving the Applicant's FNICR as Attachment 7. Applicants that do not have an FNICR should not submit an Attachment 7.

## Grant Application(s)

Applicants may submit up to six grants and only one grant application per grant type:

- Section 5310 Capital – Contracted Transportation Services
- Section 5310 Capital – Vehicle and Other Equipment Procurement
- Section 5310 Mobility Management
- Section 5310 Mobility Operating
- Senior Mini-Grant Mobility Management
- Senior Mini-Grant Operating

Each Grant Application is available as a fillable PDF and included in the Application Materials. Each Grant Application must be completed and submitted in the fillable PDF format.

## Grant Application(s) - Attachments

The following table summarizes the Grant Application attachments that must be submitted for each proposed grant. Each attachment is discussed in greater detail below.

Attachment Number	Attachment Name	Which Applicants Must Complete This Attachment	Where Applicants Find This Attachment
8	Grant Service Area	All Applicants	Applicant Mapping Tool and instructions provided in Application Materials
9	Vehicle and Other Equipment Scope and Budget Form <b>OR</b> Grant Scope, Schedule, and Budget Form	<ul style="list-style-type: none"> <li>• Vehicle and Other Equipment Scope and Budget Form: Applicants with vehicle and other equipment grants</li> <li>• Grant Scope, Schedule, and Budget Form: all other Applicants</li> </ul>	Templates provided in Application Materials
10	Vehicle Selection and Budgeting Tool <b>OR</b> Budget Justification	<ul style="list-style-type: none"> <li>• Vehicle Selection and Budgeting Tool: Applicants</li> </ul>	Templates provided in Application Materials

Attachment Number	Attachment Name	Which Applicants Must Complete This Attachment	Where Applicants Find This Attachment
		with vehicle grants <ul style="list-style-type: none"> <li>Budget Justification: All other Applicants</li> </ul>	
11	Letters of Support	All Applicants	Provided by Applicants
12	Additional Documentation	Optional for all Applicants	Provided by Applicants

### **Attachment 8: Grant Service Area**

Applicants must generate a grant service area map for each proposed grant using the Applicant Mapping Tool provided by SANDAG and include it as Attachment 7. See the Application Materials for instructions on using the Applicant Mapping Tool.

### **Attachment 9: Vehicle and Other Equipment Scope and Budget Form OR Grant Scope, Schedule, and Budget Form**

Applicants requesting Section 5310 funding for vehicles and other equipment must complete the Vehicle and Other Equipment Scope and Budget Form and submit it in Excel format as Attachment 9. These Applicants should complete this form once regardless of the number of vehicles or amount of equipment requested. For vehicle grants, Applicants should use the appropriate Vehicle Selection and Budgeting Tool for the vehicle class to provide budgetary information for Attachment 9.

All other Applicants must complete the Grant Scope, Schedule, and Budget Form for each proposed grant and submit it in Excel format as Attachment 9. Templates for these forms are provided in the Application Materials. Specific instructions for completing these forms are included on the forms.

### **Attachment 10: Vehicle Selection and Budgeting Tool OR Budget Justification**

Applicants requesting Section 5310 funding for vehicles must complete the Vehicle Selection and Budgeting Tool (Tool) for each applicable vehicle class and submit it as Attachment 10. For example, if the Applicant is applying for one Class C cutaway bus and one Class D minivan, the Applicant will need to complete the Vehicle Selection and Budgeting Tool – Class C and the Vehicle Selection and Budgeting Tool – Class D. The Tool is provided in the Application Materials. Specific instructions for completing the Tool are included in the Tool.

All other Applicants must complete a Budget Justification, which includes a budget narrative and a line-item detail, for each proposed grant and submit it as Attachment 9. The budget narrative should describe how the categorial costs are derived and discuss the necessity, reasonableness, and allocation of the proposed costs. The Budget Justification must also document how the Applicant derived the fair market value of any In-Kind Contributions provided as Matching Funds. The Budget Justification is created by the Applicant and must not be more than five pages long. See the Application Materials for guidelines on developing a Budget Justification.

### **Attachment 11: Letters of Support**

For each proposed grant, Applicants must provide one, but no more than three letters of support, each no longer than one page. The letters must be signed and dated within the application window. The letters should be addressed to the Section 5310 and/or Senior Mini-Grant evaluators and submitted in PDF format as Attachment 11.

### **Attachment 12: Additional Documentation (Optional)**

Applicants can, but are not required to, provide additional documentation to support Application responses, as Attachment 12. Applicants may provide no more than five pages of additional documentation.

## **4.2. General Tips for a Successful Grant Application**

The following is a non-exhaustive list of general tips for a successful grant application:

- Ensure your proposed grant meets the Eligibility Requirements specified in this Call for Projects.
- Do not assume evaluators know the Applicant or trends in specialized transportation delivery; thoroughly explain details.
- Spell out acronyms.
- Be concise.
- Support arguments with data, facts, and evidence.
- Review the Evaluation Criteria and Scoring Rubric.
- Ensure responses are consistent throughout all completed Application materials.
- Submit accurate information, including proposed performance data.

## **4.3. Technical Assistance**

### **Call for Projects Webinar**

SANDAG will host a public Call for Projects Webinar to provide an overview of the STGP Cycle 13 Call for Projects, discuss program requirements, and answer Applicant questions. See the Timeline for the date and time of the Call for Projects Webinar. The Webinar link will be posted on the SANDAG website. SANDAG anticipates recording the Webinar and making the recording available on BidNet, the web-based vendor portal SANDAG is using to distribute the Call for Projects materials and collect applications. Applicants are encouraged to attend the Webinar and pose questions.

### **Applicant Questions**

Potential Applicants may also submit questions through BidNet, available at <https://www.bidnetdirect.com/sandag/sandag-grants>. Questions submitted after the

deadline to submit questions will not be answered. See the Timeline for the deadline to submit questions.

### **Additional Technical Assistance**

Potential Applicants may schedule an appointment with SANDAG Grants staff for additional technical assistance. SANDAG Grants staff will schedule appointments between the release of the Call for Projects and the deadline to submit questions through BidNet. SANDAG Grants staff will try to accommodate appointment requests, but cannot guarantee availability, especially near the deadline to submit questions through BidNet. Applicants are encouraged to request technical assistance at least two weeks prior to the deadline to submit questions through BidNet. To schedule an appointment, email [grantsdistribution@sandag.org](mailto:grantsdistribution@sandag.org).

## **4.4. Submittal Instructions**

Applicants shall submit application documents via BidNet, available at <https://www.bidnetdirect.com/sandag/sandag-grants>. Applications submitted by mail, facsimile, or email in lieu of electronic copies uploaded onto the online portal will not be accepted. Any application that has missing pages or cannot be opened for any reason may be considered nonresponsive. In the event of a conflict between BidNet and the Call for Projects or the Application, the Call for Projects and the Application shall prevail.

Applicants are responsible for fully uploading their entire application through BidNet before the stated deadline. SANDAG has prepared several guides to assist prospective applications with accessing and navigating BidNet. The following materials are available on the SANDAG grants web page, available at: <https://www.sandag.org/funding/grant-programs>:

- BidNet Registration Guide
- BidNet Frequently Asked Questions
- BidNet Vendor Navigation Guide

It is the Applicant's sole responsibility to contact BidNet to resolve any technical issues related to electronic submittal, including, but not limited to, registering as a vendor, updating password, updating profiles, uploading/downloading documents, and submitting an electronic application, prior to the submission deadline. BidNet's Vendor Support team is available Monday-Friday from 5 a.m. to 5 p.m. Pacific Time at (800) 835-4603 or [e-procurementsupport@bidnet.com](mailto:e-procurementsupport@bidnet.com).

## **4.5. California Public Records Act**

All applications submitted in response to this Call for Projects and all communications and information provided to SANDAG become the property of SANDAG and public records and may be subject to public review or disclosure per [SANDAG Board Policy No. 015: Records Management](#).

## **4.6. Revisions or Cancellation of the Call for Projects**

SANDAG reserves the right to cancel or revise, for any or no reason, in part or its entirety, this Call for Projects. If SANDAG revises or cancels the Call for Projects before the application deadline, Applicants will be notified by email. Changes to the Call for Projects will be made via an addendum, which will be available on BidNet. This Call for Projects does not commit SANDAG to award a grant, defray any costs incurred in preparing an application under this Call for Projects, or procure or contract for work. Failure to award funding to an Applicant will not result in a cause of action against SANDAG.

## 5. Application Review Process

Once the Call for Projects application window closes, eligibility and responsiveness reviews of all submitted applications are conducted. During these reviews, SANDAG reserves the right to request additional information and/or clarification from any or all Applicants but is not required to do so. Applications deemed eligible and responsive are forwarded to evaluators to review and score. Below is more information on these review processes.

### 5.1. Eligibility Review

After the Application Deadline, SANDAG Grants staff reviews submitted applications to determine if they meet the Eligibility Requirements specified in Section 3 of this Call for Projects. The following is a non-exhaustive list of reasons a proposed grant will be deemed ineligible:

- The Applicant is neither a local governmental agency nor a private nonprofit organization.
- The Applicant requesting Senior Mini-Grant funds did not submit a mobility management or operating grant. The Applicant requesting Section 5310 funds did not submit a capital, mobility management, or operating grant.
- The Applicant fails to provide Matching Funds.
- For the Senior Mini-Grant program, the grant service area is outside San Diego County. For the Section 5310 program, the grant service area is outside the large, urbanized areas of San Diego County.
- The grant fails to meet the Needs Accommodation Policy, including the requirement that at least 80% of service is for the target population. For the Senior Mini-Grant program, the target population is individuals 60 years old and older. For the Section 5310 program, the target population is individuals 65 years old and older and/or individuals with disabilities.
- The project is not derived from the 2020 Coordinated Plan.
- The Applicant fails to submit a Board Policy No. 035 Resolution by the deadline set forth in the Policy.

### 5.2. Responsiveness Review

- *Concurrently with the eligibility review, SANDAG Grants staff reviews submitted applications for responsiveness. Below is a non-exhaustive list of Application Materials that if missing or substantially incomplete from the Application submittal will cause the Application to be deemed nonresponsive. A substantially incomplete Application Material is a submitted form or document in response to this Call for Projects that provides less than half of the required information or contains major deficiencies that if cured would impact the competitive selection process.*  
Organization Application

- Grant Application(s)
- Grant Scope, Schedule, and Budget Form (for capital contracted transportation service, mobility management, and operating grants)
- Budget Justification (for capital contracted transportation service, mobility management, and operating grants)
- Vehicle and Other Equipment Scope and Budget Form (for vehicle and other equipment grants)
- Vehicle Selection and Budgeting Tool (for vehicle and other equipment grants)

### **5.3. Notice of Ineligibility or Non-responsiveness**

If an application is deemed ineligible or nonresponsive, SANDAG Grants staff notifies the Applicant in writing, states the document(s) or other information that was missing from the application submission, and provides instructions on how the Applicant can protest the determination of ineligibility or nonresponsiveness. Unless a protest is filed and substantiated, an application that was deemed ineligible or nonresponsive does not continue in the competitive selection process.

### **5.4. Notice to Cure Application Deficiencies**

During the application review phase, SANDAG Grants staff also checks eligible and responsive applications for consistency with the call for project instructions and accuracy of submitted data and information. SANDAG may provide an Applicant with identified deficiencies an opportunity to correct or cure their applications if those corrections do not impact the competitive selection process. SANDAG staff, in their sole discretion, will determine whether an application can be cured without impacting the competitive selection process.

If staff identifies application deficiencies that an Applicant may cure without impacting the competitive process, staff will send a Notice to Cure Application Deficiencies to the Applicant in writing. This notice identifies the application deficiencies, states the correction needed, and provides a deadline for the Applicant to correct the deficiencies. If an Applicant fails to correct the identified deficiencies by the deadline stated in the notice, the Applicant's application will be provided to the evaluation committee with a notification that the Applicant failed to address the deficiencies.

### **5.5. Pre-Award Risk Assessment**

During the application review phase, staff will also perform a pre-award risk assessment of eligible and responsive applications. A pre-award risk assessment is an examination of an Applicant's fiscal and operational capabilities to specifically assess the risk associated with allowing the Applicant to expend grant funds and carry out the proposed project(s). A pre-award risk assessment will include SANDAG staff verification through SAM.gov that an Applicant has not been suspended, debarred, or otherwise excluded from receiving federal funding. It also may include a review of the Applicant's financial statements, audit findings,



and past performance in managing previous grant awards. The results of the pre-award risk assessment may inform the level of monitoring SANDAG conducts of awarded Applicants and could be considered during the development of the funding recommendations.

## 6. Application Award Process

During the application award process, eligible and responsive applications are scored based on qualitative and quantitative evaluation criteria approved by the Board of Directors and included in this Call for Projects to determine how the limited STGP funding should be allocated and how submitted grant applications should be prioritized. During this process, SANDAG Grants staff also ensure that federal and other programmatic requirements are met.

### 6.1. Qualitative Scoring

Qualitative or subjective criteria are those criteria in which discretion is needed to provide a score. Qualitative criteria often seek to evaluate how well an Applicant responded to an application question or how well the proposed grant will achieve a stated goal. Evaluators external to SANDAG are responsible for scoring eligible and responsive applications based on the qualitative criteria.

#### **Selection of Evaluators for Qualitative Scoring**

SANDAG Grants staff seek qualified members of the public to serve as external evaluators. Prospective external evaluators are provided with the names of Applicants and any sub-applicants, evaluator guidelines, a declaration concerning conflicts for grant program evaluators, a confidentiality agreement, and a short questionnaire to assess evaluator qualifications.

From the pool of prospective external evaluators, staff select at least three, but no more than five external evaluators for each funding source who:

- are familiar with the San Diego region and the STGP goals and objectives.
- have diverse expertise in fields related to specialized transportation.
- do not have a prohibited conflict of interest with any of the Applicants or proposed grants that would preclude a fair evaluation.
- agree to keep confidential information related to the Call for Projects protected from disclosure.

#### **Evaluator Materials and Instructions**

Once external evaluators have been selected, SANDAG staff create two evaluation panels, one for each funding source, and provides the evaluators resources such as:

- Submitted application materials from eligible and responsive Applicants.
- An evaluator score sheet
- Evaluation criteria (see Appendix A).
- A scoring rubric (see Appendix B).

- Technical instructions for evaluators to navigate submitted Application Materials and accurately record their scores.

Additionally, SANDAG requires evaluators to attend an evaluator training session. This training reviews the Call for Projects materials in depth, including the scoring rubric evaluators will use and the score sheet where evaluators will provide their scores. The training ensures that all evaluators are provided the same information, have an opportunity to ask questions, and fully understand the work they will be conducting.

External evaluators are also instructed to avoid scoring a response as a zero unless an Applicant's response is left blank or is so incomplete or incoherent that the evaluator cannot reasonably understand or infer the meaning of the response. Furthermore, external evaluators are instructed to only evaluate applications based on the content of the submitted application materials, not outside sources such as the Internet.

Once SANDAG staff review all submitted scores from evaluators, SANDAG holds mandatory evaluator panel meetings to discuss the applications and individual evaluator scores and encourage consensus among the evaluators. Evaluators may change their scores based on the discussion at the evaluator panel meetings but are not required to do so. SANDAG staff take notes during the evaluator panel meetings that can be provided to unsuccessful applicants upon request, following the adoption of the awards by the SANDAG Board of Directors.

## **6.2. Quantitative Scoring**

SANDAG staff score eligible and responsive applications based on the quantitative criteria approved by the Board of Directors. Points associated with quantitative criteria undergo a quality assurance/quality control review to ensure data used in the quantitative scoring process are accurate and points are awarded appropriately.

## **6.3. Evaluation Criteria**

Applications will be scored based on how well they respond to the Evaluation Criteria shown in Appendix A. Qualitative criteria are differentiated from quantitative criteria in Appendix A.

## **6.4. Scoring Rubric**

The Scoring Rubric is a guide for SANDAG staff and external evaluators to score responses to quantitative and quantitative questions, respectively, based on the Evaluation Criteria. During the qualitative scoring process, SANDAG will provide the Scoring Rubric to external evaluators. See Appendix B.

## **6.5. Calculation of Total Application Scores**

Once the evaluation and scoring phase is complete, each grant application receives an Average Qualitative Score. This score is calculated by summing all evaluator scores for that grant application and dividing by the number of evaluators. The grant application's Average Qualitative Score is added to the quantitative score(s), producing a Total Application Score.

## **6.6. Minimum Total Score**

To ensure STGP funds support quality grants, an application must receive a Total Application Score that is equal to or exceeds 70 points to be eligible for funding.

## **6.7. Preliminary Funding Recommendations**

SANDAG will develop preliminary funding recommendations in decreasing Total Application Score order (from highest to lowest).

## **6.8. Traditional and Nontraditional Section 5310 Grants**

When developing funding recommendations for the Section 5310 program, SANDAG Grants staff ensure that at least 55% of the Section 5310 apportionment is recommended to be awarded to traditional Section 5310 grants. The remaining 35% of the Section 5310 apportionment (not including the 10% of the funding used for program administration) is recommended to be awarded to the highest scoring of all remaining (traditional and nontraditional) Section 5310 grants based on the Total Application Score.

## **6.9. Tiebreakers**

If two or more grants receive the same Total Application Score, the following criteria in descending order will be used as the tiebreaker:

- Criterion 2C: the extent to which the Applicant demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term
- Criterion 1A: the extent to which the Applicant has experience in successfully managing grant-funded transportation services benefiting the Target Population
- Criterion 5B: the extent to which the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service

## **6.10. Quality Assurance/Quality Control Check**

Preliminary funding recommendations undergo a quality assurance/quality control check to verify the accuracy of the results based on the processes described above. Any errors are identified and corrected before the preliminary funding recommendations proceed.

## **6.11. Partial Awards**

Given the competitive nature of the grant program and the finite amount of funds available through this Call for Projects, Applicants may be recommended to receive a partial award. Additionally, SANDAG may choose to rollover any remaining funds not awarded through this Call for Projects to a future Call for Projects. SANDAG handles partial awards differently based on the scalability of a grant. SANDAG at its sole discretion will determine whether a grant is scalable or non-scalable.

## **Scalable Grants**

Applicants whose grants are recommended for partial award and are scalable will be required to work with SANDAG staff prior to grant agreement execution to alter the Grant Scope, Schedule, and Project Budget, submitted as a part of the application to reflect the partial award. See the SANDAG Specialized Transportation Program Management Plan on the STGP web page for more information.

## **Non-scalable Grants**

Applicants whose grants are recommended for partial award and are non-scalable will be asked if they would like to accept the partial funding award with the condition that the entire grant as proposed in the Grant Scope of Work included in the application must be completed. The Applicant will be required to contribute Matching Funds to complete the Grant Scope of Work to “make the project whole.” If an Applicant cannot provide the necessary Matching Funds and declines the partial funding award, the award will be offered to the grant with the next highest Total Application Score. If no Applicant accepts the funding, the funding will be kept within the grant program and may be rolled over to future funding cycles.

## **6.12. Social Equity Analysis of Section 5310 Funding Recommendations**

Per federal requirements, SANDAG conducts a social equity analysis of the Section 5310 funding recommendations to determine whether the recommendations would carry a Disparate Impact or Disproportionate Burden for People of Color (POC) and Low-income Populations, respectively. If the social equity analysis finds a potential Disparate Impact or Disproportionate Burden, SANDAG will conduct additional investigation and consider alternatives and mitigation that would reduce the impact or burden consistent with this Call for Projects. SANDAG reserves the right to adjust the funding recommendations for the Section 5310 program if a Disparate Impact or Disproportionate Burden is found. See the SANDAG Specialized Transportation Program Management Plan available on the STGP web page for information on the social equity analysis methodology.

## **6.13. Notice of Intent to Award and Protests**

Once the funding recommendations have been finalized, staff emails a Notice of Intent to Award. See the Timeline for the Notice of Intent to Award. SANDAG Grant Program Protest Procedures may be obtained on the [SANDAG Grants web page](#).

The Senior Mini-Grant funding recommendations are presented to the TransNet Independent Taxpayer Oversight Committee, which maintains oversight of the TransNet Senior Mini-Grant program. The Section 5310 and Senior Mini-Grant funding recommendations are presented to the Transportation Committee, which has purview over both the Senior Mini-Grant and Section 5310 programs, for recommendation to the Board.

## **6.14. Notice of Award and Funding Contingency List**

The Senior Mini-Grant funding recommendations are presented to the Independent Taxpayer Oversight Committee, which maintains oversight of the TransNet Senior Mini-Grant program. The Section 5310 and Senior Mini-Grant funding recommendations are presented to the SANDAG Transportation Committee, which has purview over both the Senior Mini-Grant and Section 5310 programs, for recommendation to the Board.

Pending the recommendation of the SANDAG Transportation Committee, the SANDAG Board of Directors is asked to approve the proposed funding recommendations and authorize staff to execute grant agreements with Applicants whose grants are recommended for funding. If an Applicant is unable to use its awarded funds on its selected grants(s) or more funding become available, staff may be authorized until the release of the next STGP Call for Projects to offer funding to the grant with the next highest Total Application Score that meet(s) the minimum Total Application Score requirement. Upon approval by the SANDAG Board of Directors, the awards become final. See the Timeline for the Notice of Award.

# Appendix A: Evaluation Criteria

Below is a summary of the evaluation criteria categories across all grant types followed by evaluation criteria details by grant type. Quantitative evaluation criteria are indicated with an asterisk.

## Evaluation Criteria Summary

No.	Criteria Category	Points Possible
1.	Applicant Experience, Capacity, and Readiness	15
2.	Need and Equity	20
3.	Operational/Implementation Plan	10
4.	Stewardship of Public Funds	15
5.	Coordination and Outreach	10
6.	Environmental Responsibility	5
7.	Proposed Performance Measures	10
8.	Performance Monitoring and Outcomes	15
Subtotal		100
9.	Past Performance Adjustment	-15 to +5
Total		85 to 105

## Evaluation Criteria Details: Contract Transportation Service and Operating Grants

No.	Criteria	Points Possible
<b>1.</b>	<b>Applicant Experience, Capacity, and Readiness</b>	
A.	The extent to which the Applicant has experience in successfully managing grant-funded transportation services benefiting the Target Population <sup>1</sup>	5
B.	The extent to which the Applicant demonstrates its technical capacity for implementing the proposed STGP-funded service, including, but not limited to, sufficient staffing resources; data management and tracking capabilities; and policies and procedures for ethics, third-party contracting, internal controls, financial management, and allowability of costs	5
C.	The extent to which the Applicant demonstrates its fiscal stability and readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants and maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term	5
<b>2.</b>	<b>Need and Equity</b>	
A.	The percentage of those served by the proposed service that are members of the Target Population, as indicated in the Scope of Work*	Less than 80% = 0 pts 80-84% = 1 pt 85-89% = 2 pts 90-94% = 3 pts 95-99% = 4 pts 100% = 5 pts
B.	The extent to which the Applicant describes how specialized transportation services in the proposed service area are insufficient, inappropriate, unaffordable, or geographically unavailable	5
C.	The extent to which the Applicant demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term	5
D.	The extent to which the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond	5

<sup>1</sup> For the Section 5310 program, the Target Population is both older adults (age 65 and older) and individuals with disabilities. For the Senior Mini-Grant program, the Target Population is individuals who are age 60 and older.



No.	Criteria	Points Possible
	to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes)	
<b>3.</b>	<b>Operational/Implementation Plan</b>	
A.	The extent to which the Applicant describes a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, as demonstrated by the Scope of Work, which may include Innovative concepts and technology to be used in scheduling/dispatching trips	5
B.	The robustness of the protocols the Applicant has or would implement to keep passengers and drivers safe	5
<b>4.</b>	<b>Stewardship of Public Funds</b>	
A.	The extent to which the proposed budget and Scope of Work demonstrate effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed	5
B.	The extent to which the Budget Narrative thoroughly explains how each proposed cost was determined and is justified, describes how any passenger fares or fees are affordable, and discusses how the proposed cost per one-way passenger trip is justified given the proposed service	5
C.	The extent to which matching funds have been or will be secured and the match source(s) is/are stable	5
<b>5.</b>	<b>Coordination and Outreach</b>	
A.	The extent to which the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery, as supported by three Letters of Support.	5
B.	The extent to which the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service	5
<b>6.</b>	<b>Environmental Responsibility</b>	
A.	The degree to which the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through zero-emission or low emission vehicles, efficient routing and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms	5
<b>7.</b>	<b>Proposed Performance Measures</b>	
A.	The proposed Minimum Service Hours per Week, as indicated in the Scope of Work*	0 – 19 hrs = 0 pts 20 – 24 hrs = 1 pt

No.	Criteria	Points Possible
		25 – 29 hrs = 2 pts 30 – 34 hrs = 3 pts 35 – 39 hrs = 4 pts 40+ hrs = 5 pts
B.	The cost per One-Way Passenger Trip (OWPT), as indicated in the Scope of Work*	\$75+ = 0 pts \$60 – 74 = 1 pt \$45 – 59 = 2 pts \$30 – 44 = 3 pts \$15 – 29 = 4 pts \$14 or less = 5 pts
<b>8. Performance Monitoring and Outcomes</b>		
A.	The robustness of the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement	5
B.	The robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant	5
C.	The robustness of the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no shows through surveys or other methods, and use this input to inform enhancements to service delivery	5
<b>Total</b>		<b>100</b>

## Evaluation Criteria Details: Mobility Management Grants

No.	Criteria	Points Possible
<b>1. Applicant Experience, Capacity, and Readiness</b>		
A.	The extent to which the Applicant has experience in successfully managing grant-funded transportation services benefiting the Target Population <sup>2</sup>	5
B.	The extent to which the Applicant demonstrates its technical capacity for implementing the proposed STGP-funded service, including, but not limited to, sufficient staffing resources; data management and tracking capabilities; policies and procedures for ethics, third-party contracting, internal controls, financial management, and allowability of costs	5
C.	The extent to which the Applicant demonstrates its fiscal stability and readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants and maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term	5
<b>2. Need and Equity</b>		
A.	The percentage of those served by the proposed service that are members of the Target Population, as indicated in the Scope of Work*	Less than 80% = 0 pts 80-84% = 1 pt 85-89% = 2 pts 90-94% = 3 pts 95-99% = 4 pts 100% = 5 pts
B.	The extent to which the Applicant describes how specialized transportation mobility management services in the proposed service area are insufficient, inappropriate, or geographically unavailable	5
C.	The extent to which the Applicant demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term	5
D.	The extent to which the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond	5

<sup>2</sup> For the Section 5310 program, the Target Population is both older adults (age 65 and older) and individuals with disabilities. For the Senior Mini-Grant program, the Target Population is individuals who are age 60 and older.

No.	Criteria	Points Possible
	to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes)	
<b>3.</b>	<b>Operational/Implementation Plan</b>	
A.	The extent to which the Applicant describes a clear and feasible service plan to deliver the proposed mobility management activities, as demonstrated in the Scope of Work, which may include innovative concepts and technology to be used	10
<b>4.</b>	<b>Stewardship of Public Funds</b>	
A.	The extent to which the proposed budget and Scope of Work demonstrate effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed	5
B.	The extent to which the Budget Narrative thoroughly explains how each proposed cost was determined and is justified	5
C.	The extent to which matching funds have been or will be secured, and the match source(s) is/are stable	5
<b>5.</b>	<b>Coordination and Outreach</b>	
A.	The extent to which the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery, as supported by three Letters of Support	5
B.	The extent to which the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service	5
<b>6.</b>	<b>Environmental Responsibility</b>	
A.	The degree to which the proposed service promotes healthier air and reduces greenhouse gas emissions or vehicle miles traveled through mechanisms such as the promotion and/or dissemination of information about environmentally responsible or more efficient transportation options available in the region	5
<b>7.</b>	<b>Proposed Performance Measures</b>	
A.	The proposed Minimum Service Hours per Week, as indicated in the Scope of Work*	0 - 19 hrs = 0 pts 20 - 24 hrs = 1 pt 25 - 29 hrs = 2 pts 30 - 34 hrs = 3 pts

No.	Criteria	Points Possible
		35 - 39 hrs = 4 pts 40+ hrs = 5 pts
B.	The extent to which the Applicant provides clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service, as indicated in the Scope of Work	5
<b>8. Performance Monitoring and Outcomes</b>		
A.	The robustness of the Applicant's plan to monitor the proposed service's performance, track user data, and strive for continuous improvement	5
B	The robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service.	5
C.	The robustness of the Applicant's system to receive input from the grant's beneficiaries through surveys or other methods, and use this input to inform enhancements to service delivery	5
<b>Total</b>		<b>100</b>

## Evaluation Criteria Details: Vehicle and Other Equipment Grants

No.	Criteria	Points Possible
<b>1.</b>	<b>Applicant Experience, Capacity, and Readiness</b>	
A.	The extent to which the Applicant has experience in successfully managing grant-funded transportation services benefiting the Target Population <sup>3</sup>	5
B.	The extent to which the Applicant demonstrates its technical capacity for implementing the proposed STGP-funded service, including, but not limited to, sufficient staffing resources; data management and tracking capabilities; policies and procedures for ethics, third-party contracting, internal controls, and financial management	5
C.	<p>The extent to which the Applicant demonstrates its fiscal stability and readiness to maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term, including the below milestones:</p> <p>October 2025: Execution of the Section 5310 grant agreement</p> <p>January 2026: Purchase of vehicles and other equipment through sufficient matching funds</p> <p>Summer 2026: Vehicle delivery and start of service through the end of minimum useful life.</p>	5
<b>2.</b>	<b>Need and Equity</b>	
A.	The percentage of those served by the proposed service that are members of the Target Population, as indicated in the Scope of Work*	<p>Less than 80% = 0 pts</p> <p>80-84% = 1 pt</p> <p>85-89% = 2 pts</p> <p>90-94% = 3 pts</p> <p>95-99% = 4 pts</p> <p>100% = 5 pts</p>
B.	The extent to which the Applicant describes how specialized transportation services in the proposed service area are insufficient, inappropriate, unaffordable, or geographically unavailable	5
C.	The extent to which the Applicant demonstrates how the proposed service will uniquely and urgently meet one or	5

<sup>3</sup> For the Section 5310 program, the Target Population is both older adults (age 65 and older) and individuals with disabilities. For the Senior Mini-Grant program, the Target Population is individuals who are age 60 and older.

No.	Criteria	Points Possible
	more specialized transportation needs through the grant term	
D.	The extent to which the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes)	5
<b>3. Operational/Implementation Plan</b>		
A.	The extent to which the Applicant describes a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, as demonstrated by the Scope of Work, which may include innovative concepts and technology to be used in scheduling/dispatching trips	5
B.	The degree to which the Applicant would store the requested vehicle(s) and other equipment in one or more secure locations and maintain procedures to mitigate the risk of loss, theft, or abuse, and keep passengers and drivers safe	5
<b>4. Stewardship of Public Funds</b>		
A.	The extent to which the Applicant demonstrates that the requested vehicle(s) and other equipment (including any optional features) are a cost-effective use of public funds and necessary for the type of service proposed	5
B.	The extent to which matching funds have been or will be secured to cover the cost of purchasing the proposed vehicle(s) and other equipment, and these funds would be available to the Applicant through the vehicle and other equipment procurement process	5
C.	The extent to which the Applicant has described the source(s) of revenue the Applicant would use to cover the direct costs <sup>4</sup> of operating the requested vehicle(s) and other equipment through their minimum useful life	5
<b>5. Coordination and Outreach</b>		
A.	The extent to which the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery, as supported by three Letters of Support.	5

<sup>4</sup> Direct vehicle operating costs include, but are not limited to, the following: fuel, tires, oil, repairs, wear items (e.g., tires, breaks, mufflers), preventative maintenance, parts, license and registration renewal fees, insurance, and storage fees.

No.	Criteria	Points Possible
B.	The extent to which the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service	5
<b>6. Environmental Responsibility</b>		
A.	The degree to which the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through zero-emission or low emission vehicles, efficient routing and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms	5
<b>7. Proposed Performance Measures</b>		
A.	The proposed Minimum Service Hours per Week, as indicated in the Scope of Work*	0 - 19 hrs = 0 pts 20 - 24 hrs = 1 pt 25 - 29 hrs = 2 pts 30 - 34 hrs = 3 pts 35 - 39 hrs = 4 pts 40+ hrs = 5 pts
B.	The extent to which the Applicant provides clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service, as indicated in the Scope of Work	5
<b>8. Performance Monitoring and Outcomes</b>		
A.	The robustness of the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement	5
B.	The robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant.	5
C.	The robustness of the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no shows through surveys or other methods, and use this input to inform enhancements to service delivery	5
<b>Total</b>		<b>100</b>



## Evaluation Criteria Details: Past Performance Adjustment (All Grants)\*

A Past Performance Adjustment is a method that would connect information on an Applicant's recent performance for one or more prior Specialized Transportation Grant Program (STGP) grants to the Applicant's proposed grant(s) through the STGP. It is intended to discourage poor performance and reward strong performance.

Past Performance Adjustment scores are based on an assessment of an Applicant's performance during a review period. For the STGP Cycle 13 Call for Projects, the Past Performance Adjustment Review Period is July 1, 2023, through June 30, 2024, to coincide with SANDAG's fiscal year, the Specialized Transportation Grant Program monitoring schedule, and the Cycle 13 timeline. Applicants that have never held an STGP grant or applicants that have not held an STGP grant within the Past Performance Adjustment Review Period would not receive a Past Performance Adjustment. Additionally, if the duration of an STGP grant that occurred in the Past Performance Review Period was three months or fewer, SANDAG would exempt this grant from the calculation of the Past Performance Adjustment score due to insufficient performance data.

SANDAG staff uses a standardized monitoring checklist to monitor grantee compliance with its STGP grant agreement(s). Consistent with this monitoring checklist, staff would determine Past Performance Adjustment scores based on three indicators and weights, shown in bold text and discussed below. For the first and third indicators, the monitoring checklist poses multiple questions that an STGP Program Manager completes with "Yes," "No," or "Not applicable." "No" responses may indicate a compliance deficiency. The number of points assigned for the first and third indicators would be based on the percentage of affirmative responses to the total applicable questions.

An Applicant would receive a Past Performance Adjustment score for each STGP grant it has held within the Past Performance Adjustment Review Period. If an Applicant has two or more STGP grants of the same grant type within the Past Performance Review Period, an average of the Past Performance Adjustment scores would be calculated so that the Applicant would receive one Past Performance Adjustment score by grant type. If an Applicant has held an active STGP grant of one grant type within the Past Performance Review Period but is applying for grant funds under a different grant type, then the Past Performance Adjustment score would be based only on the first indicator, Grantee Compliance. Past Performance Adjustment scores would range from -15 to +5 points.

### 1. **Grantee Compliance – (40%) (-6 to +2 points possible)**

This indicator assesses the extent to which STGP grantees comply with cross-cutting requirements applicable to multiple grants and grant types. For Applicants receiving a Past Performance Adjustment, this portion of the Past Performance Adjustment score(s) would be calculated once and applied to all proposed STGP projects submitted by the Applicant. This indicator includes, but is not limited to, the following topics:

- Ethics
- Insurance
- Financial management

- Records retention and audits
- Media and community outreach coordination
- Title VI and Americans with Disabilities Act (ADA)
- Transit Asset Management (TAM)

Points for this indicator would be assigned as shown in the following table:

Percentage of Affirmative Responses to Total Applicable Questions	Points
95-100%	2
90-94%	1
85-89%	0
80-84%	-1
75-79%	-2
70-74%	-3
65-69%	-4
60-64%	-5
0-59%	-6

## 2. Units of Service Delivered (40%) (-6 to +2 points possible)

This indicator compares the actual number of units of service delivered during the Past Performance Review Period to the proportional number of units of service proposed in the STGP Cycle 12 Call for Projects application and agreed to in the grant agreement. For example, if a grantee committed to providing 10,000 one-way passenger trips (OWPTs) in a two-year STGP grant and provided 5,000 OWPTs in the one-year review period, then SANDAG would assess that the grantee reached its performance target. Units of service vary by grant type, but can include number of one-way passenger trips, hours of service, and information referrals.

Points for this indicator would be assigned as shown in the following table:

Performance Quantities Range	Points
10% and above the performance target	2
5-9% above the performance target	1
Within 5% of the performance target	0
5-9% below the performance target	-1
10-14% below the performance target	-2
15-19% below the performance target	-3
20-24% below the performance target	-4
25-29% below the performance target	-5
30% and below the performance target	-6

### 3. Grant Agreement Compliance (20%) (-3 to +1 points possible)

This indicator assesses the extent to which an STGP grantee complies with requirements specific to its STGP grant agreement(s). This indicator includes, but is not limited to, the following topics:

- Scope of Work compliance
- Grant reporting
- Allowable Costs
- Needs Accommodation Policy

Points for this indicator would be assigned as shown in the following table:

Percentage of Affirmative Responses to Total Applicable Questions	Points
95-100%	1.0
90-94%	0.5
85-89%	0.0
80-84%	-0.5
75-79%	-1.0
70-74%	-1.5
65-69%	-2.0
60-64%	-2.5
0-59%	-3.0

## Appendix B: Scoring Rubric

The Scoring Rubric is a guide for SANDAG staff and external evaluators to score responses to quantitative and quantitative questions, respectively, based on the Evaluation Criteria. Below is general scoring guidance followed by specific guidance by grant type and evaluation criterion. Responses to quantitative evaluation criteria are scored by SANDAG staff and are indicated with an asterisk in the Scoring Rubric.

### General Scoring Guidance

Scoring Term(s)	Definition
Clearly and convincingly	to allow easy and accurate perception or interpretation; leaves no margin of doubt and has substantive documentation or evidence
Sufficiently	to an adequate degree with good documentation or evidence
Mostly	to a mostly adequate extent with average documentation or evidence
Partially	to a limited extent with limited documentation or evidence
Minimally	to a minimal extent and without documentation or evidence
Does not demonstrate	unable to address criterion, even to a minimal extent

## Scoring Rubric Details: Contract Transportation Service and Operating Grants

### 1. Applicant Experience, Capacity and Readiness

- A.** The extent to which the Applicant has experience in successfully managing grant-funded transportation services benefiting the Target Population **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population <b>Example:</b> Applicant not only discusses its grant-funded transportation services but also proves how the services have been successful and benefitted the Target Population with historical service data.	5
Sufficiently demonstrates that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population <b>Example:</b> Applicant discusses its grant-funded transportation services, how the services have been successful, and how the services have benefitted the Target Population.	4
Mostly demonstrates that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population <b>Example:</b> Applicant discusses its grant-funded services and generally how the services have benefitted the Target Population but does not demonstrate how these services have been successful.	3
Partially demonstrates that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population <b>Example:</b> Applicant states its transportation services benefit the Target Population but does not demonstrate its experience in successfully managing grants or transportation services for the Target Population.	2
Minimally demonstrates that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population <b>Example:</b> Applicant states general information about the services it provides but does not demonstrate that it has any experience in successfully managing grants or transportation services for the Target Population.	1

Does not demonstrate that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- B.** The extent to which the Applicant demonstrates its technical capacity for implementing the proposed STGP-funded service, including, but not limited to, sufficient staffing resources; data management and tracking capabilities; policies and procedures for ethics, third-party contracting, internal controls, financial management, and allowability of costs **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service  <b>Example:</b> Applicant not only demonstrates that it has sufficient staffing resources; data management and tracking capabilities; policies and procedures for ethics, third-party contracting, internal controls, financial management, and allowability of costs, but also describes other ways to demonstrate its technical capacity.	5
Sufficiently demonstrates that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service  <b>Example:</b> Applicant demonstrates that it has sufficient staffing resources; data management and tracking capabilities; policies and procedures for ethics, third-party contracting, internal controls, financial management, and allowability of costs.	4
Mostly demonstrates that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service  <b>Example:</b> Applicant demonstrates that it has sufficient staffing resources, data management, and tracking capabilities, but only describes a few of its policies and procedures	3
Partially demonstrates that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service  <b>Example:</b> Applicant demonstrates it has sufficient staffing resources and describes some of its policies and procedures.	2
Minimally demonstrates that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service	1

**Example:** Applicant describes its staffing resources but does not address whether they are sufficient and only discusses one or two of its policies and procedures.

Does not demonstrate that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- C.** The extent to which the Applicant demonstrates its fiscal stability and readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants and maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant has the requisite fiscal stability and readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants and maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term <b>Example:</b> Applicant proves its fiscal stability through its reserves, financial statements, or other financial documentation, clearly demonstrates that it would begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2024, for Section 5310 grants, and concisely shows how it would maintain the proposed schedule to meet all proposed deliverables and ensure completion by the end of the grant term.	5
Sufficiently demonstrates that the Applicant has the requisite fiscal stability and readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants and maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term <b>Example:</b> Applicant proves its fiscal stability, demonstrates that it would begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2024, for Section 5310 grants, and shows how it would maintain the proposed schedule to meet proposed deliverables and ensure completion by the end of the grant term.	4
Mostly demonstrates that the Applicant has the requisite fiscal stability and readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants and maintain the proposed schedule	3

so that it meets all proposed deliverables and ensures completion by the end of the grant term

**Example:** Applicant demonstrates its fiscal stability, willingness to meet its proposed deliverables, and ability to maintain the proposed schedule, but does not demonstrate its readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants.

Partially demonstrates that the Applicant has the requisite fiscal stability and readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants and maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term 2

**Example:** Applicant demonstrates its fiscal stability and willingness to meet its proposed deliverables but only partially addresses the proposed schedule.

Minimally demonstrates that the Applicant has the requisite fiscal stability and readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants and maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term 1

**Example:** Applicant states, but does not demonstrate, its fiscal stability and ability to meet its deliverables, and does not address the proposed schedule.

Does not demonstrate that the Applicant has the requisite fiscal stability and readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants and maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

## 2. Need and Equity

- A. The percentage of those served by the proposed service that are members of the Target Population, as indicated in the Scope of Work **(Up to 5 points possible)\***

Applicant Response	Points
100%	5
95-99%	4
90-94%	3



85-89%	2
80-84%	1
Less than 80%	0

- B.** The extent to which the Applicant describes how specialized transportation services in the proposed service area are insufficient, inappropriate, unaffordable, or geographically unavailable **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly describes how specialized transportation services in the proposed service area are insufficient, inappropriate, unaffordable, or geographically unavailable <b>Example:</b> Applicant clearly understands what, if any, specialized transportation services exist in the proposed service area and convincingly describes how they are insufficient, inappropriate, unaffordable, or geographically unavailable	5
Sufficiently describes how specialized transportation services in the proposed service area are insufficient, inappropriate, unaffordable, or geographically unavailable <b>Example:</b> Applicant understands what, if any, specialized transportation services exist in the proposed service area and describes how they are insufficient, inappropriate, unaffordable, or geographically unavailable	4
Mostly describes how specialized transportation services in the proposed service area are insufficient, inappropriate, unaffordable, or geographically unavailable <b>Example:</b> Applicant describes what, if any, specialized transportation services exist in the proposed service area, but only partially describes how they are insufficient, inappropriate, unaffordable, or geographically unavailable	3
Partially describes how specialized transportation services in the proposed service area are insufficient, inappropriate, unaffordable, or geographically unavailable <b>Example:</b> Applicant describes what, if any, specialized transportation services exist in the proposed service area, but only minimally describes how they are insufficient, inappropriate, unaffordable, or geographically unavailable	2
Minimally describes how specialized transportation services in the proposed service area are insufficient, inappropriate, unaffordable, or geographically unavailable <b>Example:</b> Applicant does not describe what specific specialized transportation services exist in the proposed service area but makes a general statement about how they	1

are insufficient, inappropriate, unaffordable, or geographically unavailable.

Does not describe how specialized transportation services in the proposed service area are insufficient, inappropriate, unaffordable, or geographically unavailable 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- C. The extent to which the Applicant demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term <b>Example:</b> Applicant provides ample evidence such as a map to clearly demonstrate that the proposed service is not only unique compared to other specialized transportation services, but also ready to promptly begin and continue through the grant term so that members of the Target Population can swiftly receive and continue receiving the benefits of the proposed service.	5
Sufficiently demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term <b>Example:</b> Applicant provides some evidence to demonstrate how the proposed service will uniquely and urgently meet one specialized transportation need through the grant term	4
Mostly demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term <b>Example:</b> Applicant demonstrates that the proposed service will uniquely meet one or more specialized transportation needs through the grant term but does not address how the proposed service will promptly begin to urgently meet one or more specialized transportation needs.	3
Partially demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term <b>Example:</b> Applicant only demonstrates how the proposed service will uniquely meet a specialized transportation need but does not address the grant term or the urgency with which it would begin the proposed service.	2

Minimally demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term	1
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**Example:** Applicant makes a general statement about how the proposed service is needed but does not demonstrate how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term.

Does not demonstrate how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term	0
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**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- D.** The extent to which the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes)  
(Up to 5 points possible)

Applicant Response	Points
Clearly and convincingly demonstrates how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes) <b>Example:</b> Applicant demonstrates all three elements for this criterion with ample documentation or evidence.	5
Sufficiently demonstrates how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes) <b>Example:</b> Applicant demonstrates all three elements for this criterion with adequate documentation or evidence.	4
Mostly demonstrates how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes) <b>Example:</b> Applicant demonstrates two of the three elements for this criterion.	3

Partially demonstrates how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes) 2

**Example:** Applicant demonstrates one of three elements for this criterion.

Minimally demonstrates how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes) 1

**Example:** Applicant states, but does not demonstrate, one of the three elements for this criterion.

Does not demonstrate how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes) 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

### 3. Operational/Implementation Plan

- A.** The extent to which the Applicant describes a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, as demonstrated by the Scope of Work, which may include innovative concepts and technology to be used in scheduling/dispatching trips

(Up to 5 points possible)

Scope of Work	Points
Clearly and convincingly demonstrates that the Applicant has a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, which may include innovative concepts and technology to be used in scheduling/dispatching trips <b>Example:</b> The proposed Scope of Work is outstanding, clearly showing that the Applicant would deliver effective, safe, and reliable service for passengers.	5
Sufficiently demonstrates that the Applicant has a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, which may include innovative concepts and technology to be used in scheduling/dispatching trips	4

**Example:** The proposed Scope of Work is sufficient, showing that the Applicant would deliver effective, safe, and reliable service for passengers.

Mostly demonstrates that the Applicant has a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, which may include innovative concepts and technology to be used in scheduling/dispatching trips	3
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**Example:** The proposed Scope of Work addresses effectiveness and safety, but not reliable service for passengers.

Partially demonstrates that the Applicant has a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, which may include innovative concepts and technology to be used in scheduling/dispatching trips	2
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**Example:** The proposed Scope of Work is somewhat clear and feasible and describes how the Applicant would provide effective service but does not address safety or reliability.

Minimally demonstrates that the Applicant has a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, which may include innovative concepts and technology to be used in scheduling/dispatching trips	1
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**Example:** Applicant provides a Scope of Work, but it is not clear or feasible and does not address effectiveness, safety, and reliability.

Does not demonstrate that the Applicant has a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, which may include innovative concepts and technology to be used in scheduling/dispatching trips	0
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**Example:** Applicant does not provide a Scope of Work or provides a Scope of Work using an incorrect Scope of Work template for the proposed grant type.

**B. The robustness of the protocols the Applicant has or would implement to keep passengers and drivers safe (Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant has or would implement protocols to keep passengers and drivers safe	5
<b>Example:</b> Applicant has or would implement a robust safety program that may include driver background checks, driver training on transporting older adults and/or individuals with disabilities, preventative maintenance, vehicle inspections, and emergency procedures for accidents.	
Sufficiently demonstrates that the Applicant has or would implement protocols to keep passengers and drivers safe	4

**Example:** Applicant has or would implement a sufficient safety program that may include driver background checks, driver training, and vehicle inspections.

Mostly demonstrates that the Applicant has or would implement protocols to keep passengers and drivers safe 3

**Example:** Applicant has or would conduct driver background checks, periodic vehicle inspections, and preventative maintenance procedures but may not have or implement driver training or emergency procedures.

Partially demonstrates that the Applicant has or would implement protocols to keep passengers and drivers safe 2

**Example:** Applicant has or would conduct driver background checks and preventative maintenance procedures but may not have or implement other elements of a robust safety program.

Minimally demonstrates that the Applicant has or would implement protocols to keep passengers and drivers safe 1

**Example:** Applicant states that it has or will keep passengers and drivers safe but does not address its existing or planned safety protocols.

Does not demonstrate that the Applicant has or would implement protocols to keep passengers and drivers safe 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

#### 4. Stewardship of Public Funds

- A. The extent to which the proposed budget and Scope of Work demonstrate effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed **(Up to 5 points possible)**

Proposed Budget and Scope of Work	Points
Clearly and convincingly demonstrates effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed <b>Example:</b> All proposed tasks and deliverables in the Scope of Work align with the grant type, all proposed expenses appear necessary and reasonable, and the proposed budget is consistent with the Budget Narrative.	5
Sufficiently demonstrates effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed <b>Example:</b> All tasks and deliverables in the Scope of Work align with the grant type, all proposed expenses appear necessary	4

and reasonable, and the proposed budget is generally consistent with the Budget Narrative.

Mostly demonstrates effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed	3
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**Example:** There are a few proposed expenses, tasks, or deliverables in the Scope of Work that appear unnecessary or unreasonable.

Partially demonstrates effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed	2
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**Example:** There are a few proposed expenses that appear unnecessary or unreasonable, and the proposed budget is generally inconsistent with the Budget Narrative or the Scope of Work.

Minimally demonstrates effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed	1
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**Example:** Many tasks and deliverables in the Scope of Work do not align with the grant type, many proposed expenses appear unnecessary or unreasonable, and the proposed budget is minimally consistent with the Budget Narrative.

Does not demonstrate effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed	0
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**Example:** Applicant does not provide a proposed Scope of Work, budget, or Budget Narrative or the three documents are completely inconsistent with each other.

- B.** The extent to which the Budget Narrative thoroughly explains how each proposed cost was determined and is justified, describes how any passenger fares or fees are affordable, and discusses how the proposed cost per one-way passenger trip is justified given the proposed service **(Up to 5 points possible)**

Budget Narrative	Points
Clearly and convincingly explains how each proposed cost was determined and is justified, describes how any passenger fares or fees are affordable, and discusses how the proposed cost per one-way passenger trip is justified given the proposed service	5
<b>Example:</b> The Budget Narrative fully addresses all elements of this criterion and provides detailed calculations that align with the proposed budget.	
Sufficiently explains how each proposed cost was determined and is justified, describes how any passenger fares or fees are	4

affordable, and discusses how the proposed cost per one-way passenger trip is justified given the proposed service

**Example:** The Budget Narrative adequately addresses all elements of this criterion with evidence of calculations to support the proposed budget.

Mostly explains how each proposed cost was determined and is justified, describes how any passenger fares or fees are affordable, and discusses how the proposed cost per one-way passenger trip is justified given the proposed service

3

**Example:** The Budget Narrative explains how each proposed cost was determined and is justified and discusses how the proposed cost per one-way passenger trip is justified but does not address affordability for passengers.

Partially explains how each proposed cost was determined and is justified, describes how any passenger fares or fees are affordable, and discusses how the proposed cost per one-way passenger trip is justified given the proposed service

2

**Example:** The Budget Narrative somewhat explains how each proposed cost was determined and is justified but does not address affordability for passengers and the proposed cost per one-way passenger trip.

Minimally explains how each proposed cost was determined and is justified, describes how any passenger fares or fees are affordable, and discusses how the proposed cost per one-way passenger trip is justified given the proposed service

1

**Example:** The Budget Narrative only explains how a few proposed costs were determined and are justified and does not address affordability for passengers and the proposed cost per one-way passenger trip.

Does not explain how each proposed cost was determined and is justified, describe how any passenger fares or fees are affordable, and discuss how the proposed cost per one-way passenger trip is justified given the proposed service

0

**Example:** The Budget Narrative is missing.

- C.** The extent to which matching funds have been or will be secured and the match source(s) is/are stable **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that matching funds have been or will be secured and the match source(s) is/are stable	5
<b>Example:</b> Applicant demonstrates that it has or will have sufficient matching funds and leaves no margin of doubt through evidence and documentation that these matching	



funds will be available to the Applicant if awarded STGP funding.	
Sufficiently demonstrates that matching funds have been or will be secured and the match source(s) is/are stable <b>Example:</b> Applicant provides a letter from an outside funder committing to provide matching funds	4
Mostly demonstrates that matching funds have been or will be secured and the match source(s) is/are stable <b>Example:</b> Applicant provides sufficient matching funds but relies only on proposed SANDAG grant funding for specialized transportation funding.	3
Partially demonstrates that matching funds have been or will be secured and the match source(s) is/are stable <b>Example:</b> Applicant provides sufficient matching funds, but the match source(s) is/are mostly unstable or unsecure.	2
Minimally demonstrates that matching funds have been or will be secured and the match source(s) is/are stable <b>Example:</b> Applicant provides some matching funds but these funds are insufficient, and the match source(s) is/are unstable.	1
Does not demonstrate that matching funds have been or will be secured and the match source(s) is/are stable <b>Example:</b> The proposed budget is missing or does not include matching funds.	0

## 5. Coordination and Outreach

- A.** The extent to which the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery, as supported by three Letters of Support.

**(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery, as supported by three Letters of Support <b>Example:</b> Applicant provides three Letters of Support that convincingly demonstrate that the Applicant coordinates well with a variety of other specialized transportation providers and proves that its authentic and robust coordination addresses gaps, avoids duplicating cost-effective services, and enhances service delivery.	5

Sufficiently demonstrates that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery, as supported by three Letters of Support	4
<p><b>Example:</b> Applicant provides three Letters of Support that demonstrate that the Applicant coordinates well with a variety of other specialized transportation providers and proves that its coordination addresses gaps, avoids duplicating cost-effective services, and enhances service delivery.</p>	
Mostly demonstrates that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery	3
<p><b>Example:</b> Applicant provides two Letters of Support, and the letters demonstrate that the Applicant coordinates well with a few specialized transportation providers, and that its coordination addresses gaps, avoids duplicating cost-effective services, and enhances service delivery.</p>	
Partially demonstrates that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery	2
<p><b>Example:</b> Applicant provides one Letter of Support, and the letter demonstrates that the Applicant coordinates with a few specialized transportation providers and states that its coordination addresses gaps, avoids duplicating cost-effective services, and enhances service delivery.</p>	
Minimally demonstrates that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery	1
<p><b>Example:</b> Applicant states in its response that it coordinates with one or more specialized transportation providers but does not provide any Letters of Support to demonstrate its coordination efforts.</p>	
Does not demonstrate that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery	0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- B.** The extent to which the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service <b>Example:</b> Applicant proves that it has involved or will involve members of the Target Population through identification of focus groups, surveys, or other methods it will use, and thoroughly demonstrates that it considers this involvement in the planning or continued operation of the proposed service.	5
Sufficiently demonstrates that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service <b>Example:</b> Applicant proves that it has involved or will involve members of the Target Population by identification of the groups that will be reached and adequately demonstrates that it will consider this involvement in the planning or continued operation of the proposed service.	4
Mostly demonstrates that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service <b>Example:</b> Applicant mostly proves that it has involved or will involve members of the Target Population and mostly demonstrates that it will consider this involvement in the planning or continued operation of the proposed service.	3
Partially demonstrates that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service <b>Example:</b> Applicant states that it has communicated to or will communicate to a few members of the Target Population regarding the proposed service but does not demonstrate their involvement in the proposed service.	2
Minimally demonstrates that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service <b>Example:</b> Applicant solely relies on the SANDAG Coordinated Plan or other regional planning documents to demonstrate that it has involved members of the Target Population in the planning or continued operation of the proposed service.	1

Does not demonstrate that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

## 6. Environmental Responsibility

- A.** The degree to which the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through zero-emission or low-emission vehicles, efficient routing and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through zero-emission or low-emission vehicles, efficient routing and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms <b>Example:</b> Applicant will use one or more zero-emission vehicles to provide service.	5
Sufficiently demonstrates that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through zero-emission or low-emission vehicles, efficient routing, and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms <b>Example:</b> Applicant will use one or more low-emission vehicles to provide service.	4
Mostly demonstrates that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through zero-emission or low-emission vehicles, efficient routing and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms <b>Example:</b> Applicant mostly demonstrates that its routing and scheduling are efficient.	3
Partially demonstrates that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through zero-emission or low-emission vehicles, efficient routing and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms <b>Example:</b> Applicant partially demonstrates that its routing and scheduling are efficient but does not address whether the vehicles that would provide the proposed service are zero-emission or low-emission vehicles.	2

Minimally demonstrates that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through zero-emission or low-emission vehicles, efficient routing and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms

1

**Example:** Applicant states, but does not demonstrate, that its routing and scheduling are efficient, and does not address whether the vehicles that would provide the proposed service are zero-emission or low-emission vehicles.

Does not demonstrate that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through zero-emission or low-emission vehicles, efficient routing and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms

0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

## 7. Proposed Performance Measures

- A. The proposed Minimum Service Hours per Week, as indicated in the Scope of Work **(Up to 5 points possible)\***

Scope of Work	Points
40 or more hours	5
35 – 39 hours	4
30 – 34 hours	3
25 – 29 hours	2
20 – 24 hours	1
0 – 19 hours	0

- B. The cost per One-Way Passenger Trip (OWPT), as indicated in the Scope of Work **(Up to 5 points possible)\***

Scope of Work	Points
\$14 or less	5
\$15 – \$29	4
\$30 – \$44	3
\$45 – \$59	2
\$60 – \$74	1
\$75 or more	0

## 8. Performance Monitoring and Outcomes

- A. The robustness of the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement  
(Up to 5 points possible)

Applicant Response	Points
Clearly and convincingly demonstrates the robustness of the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement <b>Example:</b> Applicant thoroughly proves that it has a robust system to monitor performance and track passenger data, and cites examples and data of how it has striven for continuous improvement	5
Sufficiently demonstrates the robustness of the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement <b>Example:</b> Applicant proves that it has a system to monitor performance and track passenger data, and cites an example of when it strove for continuous improvement	4
Mostly demonstrates the robustness of the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement <b>Example:</b> Applicant proves that it has a system to monitor performance and track passenger data but does not address its plan to strive for continuous improvement.	3
Partially demonstrates the robustness of the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement <b>Example:</b> Applicant demonstrates that it has a plan to track passenger data but does not address its plan to monitor performance and strive for continuous improvement.	2
Minimally demonstrates the robustness of the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement <b>Example:</b> Applicant makes a general statement about the importance of performance monitoring and continuous improvement but does not address its plan to monitor its performance and strive for continuous improvement.	1
Does not demonstrate the robustness of the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement <b>Example:</b> Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.	0

- B.** The robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant <b>Example:</b> Applicant identifies risks to its service, devises a robust plan to mitigate or manage those risks, and convincingly demonstrates with data or evidence that it can deliver reliable service with minimal trip cancellations caused by the Applicant.	5
Sufficiently demonstrates the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant <b>Example:</b> Applicant identifies risks to its service, devises a plan to mitigate or manage those risks, and demonstrates that it can deliver reliable service with minimal trip cancellations caused by the Applicant.	4
Mostly demonstrates the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant <b>Example:</b> Applicant demonstrates it has a plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions but does not sufficiently address how the plan will result in minimal trip cancellations caused by the Applicant.	3
Partially demonstrates the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant <b>Example:</b> Applicant demonstrates it has a plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions but does not address how the plan will result in minimal trip cancellations caused by the Applicant.	2
Minimally demonstrates the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to	1

unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant

**Example:** Applicant states, but does not demonstrate, that it has a plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions.

Does not demonstrate the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant

0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- C. The robustness of the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no-shows through surveys or other methods, and use this input to inform enhancements to service delivery **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates the robustness of the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no-shows through surveys or other methods, and use this input to inform enhancements to service delivery <b>Example:</b> Applicant cites multiple examples when it has not only received input from passengers on the quality of service and reasons for any repeated no-shows but also used this input to inform enhancements to service delivery.	5
Sufficiently demonstrates the robustness of the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no-shows through surveys or other methods, and use this input to inform enhancements to service delivery <b>Example:</b> Applicant cites a few examples when it received input from passengers on the quality of service and reasons for any repeated no-shows and used this input to inform enhancements to service delivery.	4
Mostly demonstrates the robustness of the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no-shows through surveys or other methods, and use this input to inform enhancements to service delivery <b>Example:</b> Applicant demonstrates that it has a robust system to receive input from passengers on the quality of the service and reasons for any repeated no-shows, but it does sufficiently	3



demonstrate how it uses this input to inform enhancements to service delivery.

Partially demonstrates the robustness of the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no-shows through surveys or other methods, and use this input to inform enhancements to service delivery

2

**Example:** Applicant demonstrates that it has a system to receive input from passengers but does not demonstrate that it is robust enough to measure service quality, track reasons for any repeated no-shows, and inform enhancements to service delivery.

Minimally demonstrates the robustness of the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no-shows through surveys or other methods, and use this input to inform enhancements to service delivery

1

**Example:** Applicant states, but does not demonstrate, that it has a robust system to receive input from passengers and does not address service quality, any repeated no-shows, and enhancements to service delivery from input, if any, it receives from passengers.

Does not demonstrate the robustness of the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no shows through surveys or other methods, and use this input to inform enhancements to service delivery

0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

## Scoring Rubric Details: Mobility Management Grants

### 1. Applicant Experience, Capacity and Readiness

- A. The extent to which the Applicant has experience in successfully managing grant-funded transportation services benefiting the Target Population **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population <b>Example:</b> Applicant not only discusses its grant-funded transportation services but also proves how the services have been successful and benefitted the Target Population with historical service data.	5
Sufficiently demonstrates that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population <b>Example:</b> Applicant discusses its grant-funded transportation services, how the services have been successful, and how the services have benefitted the Target Population.	4
Mostly demonstrates that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population <b>Example:</b> Applicant discusses its grant-funded services and generally how the services have benefitted the Target Population but does not demonstrate how these services have been successful.	3
Partially demonstrates that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population <b>Example:</b> Applicant states its transportation services benefit the Target Population but does not demonstrate its experience in successfully managing grants or transportation services for the Target Population.	2
Minimally demonstrates that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population <b>Example:</b> Applicant states general information about the services it provides but does not demonstrate that it has any experience in successfully managing grants or transportation services for the Target Population.	1

Does not demonstrate that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- B.** The extent to which the Applicant demonstrates its technical capacity for implementing the proposed STGP-funded service, including, but not limited to, sufficient staffing resources; data management and tracking capabilities; policies and procedures for ethics, third-party contracting, internal controls, financial management, and allowability of costs **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service  <b>Example:</b> Applicant not only demonstrates that it has sufficient staffing resources; data management and tracking capabilities; policies and procedures for ethics, third-party contracting, internal controls, financial management, and allowability of costs, but also describes other ways to demonstrate its technical capacity.	5
Sufficiently demonstrates that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service  <b>Example:</b> Applicant demonstrates that it has sufficient staffing resources; data management and tracking capabilities; policies and procedures for ethics, third-party contracting, internal controls, financial management, and allowability of costs.	4
Mostly demonstrates that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service  <b>Example:</b> Applicant demonstrates that it has sufficient staffing resources, data management, and tracking capabilities, but only describes a few of its policies and procedures	3
Partially demonstrates that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service  <b>Example:</b> Applicant demonstrates it has sufficient staffing resources and describes some of its policies and procedures.	2
Minimally demonstrates that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service	1

**Example:** Applicant describes its staffing resources but does not address whether they are sufficient and only discusses one or two of its policies and procedures.

Does not demonstrate that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- C.** The extent to which the Applicant demonstrates its fiscal stability and readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants and maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant has the requisite fiscal stability and readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants and maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term <b>Example:</b> Applicant proves its fiscal stability through its reserves, financial statements, or other financial documentation, clearly demonstrates that it would begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2024, for Section 5310 grants, and concisely shows how it would maintain the proposed schedule to meet all proposed deliverables and ensure completion by the end of the grant term.	5
Sufficiently demonstrates that the Applicant has the requisite fiscal stability and readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants and maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term <b>Example:</b> Applicant proves its fiscal stability, demonstrates that it would begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2024, for Section 5310 grants, and shows how it would maintain the proposed schedule to meet proposed deliverables and ensure completion by the end of the grant term.	4
Mostly demonstrates that the Applicant has the requisite fiscal stability and readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants and maintain the proposed schedule	3

so that it meets all proposed deliverables and ensures completion by the end of the grant term

**Example:** Applicant demonstrates its fiscal stability, willingness to meet its proposed deliverables, and ability to maintain the proposed schedule, but does not demonstrate its readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants.

Partially demonstrates that the Applicant has the requisite fiscal stability and readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants and maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term 2

**Example:** Applicant demonstrates its fiscal stability and willingness to meet its proposed deliverables but only partially addresses the proposed schedule.

Minimally demonstrates that the Applicant has the requisite fiscal stability and readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants and maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term 1

**Example:** Applicant states, but does not demonstrate, its fiscal stability and ability to meet its deliverables, and does not address the proposed schedule.

Does not demonstrate that the Applicant has the requisite fiscal stability and readiness to begin the proposed service as soon as July 1, 2025, for Senior Mini-Grants or October 1, 2025, for Section 5310 grants and maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

## 2. Need and Equity

- A. The percentage of those served by the proposed service that are members of the Target Population, as indicated in the Scope of Work **(Up to 5 points possible)\***

Applicant Response	Points
100%	5
95-99%	4
90-94%	3

85-89%	2
80-84%	1
Less than 80%	0

- B.** The extent to which the Applicant describes how specialized transportation mobility management services in the proposed service area are insufficient, inappropriate, or geographically unavailable **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly describes how specialized transportation mobility management services in the proposed service area are insufficient, inappropriate, or geographically unavailable <b>Example:</b> Applicant clearly understands what, if any, specialized transportation mobility management services exist in the proposed service area and convincingly describes how they are insufficient, inappropriate, or geographically unavailable	5
Sufficiently describes how specialized transportation mobility management services in the proposed service area are insufficient, inappropriate, or geographically unavailable <b>Example:</b> Applicant understands what, if any, specialized transportation mobility management services exist in the proposed service area and describes how they are insufficient, inappropriate, or geographically unavailable	4
Mostly describes how specialized transportation mobility management services in the proposed service area are insufficient, inappropriate, or geographically unavailable <b>Example:</b> Applicant describes what, if any, specialized transportation mobility management services exist in the proposed service area, but only partially describes how they are insufficient, inappropriate, or geographically unavailable	3
Partially describes how specialized transportation mobility management services in the proposed service area are insufficient, inappropriate, or geographically unavailable <b>Example:</b> Applicant describes what, if any, specialized transportation mobility management services exist in the proposed service area, but only minimally describes how they are insufficient, inappropriate, or geographically unavailable	2
Minimally describes how specialized transportation mobility management services in the proposed service area are insufficient, inappropriate, or geographically unavailable <b>Example:</b> Applicant does not describe what specific specialized transportation mobility management services exist in the proposed service area but makes a general	1

statement about how they are insufficient, inappropriate, or geographically unavailable.

Does not describe how specialized transportation mobility management services in the proposed service area are insufficient, inappropriate, or geographically unavailable 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- C. The extent to which the Applicant demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term <b>Example:</b> Applicant provides ample evidence such as a map to clearly demonstrate that the proposed service is not only unique compared to other specialized transportation services, but also ready to promptly begin and continue through the grant term so that members of the Target Population can swiftly receive and continue receiving the benefits of the proposed service.	5
Sufficiently demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term <b>Example:</b> Applicant provides some evidence to demonstrate how the proposed service will uniquely and urgently meet one specialized transportation need through the grant term	4
Mostly demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term <b>Example:</b> Applicant demonstrates that the proposed service will uniquely meet one or more specialized transportation needs through the grant term but does not address how the proposed service will promptly begin to urgently meet one or more specialized transportation needs.	3
Partially demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term <b>Example:</b> Applicant only demonstrates how the proposed service will uniquely meet a specialized transportation need but does not address the grant term or the urgency with which it would begin the proposed service.	2

Minimally demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term	1
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**Example:** Applicant makes a general statement about how the proposed service is needed but does not demonstrate how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term.

Does not demonstrate how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term	0
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**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- D.** The extent to which the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes)  
(Up to 5 points possible)

Applicant Response	Points
Clearly and convincingly demonstrates how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes) <b>Example:</b> Applicant demonstrates all three elements for this criterion with ample documentation or evidence.	5
Sufficiently demonstrates how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes) <b>Example:</b> Applicant demonstrates all three elements for this criterion with adequate documentation or evidence.	4
Mostly demonstrates how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes) <b>Example:</b> Applicant demonstrates two of the three elements for this criterion.	3



Partially demonstrates how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes) 2

**Example:** Applicant demonstrates one of three elements for this criterion.

Minimally demonstrates how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes) 1

**Example:** Applicant states, but does not demonstrate, one of the three elements for this criterion.

Does not demonstrate how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes) 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

### 3. Operational/Implementation Plan

- A.** The extent to which the Applicant describes a clear and feasible service plan to deliver the proposed mobility management activities, as demonstrated in the Scope of Work, which may include innovative concepts and technology to be used **(Up to 10 points possible)**

Scope of Work	Points
Clearly and convincingly demonstrates that the Applicant has a clear and feasible service plan to deliver the proposed mobility management activities, which may include innovative concepts and technology to be used <b>Example:</b> The proposed Scope of Work is outstanding, clearly showing that the Applicant would deliver effective mobility management services for the Target Population.	9-10
Sufficiently demonstrates that the Applicant has a clear and feasible service plan to deliver the proposed mobility management activities, which may include innovative concepts and technology to be used	7-8

**Example:** The proposed Scope of Work is sufficient, showing that the Applicant would deliver mobility management services for the Target Population.

Mostly demonstrates that the Applicant has a clear and feasible service plan to deliver the proposed mobility management activities, which may include innovative concepts and technology to be used	5-6
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**Example:** The proposed Scope of Work is mostly clear and feasible, showing that the Applicant would mostly deliver the proposed mobility management services for the Target Population.

Partially demonstrates that the Applicant has a clear and feasible service plan to deliver the proposed mobility management activities, which may include innovative concepts and technology to be used	3-4
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**Example:** The proposed Scope of Work is somewhat clear and feasible, showing that the Applicant may have difficulties delivering the proposed mobility management services for the Target Population.

Minimally demonstrates that the Applicant has a clear and feasible service plan to deliver the proposed mobility management activities, which may include innovative concepts and technology to be used	1-2
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**Example:** Applicant provides an unclear or infeasible Scope of Work, showing that the Applicant likely will have difficulties delivering mobility management services for the Target Population.

Does not demonstrate that the Applicant has a clear and feasible service plan to deliver the proposed mobility management activities, which may include innovative concepts and technology to be used	0
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**Example:** Applicant does not provide a Scope of Work or provides a Scope of Work using an incorrect Scope of Work template for the proposed grant type.

#### 4. Stewardship of Public Funds

- A.** The extent to which the proposed budget and Scope of Work demonstrate effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed **(Up to 5 points possible)**

Proposed Budget and Scope of Work	Points
Clearly and convincingly demonstrates effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed	5
<b>Example:</b> All proposed tasks and deliverables in the Scope of Work align with the grant type, all proposed expenses appear	

necessary and reasonable, and the proposed budget is consistent with the Budget Narrative.

Sufficiently demonstrates effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed 4

**Example:** All tasks and deliverables in the Scope of Work align with the grant type, all proposed expenses appear necessary and reasonable, and the proposed budget is generally consistent with the Budget Narrative.

Mostly demonstrates effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed 3

**Example:** There are a few proposed expenses, tasks, or deliverables in the Scope of Work that appear unnecessary or unreasonable.

Partially demonstrates effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed 2

**Example:** There are a few proposed expenses that appear unnecessary or unreasonable, and the proposed budget is generally inconsistent with the Budget Narrative or the Scope of Work.

Minimally demonstrates effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed 1

**Example:** Many tasks and deliverables in the Scope of Work do not align with the grant type, many proposed expenses appear unnecessary or unreasonable, and the proposed budget is minimally consistent with the Budget Narrative.

Does not demonstrate effective stewardship of public funds such that only necessary and reasonable expenses, tasks, and deliverables are proposed 0

**Example:** Applicant does not provide a proposed Scope of Work, budget, or Budget Narrative or the three documents are completely inconsistent with each other.

- B.** The extent to which the Budget Narrative thoroughly explains how each proposed cost was determined and is justified (**Up to 5 points possible**)

Budget Narrative	Points
Clearly and convincingly explains how each proposed cost was determined and is justified	5
<b>Example:</b> The Budget Narrative fully explains how each proposed cost was determined and is justified with detailed calculations that align with the proposed budget.	

Sufficiently explains how each proposed cost was determined and is justified 4

**Example:** The Budget Narrative adequately explains how each proposed cost was determined and is justified with evidence of calculations to support the proposed budget.

Mostly explains how each proposed cost was determined and is justified 3

**Example:** The Budget Narrative explains how most, but not all, proposed costs were determined and are justified.

Partially explains how each proposed cost was determined and is justified 2

**Example:** The Budget Narrative explains how a few proposed costs were determined and are justified.

Minimally explains how each proposed cost was determined and is justified 1

**Example:** The Budget Narrative explains how a few proposed costs were determined but not how they are justified.

Does not explain how each proposed cost was determined and is justified 0

**Example:** The Budget Narrative is missing.

- C. The extent to which matching funds have been or will be secured and the match source(s) is/are stable (**Up to 5 points possible**)

Applicant Response	Points
Clearly and convincingly demonstrates that matching funds have been or will be secured and the match source(s) is/are stable	5
<b>Example:</b> Applicant demonstrates that it has or will have sufficient matching funds and leaves no margin of doubt through evidence and documentation that these matching funds will be available to the Applicant if awarded STGP funding.	
Sufficiently demonstrates that matching funds have been or will be secured and the match source(s) is/are stable	4
<b>Example:</b> Applicant provides a letter from an outside funder committing to provide matching funds	
Mostly demonstrates that matching funds have been or will be secured and the match source(s) is/are stable	3
<b>Example:</b> Applicant provides sufficient matching funds but relies only on proposed SANDAG grant funding for specialized transportation funding.	
Partially demonstrates that matching funds have been or will be secured and the match source(s) is/are stable	2

**Example:** Applicant provides sufficient matching funds, but the match source(s) is/are mostly unstable or unsecure.

Minimally demonstrates that matching funds have been or will be secured and the match source(s) is/are stable	1
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**Example:** Applicant provides some matching funds but these funds are insufficient, and the match source(s) is/are unstable.

Does not demonstrate that matching funds have been or will be secured and the match source(s) is/are stable	0
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**Example:** The proposed budget is missing or does not include matching funds.

## 5. Coordination and Outreach

- A.** The extent to which the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery, as supported by three Letters of Support. **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery, as supported by three Letters of Support  <b>Example:</b> Applicant provides three Letters of Support that convincingly demonstrate that the Applicant coordinates well with a variety of other specialized transportation providers and proves that its authentic and robust coordination addresses gaps, avoids duplicating cost-effective services, and enhances service delivery.	5
Sufficiently demonstrates that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery, as supported by three Letters of Support  <b>Example:</b> Applicant provides three Letters of Support that demonstrate that the Applicant coordinates well with a variety of other specialized transportation providers and proves that its coordination addresses gaps, avoids duplicating cost-effective services, and enhances service delivery.	4
Mostly demonstrates that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized	3

transportation services, avoid duplicating cost-effective services, and enhance service delivery

**Example:** Applicant provides two Letters of Support, and the letters demonstrate that the Applicant coordinates well with a few specialized transportation providers, and that its coordination addresses gaps, avoids duplicating cost-effective services, and enhances service delivery.

Partially demonstrates that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery 2

**Example:** Applicant provides one Letter of Support, and the letter demonstrates that the Applicant coordinates with a few specialized transportation providers and states that its coordination addresses gaps, avoids duplicating cost-effective services, and enhances service delivery.

Minimally demonstrates that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery 1

**Example:** Applicant states in its response that it coordinates with one or more specialized transportation providers but does not provide any Letters of Support to demonstrate its coordination efforts.

Does not demonstrate that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- B.** The extent to which the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service <b>Example:</b> Applicant proves that it has involved or will involve members of the Target Population through identification of focus groups, surveys, or other methods it will use, and	5

thoroughly demonstrates that it considers this involvement in the planning or continued operation of the proposed service.	
<p>Sufficiently demonstrates that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service</p> <p><b>Example:</b> Applicant proves that it has involved or will involve members of the Target Population by identification of the groups that will be reached and adequately demonstrates that it will consider this involvement in the planning or continued operation of the proposed service.</p>	4
<p>Mostly demonstrates that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service</p> <p><b>Example:</b> Applicant mostly proves that it has involved or will involve members of the Target Population and mostly demonstrates that it will consider this involvement in the planning or continued operation of the proposed service.</p>	3
<p>Partially demonstrates that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service</p> <p><b>Example:</b> Applicant states that it has communicated to or will communicate to a few members of the Target Population regarding the proposed service but does not demonstrate their involvement in the proposed service.</p>	2
<p>Minimally demonstrates that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service</p> <p><b>Example:</b> Applicant solely relies on the SANDAG Coordinated Plan or other regional planning documents to demonstrate that it has involved members of the Target Population in the planning or continued operation of the proposed service.</p>	1
<p>Does not demonstrate that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service</p> <p><b>Example:</b> Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.</p>	0

## 6. Environmental Responsibility

- A. The degree to which the proposed service promotes healthier air and reduces greenhouse gas emissions or vehicle miles traveled through mechanisms such as the promotion and/or dissemination of information about environmentally responsible or more efficient transportation options available in the region **(Up to 5 points possible)**

Applicant Response	Points
<p>Clearly and convincingly demonstrates that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through mechanisms such as the promotion and/or dissemination of information about environmentally responsible or more efficient transportation options available in the region</p> <p><b>Example:</b> Applicant provides ample evidence that it has a robust system to promote information about environmentally responsible transportation options in the region.</p>	5
<p>Sufficiently demonstrates that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through mechanisms such as the promotion and/or dissemination of information about environmentally responsible or more efficient transportation options available in the region</p> <p><b>Example:</b> Applicant provides adequate evidence that it would frequently disseminate information about environmentally responsible transportation options in the region through the proposed service.</p>	4
<p>Mostly demonstrates that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through mechanisms such as the promotion and/or dissemination of information about environmentally responsible or more efficient transportation options available in the region</p> <p><b>Example:</b> Applicant provides some evidence that it would sometimes disseminate information about environmentally responsible options in the region through the proposed service.</p>	3
<p>Partially demonstrates that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through mechanisms such as the promotion and/or dissemination of information about environmentally responsible or more efficient transportation options available in the region</p> <p><b>Example:</b> Applicant states that it may disseminate information about environmentally responsible options in the region through the proposed service but it is clear that the dissemination of information would be ad-hoc and not robust.</p>	2
<p>Minimally demonstrates that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through mechanisms such as the promotion and/or dissemination of information about</p>	1



environmentally responsible or more efficient transportation options available in the region

**Example:** Applicant states the general importance of healthier air and the reduction of greenhouse gas emissions and vehicle miles traveled but does not discuss its proposed service in the context of this criterion.

Does not demonstrate that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through mechanisms such as the promotion and/or dissemination of information about environmentally responsible or more efficient transportation options available in the region 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

## 7. Proposed Performance Measures

- A.** The proposed Minimum Service Hours per Week, as indicated in the Scope of Work **(Up to 5 points possible)\***

Scope of Work	Points
40 or more hours	5
35 – 39 hours	4
30 – 34 hours	3
25 – 29 hours	2
20 – 24 hours	1
0 – 19 hours	0

- B.** The extent to which the Applicant provides clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service, as indicated in the Scope of Work **(Up to 5 points possible)**

Scope of Work	Points
Clearly and convincingly demonstrates that the Applicant has provided clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service	5
<b>Example:</b> The Scope of Work includes not only clear, appropriate, and quantifiable measures, but also performance rates that convincingly demonstrate the cost-effectiveness and overall effectiveness of the proposed service.	
Sufficiently demonstrates that the Applicant has provided clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service	4

**Example:** The Scope of Work includes clear, appropriate, and quantifiable measures that adequately demonstrate the cost-effectiveness and overall effectiveness of the proposed service.

Mostly demonstrates that the Applicant has provided clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service

3

**Example:** The Scope of Work includes mostly clear, appropriate, and quantifiable measures that mostly demonstrate the cost-effectiveness and overall effectiveness of the proposed service.

Partially demonstrates that the Applicant has provided clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service

2

**Example:** The Scope of Work includes quantifiable performance measures, but they do not appear appropriate to evaluate the cost-effectiveness and overall effectiveness of the proposed service.

Minimally demonstrates that the Applicant has provided clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service

1

**Example:** The Scope of Work includes performance measures, but they are not quantifiable

Does not demonstrate that the Applicant has provided clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service

0

**Example:** Applicant does not provide performance measures in its Scope of Work.

## 8. Performance Monitoring and Outcomes

- A.** The robustness of the Applicant's plan to monitor the proposed service's performance, track user data, and strive for continuous improvement **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates the robustness of the Applicant's plan to monitor the proposed service's performance, track user data, and strive for continuous improvement	5
<b>Example:</b> Applicant thoroughly proves that it has a robust system to monitor performance and track user data, and cites examples and data of how it has striven for continuous improvement	
Sufficiently demonstrates the robustness of the Applicant's plan to monitor the proposed service's performance, track user data, and strive for continuous improvement	4

**Example:** Applicant proves that it has a system to monitor performance and track user data, and cites an example of when it strove for continuous improvement

Mostly demonstrates the robustness of the Applicant's plan to monitor the proposed service's performance, track user data, and strive for continuous improvement	3
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**Example:** Applicant proves that it has a system to monitor performance and track user data but does not address its plan to strive for continuous improvement.

Partially demonstrates the robustness of the Applicant's plan to monitor the proposed service's performance, track user data, and strive for continuous improvement	2
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**Example:** Applicant demonstrates that it has a plan to track user data but does not address its plan to monitor performance and strive for continuous improvement.

Minimally demonstrates the robustness of the Applicant's plan to monitor the proposed service's performance, track user data, and strive for continuous improvement	1
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**Example:** Applicant makes a general statement about the importance of performance monitoring and continuous improvement but does not address its plan to monitor its performance and strive for continuous improvement.

Does not demonstrate the robustness of the Applicant's plan to monitor the proposed service's performance, track user data, and strive for continuous improvement	0
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**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- B.** The robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service. **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service	5
<b>Example:</b> Applicant identifies risks to its service, devises a robust plan to mitigate or manage those risks, and convincingly demonstrates with data or evidence that it can deliver reliable service through the grant term.	
Sufficiently demonstrates the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service	4

**Example:** Applicant identifies risks to its service, devises a plan to mitigate or manage those risks, and adequately demonstrates that it can deliver reliable service.

Mostly demonstrates the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service	3
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**Example:** Applicant demonstrates it has a plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions but does not sufficiently address how the plan will result in reliable service.

Partially demonstrates the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service	2
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**Example:** Applicant demonstrates it has a plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions but does not address how the plan will result in reliable service.

Minimally demonstrates the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service	1
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**Example:** Applicant states, but does not demonstrate, that it has a plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions.

Does not demonstrate the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service	0
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**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- C. The robustness of the Applicant's system to receive input from the grant's beneficiaries through surveys or other methods, and use this input to inform enhancements to service delivery **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates the robustness of the Applicant's system to receive input from the grant's beneficiaries through surveys or other methods, and use this input to inform enhancements to service delivery	5
<b>Example:</b> Applicant cites multiple examples when it has not only received input from grant beneficiaries on the quality of the service but also used this input to inform enhancements to service delivery.	

Sufficiently demonstrates the robustness of the Applicant's system to receive input from the grant's beneficiaries through surveys or other methods, and use this input to inform enhancements to service delivery 4

**Example:** Applicant cites a few examples when it received input from grant beneficiaries and used this input to inform enhancements to service delivery.

Mostly demonstrates the robustness of the Applicant's system to receive input from the grant's beneficiaries through surveys or other methods, and use this input to inform enhancements to service delivery 3

**Example:** Applicant demonstrates that it has a robust system to receive input from grant beneficiaries, but it does not sufficiently demonstrate how it uses this input to inform enhancements to service delivery.

Partially demonstrates the robustness of the Applicant's system to receive input from the grant's beneficiaries through surveys or other methods, and use this input to inform enhancements to service delivery 2

**Example:** Applicant demonstrates that it has a system to receive input from grant beneficiaries but does not demonstrate that it is robust enough to measure service quality and inform enhancements to service delivery.

Minimally demonstrates the robustness of the Applicant's system to receive input from the grant's beneficiaries through surveys or other methods, and use this input to inform enhancements to service delivery 1

**Example:** Applicant states, but does not demonstrate, that it has a robust system to receive input from grant beneficiaries and does not address enhancements to service delivery from input, if any, it receives from grant beneficiaries.

Does not demonstrate the robustness of the Applicant's system to receive input from the grant's beneficiaries through surveys or other methods, and use this input to inform enhancements to service delivery 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

## Scoring Rubric Details: Vehicle and Other Equipment Grants

### 1. Applicant Experience, Capacity and Readiness

- A.** The extent to which the Applicant has experience in successfully managing grant-funded transportation services benefiting the Target Population **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population <b>Example:</b> Applicant not only discusses its grant-funded transportation services but also proves how the services have been successful and benefitted the Target Population with historical service data.	5
Sufficiently demonstrates that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population <b>Example:</b> Applicant discusses its grant-funded transportation services, how the services have been successful, and how the services have benefitted the Target Population.	4
Mostly demonstrates that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population <b>Example:</b> Applicant discusses its grant-funded services and generally how the services have benefitted the Target Population but does not demonstrate how these services have been successful.	3
Partially demonstrates that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population <b>Example:</b> Applicant states its transportation services benefit the Target Population but does not demonstrate its experience in successfully managing grants or transportation services for the Target Population.	2
Minimally demonstrates that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population <b>Example:</b> Applicant states general information about the services it provides but does not demonstrate that it has any experience in successfully managing grants or transportation services for the Target Population.	1

Does not demonstrate that the Applicant has experience successfully managing grant-funded transportation services benefiting the Target Population 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- B.** The extent to which the Applicant demonstrates its technical capacity for implementing the proposed STGP-funded service, including, but not limited to, sufficient staffing resources; data management and tracking capabilities; policies and procedures for ethics, third-party contracting, internal controls, and financial management **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service  <b>Example:</b> Applicant not only demonstrates that it has sufficient staffing resources; data management and tracking capabilities; policies and procedures for ethics, third-party contracting, internal controls, and financial management, but also describes other ways to demonstrate its technical capacity.	5
Sufficiently demonstrates that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service  <b>Example:</b> Applicant demonstrates that it has sufficient staffing resources; data management and tracking capabilities; policies and procedures for ethics, third-party contracting, internal controls, and financial management.	4
Mostly demonstrates that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service  <b>Example:</b> Applicant demonstrates that it has sufficient staffing resources, data management, and tracking capabilities, but only describes a few of its policies and procedures	3
Partially demonstrates that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service  <b>Example:</b> Applicant demonstrates it has sufficient staffing resources and describes some of its policies and procedures.	2
Minimally demonstrates that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service	1

**Example:** Applicant describes its staffing resources but does not address whether they are sufficient and only discusses one or two of its policies and procedures.

Does not demonstrate that the Applicant has the requisite technical capacity to implement the proposed STGP-funded service 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- C.** The extent to which the Applicant demonstrates its fiscal stability and readiness to maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term, including the below milestones:

- October 2025: Execution of the Section 5310 grant agreement
- January 2026: Purchase of vehicles and other equipment through sufficient matching funds
- Summer 2026: Vehicle delivery and start of service through the end of minimum useful life.

**(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant has the requisite fiscal stability and readiness to maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term, including the milestones stated for this criterion. <b>Example:</b> Applicant proves its fiscal stability through its reserves, financial statements, or other financial documentation, and clearly demonstrates that it would achieve the milestones stated for this criterion, meet all proposed deliverables, and ensure completion by the end of the grant term.	5
Sufficiently demonstrates that the Applicant has the requisite fiscal stability and readiness to maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term, including the milestones stated for this criterion. <b>Example:</b> Applicant proves its fiscal stability and adequately demonstrates that it would achieve the milestones stated for this criterion, meet all proposed deliverables, and ensure completion by the end of the grant term.	4
Mostly demonstrates that the Applicant has the requisite fiscal stability and readiness to maintain the proposed schedule so that it meets all proposed deliverables and	3



ensures completion by the end of the grant term, including the milestones stated for this criterion.

**Example:** Applicant demonstrates its fiscal stability and willingness to meet its proposed deliverables, but does not demonstrate its readiness to meet the milestones stated for this criterion.

Partially demonstrates that the Applicant has the requisite fiscal stability and readiness to maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term, including the milestones stated for this criterion. 2

**Example:** Applicant partially demonstrates its fiscal stability and willingness to meet its proposed deliverables and only partially addresses the proposed schedule and demonstrates its readiness to achieve the milestones stated for this criterion.

Minimally demonstrates that the Applicant has the requisite fiscal stability and readiness to maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term, including the milestones stated for this criterion. 1

**Example:** Applicant states, but does not demonstrate, its fiscal stability and ability to meet its deliverables, and does not address the proposed schedule and demonstrate its readiness to achieve the milestones stated for this criterion.

Does not demonstrate that the Applicant has the requisite fiscal stability and readiness to maintain the proposed schedule so that it meets all proposed deliverables and ensures completion by the end of the grant term, including the milestones stated for this criterion. 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

## 2. Need and Equity

- A. The percentage of those served by the proposed service that are members of the Target Population, as indicated in the Scope of Work **(Up to 5 points possible)\***

Applicant Response	Points
100%	5
95-99%	4
90-94%	3
85-89%	2
80-84%	1

Less than 80%

0

- B.** The extent to which the Applicant describes how specialized transportation services in the proposed service area are insufficient, inappropriate, unaffordable, or geographically unavailable **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly describes how specialized transportation services in the proposed service area are insufficient, inappropriate, unaffordable, or geographically unavailable <b>Example:</b> Applicant clearly understands what, if any, specialized transportation services exist in the proposed service area and convincingly describes how they are insufficient, inappropriate, unaffordable, or geographically unavailable	5
Sufficiently describes how specialized transportation services in the proposed service area are insufficient, inappropriate, unaffordable, or geographically unavailable <b>Example:</b> Applicant understands what, if any, specialized transportation services exist in the proposed service area and describes how they are insufficient, inappropriate, unaffordable, or geographically unavailable	4
Mostly describes how specialized transportation services in the proposed service area are insufficient, inappropriate, unaffordable, or geographically unavailable <b>Example:</b> Applicant describes what, if any, specialized transportation services exist in the proposed service area, but only partially describes how they are insufficient, inappropriate, unaffordable, or geographically unavailable	3
Partially describes how specialized transportation services in the proposed service area are insufficient, inappropriate, unaffordable, or geographically unavailable <b>Example:</b> Applicant describes what, if any, specialized transportation services exist in the proposed service area, but only minimally describes how they are insufficient, inappropriate, unaffordable, or geographically unavailable	2
Minimally describes how specialized transportation services in the proposed service area are insufficient, inappropriate, unaffordable, or geographically unavailable <b>Example:</b> Applicant does not describe what specific specialized transportation services exist in the proposed service area but makes a general statement about how they are insufficient, inappropriate, unaffordable, or geographically unavailable.	1

Does not describe how specialized transportation services in the proposed service area are insufficient, inappropriate, unaffordable, or geographically unavailable 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- C. The extent to which the Applicant demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term <b>Example:</b> Applicant provides ample evidence such as a map to clearly demonstrate that the proposed service is not only unique compared to other specialized transportation services, but also ready to promptly begin and continue through the grant term so that members of the Target Population can swiftly receive and continue receiving the benefits of the proposed service.	5
Sufficiently demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term <b>Example:</b> Applicant provides some evidence to demonstrate how the proposed service will uniquely and urgently meet one specialized transportation need through the grant term	4
Mostly demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term <b>Example:</b> Applicant demonstrates that the proposed service will uniquely meet one or more specialized transportation needs through the grant term but does not address how the proposed service will promptly begin to urgently meet one or more specialized transportation needs.	3
Partially demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term <b>Example:</b> Applicant only demonstrates how the proposed service will uniquely meet a specialized transportation need but does not address the grant term or the urgency with which it would begin the proposed service.	2
Minimally demonstrates how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term	1

**Example:** Applicant makes a general statement about how the proposed service is needed but does not demonstrate how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term.

Does not demonstrate how the proposed service will uniquely and urgently meet one or more specialized transportation needs through the grant term	0
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**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- D.** The extent to which the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes) **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes)	5
<b>Example:</b> Applicant demonstrates all three elements for this criterion with ample documentation or evidence.	
Sufficiently demonstrates how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes)	4
<b>Example:</b> Applicant demonstrates all three elements for this criterion with adequate documentation or evidence.	
Mostly demonstrates how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes)	3
<b>Example:</b> Applicant demonstrates two of the three elements for this criterion.	
Partially demonstrates how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income	2

people, people of color, federally recognized Native American tribes)

**Example:** Applicant demonstrates one of three elements for this criterion.

Minimally demonstrates how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes)	1
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**Example:** Applicant states, but does not demonstrate, one of the three elements for this criterion.

Does not demonstrate how the proposed service will benefit those in the Target Population that need it the most, ensure access for individuals with Limited English Proficiency, and respond to diverse populations (e.g., veterans, low-income people, people of color, federally recognized Native American tribes)	0
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**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

### 3. Operational/Implementation Plan

- A.** The extent to which the Applicant describes a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, as demonstrated by the Scope of Work, which may include innovative concepts and technology to be used in scheduling/dispatching trips

**(Up to 5 points possible)**

Scope of Work	Points
Clearly and convincingly demonstrates that the Applicant has a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, which may include innovative concepts and technology to be used in scheduling/dispatching trips  <b>Example:</b> The proposed Scope of Work is outstanding, clearly showing that the Applicant would deliver effective, safe, and reliable service for passengers.	5
Sufficiently demonstrates that the Applicant has a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, which may include innovative concepts and technology to be used in scheduling/dispatching trips  <b>Example:</b> The proposed Scope of Work is sufficient, showing that the Applicant would deliver effective, safe, and reliable service for passengers.	4

Mostly demonstrates that the Applicant has a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, which may include innovative concepts and technology to be used in scheduling/dispatching trips

3

**Example:** The proposed Scope of Work addresses effectiveness and safety, but not reliable service for passengers.

Partially demonstrates that the Applicant has a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, which may include innovative concepts and technology to be used in scheduling/dispatching trips

2

**Example:** The proposed Scope of Work is somewhat clear and feasible and describes how the Applicant would provide effective service but does not address safety or reliability.

Minimally demonstrates that the Applicant has a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, which may include innovative concepts and technology to be used in scheduling/dispatching trips

1

**Example:** Applicant provides a Scope of Work, but it is not clear or feasible and does not address effectiveness, safety, and reliability.

Does not demonstrate that the Applicant has a clear and feasible service plan to deliver effective, safe, and reliable service for passengers, which may include innovative concepts and technology to be used in scheduling/dispatching trips

0

**Example:** Applicant does not provide a Scope of Work or provides a Scope of Work using an incorrect Scope of Work template for the proposed grant type.

- B.** The degree to which the Applicant would store the requested vehicle(s) and other equipment in one or more secure locations and maintain procedures to mitigate the risk of loss, theft, or abuse, and keep passengers and drivers safe  
(Up to 5 points possible)

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant would store the requested vehicle(s) and other equipment in one or more secure locations and maintain procedures to mitigate the risk of loss, theft, or abuse, and keep passengers and drivers safe	5
<b>Example:</b> Applicant demonstrates that it would store the requested vehicle(s) and other equipment in one or more secure locations, maintain robust procedures to mitigate the risk of loss, theft, or abuse, and keep passengers and drivers through trainings, background checks, preventative maintenance, and vehicle inspections.	

Sufficiently demonstrates that the Applicant would store the requested vehicle(s) and other equipment in one or more secure locations and maintain procedures to mitigate the risk of loss, theft, or abuse, and keep passengers and drivers safe <b>Example:</b> Applicant provides adequate evidence that it would store the requested vehicle(s) and other equipment in one or more secure locations and maintain procedures to mitigate the risk of loss, theft, or abuse, and keep passengers and drivers safe.	4
Mostly demonstrates that the Applicant would store the requested vehicle(s) and other equipment in one or more secure locations and maintain procedures to mitigate the risk of loss, theft, or abuse, and keep passengers and drivers safe <b>Example:</b> Most but not all the requested vehicle(s) and other equipment would be stored in one or more secure locations, and the Applicant mostly maintains procedures to mitigate the risk of loss, theft, or abuse, and keep passengers and drivers safe.	3
Partially demonstrates that the Applicant would store the requested vehicle(s) and other equipment in one or more secure locations and maintain procedures to mitigate the risk of loss, theft, or abuse, and keep passengers and drivers safe <b>Example:</b> Most but not all the requested vehicle(s) and other equipment would be stored in one or more secure locations, and the Applicant demonstrates that it maintains some procedures to mitigate the risk of loss, theft, or abuse, and keep passengers and drivers safe, but these procedures are clearly insufficient.	2
Minimally demonstrates that the Applicant would store the requested vehicle(s) and other equipment in one or more secure locations and maintain procedures to mitigate the risk of loss, theft, or abuse, and keep passengers and drivers safe <b>Example:</b> Most of the requested vehicle(s) and other equipment would not be stored in one or more secure locations, and the Applicant states, but does demonstrate, that it would maintain procedures to mitigate the risk of loss, theft, or abuse, and keep passengers and drivers safe.	1
Does not demonstrate that the Applicant would store the requested vehicle(s) and other equipment in one or more secure locations and maintain procedures to mitigate the risk of loss, theft, or abuse, and keep passengers and drivers safe <b>Example:</b> Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.	0

## 4. Stewardship of Public Funds

- A. The extent to which the Applicant demonstrates that the requested vehicle(s) and other equipment (including any optional features) are a cost-effective use of public funds and necessary for the type of service proposed **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the requested vehicle(s) and other equipment (including any optional features) are a cost-effective use of public funds and necessary for the type of service proposed <b>Example:</b> Applicant provides ample evidence to fully demonstrate that the requested vehicle(s) and other equipment (including any optional features) are a cost-effective use of public funds and integral to the type of service proposed.	5
Sufficiently demonstrates that the requested vehicle(s) and other equipment (including any optional features) are a cost-effective use of public funds and necessary for the type of service proposed <b>Example:</b> Applicant provides adequate evidence to demonstrate that the requested vehicle(s) and other equipment (including any optional features) are a cost-effective use of public funds and necessary for the type of service proposed.	4
Mostly demonstrates that the requested vehicle(s) and other equipment (including any optional features) are a cost-effective use of public funds and necessary for the type of service proposed <b>Example:</b> Applicant demonstrates that the requested vehicle(s) and other equipment (including any optional features) are a cost-effective use of public funds but does not demonstrate that the requested vehicle(s) and other equipment are necessary for the type of service proposed.	3
Partially demonstrates that the requested vehicle(s) and other equipment (including any optional features) are a cost-effective use of public funds and necessary for the type of service proposed <b>Example:</b> Applicant partially demonstrates that the requested vehicle(s) and other equipment are a cost-effective use of public funds, does not address the cost-effectiveness of any optional features, and does not demonstrate that the requested vehicle(s) and other equipment are necessary for the type of service proposed.	2
Minimally demonstrates that the requested vehicle(s) and other equipment (including any optional features) are a cost-	1



effective use of public funds and necessary for the type of service proposed

**Example:** Applicant states, but does not demonstrate, that the requested vehicle(s) and other equipment (including any optional features) are a cost-effective use of public funds and necessary for the type of service proposed.

Does not demonstrate that the requested vehicle(s) and other equipment (including any optional features) are a cost-effective use of public funds and necessary for the type of service proposed 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- B.** The extent to which matching funds have been or will be secured to cover the cost of purchasing the proposed vehicle(s) and other equipment, and these funds would be available to the Applicant through the vehicle and other equipment procurement process **(Up to 5 points possible)**

Budget and Applicant Response	Points
Clearly and convincingly demonstrates how matching funds have been or will be secured to cover the cost of purchasing the proposed vehicle(s) and other equipment, and these funds would be available to the Applicant through the vehicle and other equipment procurement process <b>Example:</b> Applicant provides ample evidence such as a letter of commitment from a funding agency that it has or will secure matching funds to cover the cost of purchasing the proposed vehicle(s) and other equipment during the procurement process, and the budget indicates the correct amount of matching funds consistent with the completed and accurate Vehicle Selection and Budgeting Tool.	5
Sufficiently demonstrates how matching funds have been or will be secured to cover the cost of purchasing the proposed vehicle(s) and other equipment, and these funds would be available to the Applicant through the vehicle and other equipment procurement process <b>Example:</b> Applicant provides adequate evidence that it has or will secure matching funds to cover the cost of purchasing the proposed vehicle(s) and other equipment during the procurement process, and the budget indicates the correct amount of matching funds consistent with the completed and accurate Vehicle Selection and Budgeting Tool.	4
Mostly demonstrates how matching funds have been or will be secured to cover the cost of purchasing the proposed vehicle(s) and other equipment, and these funds would be	3

available to the Applicant through the vehicle and other equipment procurement process

**Example:** Applicant demonstrates that it has or will secure matching funds to cover the cost of purchasing the proposed vehicle(s) and other equipment, but does not demonstrate that these matching funds would be available to the Applicant throughout the procurement process.

Partially demonstrates how matching funds have been or will be secured to cover the cost of purchasing the proposed vehicle(s) and other equipment, and these funds would be available to the Applicant through the vehicle and other equipment procurement process 2

**Example:** The budget includes sufficient matching funds, but the Applicant does not demonstrate that they have been or will be secured.

Minimally demonstrates how matching funds have been or will be secured to cover the cost of purchasing the proposed vehicle(s) and other equipment, and these funds would be available to the Applicant through the vehicle and other equipment procurement process 1

**Example:** The budget includes matching funds, but they are insufficient based on the submitted Vehicle Selection and Budgeting Tool.

Does not demonstrate how matching funds have been or will be secured to cover the cost of purchasing the proposed vehicle(s) and other equipment, and these funds would be available to the Applicant through the vehicle and other equipment procurement process 0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- C. The extent to which the Applicant has described the source(s) of revenue the Applicant would use to cover the direct costs of operating the requested vehicle(s) and other equipment through their minimum useful life **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant has described the source(s) of revenue the Applicant would use to cover the direct costs of operating the requested vehicle(s) and other equipment through their minimum useful life <b>Example:</b> Applicant leaves no margin of doubt through ample evidence that it has or would have more than sufficient revenue to cover the direct costs of operating the requested vehicle(s) and other equipment through their minimum useful life.	5

Sufficiently demonstrates the Applicant has described the source(s) of revenue the Applicant would use to cover the direct costs of operating the requested vehicle(s) and other equipment through their minimum useful life 4

**Example:** Applicant provides adequate evidence to demonstrate that it has or would have sufficient revenue to cover the direct costs of operating the requested vehicle(s) and other equipment through their minimum useful life.

Mostly demonstrates that the Applicant has described the source(s) of revenue the Applicant would use to cover the direct costs of operating the requested vehicle(s) and other equipment through their minimum useful life 3

**Example:** Applicant provides some, but insufficient, evidence to describe the source(s) of revenue it would use to cover the direct costs of operating the requested vehicle(s) and other equipment through their minimum useful life.

Partially demonstrates the Applicant has described the source(s) of revenue the Applicant would use to cover the direct costs of operating the requested vehicle(s) and other equipment through their minimum useful life 2

**Example:** Applicant demonstrates that it has sufficient revenue to initially cover the direct costs of operating the requested vehicle(s) and other equipment but does not demonstrate how it would financially sustain the operation of the requested vehicle(s) and other equipment through their minimum useful life.

Minimally demonstrates the Applicant has described the source(s) of revenue the Applicant would use to cover the direct costs of operating the requested vehicle(s) and other equipment through their minimum useful life 1

**Example:** Applicant states, but does not demonstrate, that it has some revenue to cover most of the direct costs of operating the requested vehicle(s) and other equipment through their minimum useful life.

Does not demonstrate the Applicant has described the source(s) of revenue the Applicant would use to cover the direct costs of operating the requested vehicle(s) and other equipment through their minimum useful life 0

**Example:** The proposed budget is missing or does not include matching funds.

## 5. Coordination and Outreach

The extent to which the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective

services, and enhance service delivery, as supported by three Letters of Support. **(Up to 5 points possible)**

Applicant Response	Points
<p>Clearly and convincingly demonstrates that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery, as supported by three Letters of Support</p> <p><b>Example:</b> Applicant provides three Letters of Support that convincingly demonstrate that the Applicant coordinates well with a variety of other specialized transportation providers and proves that its authentic and robust coordination addresses gaps, avoids duplicating cost-effective services, and enhances service delivery.</p>	5
<p>Sufficiently demonstrates that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery, as supported by three Letters of Support</p> <p><b>Example:</b> Applicant provides three Letters of Support that demonstrate that the Applicant coordinates well with a variety of other specialized transportation providers and proves that its coordination addresses gaps, avoids duplicating cost-effective services, and enhances service delivery.</p>	4
<p>Mostly demonstrates that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery</p> <p><b>Example:</b> Applicant provides two Letters of Support, and the letters demonstrate that the Applicant coordinates well with a few specialized transportation providers, and that its coordination addresses gaps, avoids duplicating cost-effective services, and enhances service delivery.</p>	3
<p>Partially demonstrates that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery</p> <p><b>Example:</b> Applicant provides one Letter of Support, and the letter demonstrates that the Applicant coordinates with a few specialized transportation providers and states that its</p>	2

coordination addresses gaps, avoids duplicating cost-effective services, and enhances service delivery.

Minimally demonstrates that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery <b>Example:</b> Applicant states in its response that it coordinates with one or more specialized transportation providers but does not provide any Letters of Support to demonstrate its coordination efforts.	1
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Does not demonstrate that the Applicant coordinates well with other specialized transportation providers in the proposed service area to address gaps in existing specialized transportation services, avoid duplicating cost-effective services, and enhance service delivery <b>Example:</b> Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.	0
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- A.** The extent to which the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service <b>Example:</b> Applicant proves that it has involved or will involve members of the Target Population through identification of focus groups, surveys, or other methods it will use, and thoroughly demonstrates that it considers this involvement in the planning or continued operation of the proposed service.	5
Sufficiently demonstrates that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service <b>Example:</b> Applicant proves that it has involved or will involve members of the Target Population by identification of the groups that will be reached and adequately demonstrates that it will consider this involvement in the planning or continued operation of the proposed service.	4
Mostly demonstrates that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service <b>Example:</b> Applicant mostly proves that it has involved or will involve members of the Target Population and mostly	3

demonstrates that it will consider this involvement in the planning or continued operation of the proposed service.	
Partially demonstrates that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service <b>Example:</b> Applicant states that it has communicated to or will communicate to a few members of the Target Population regarding the proposed service but does not demonstrate their involvement in the proposed service.	2
Minimally demonstrates that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service <b>Example:</b> Applicant solely relies on the SANDAG Coordinated Plan or other regional planning documents to demonstrate that it has involved members of the Target Population in the planning or continued operation of the proposed service.	1
Does not demonstrate that the Applicant has involved or will involve members of the Target Population in the planning or continued operation of the proposed service <b>Example:</b> Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.	0

## 6. Environmental Responsibility

- A.** The degree to which the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through zero-emission or low-emission vehicles, efficient routing and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through zero-emission or low-emission vehicles, efficient routing and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms <b>Example:</b> Applicant will use one or more zero-emission vehicles to provide service.	5
Sufficiently demonstrates that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through zero-emission or low-emission vehicles, efficient routing, and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms <b>Example:</b> Applicant will use one or more low-emission vehicles to provide service.	4

<p>Mostly demonstrates that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through zero-emission or low-emission vehicles, efficient routing and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms</p> <p><b>Example:</b> Applicant mostly demonstrates that its routing and scheduling are efficient.</p>	3
<p>Partially demonstrates that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through zero-emission or low-emission vehicles, efficient routing and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms</p> <p><b>Example:</b> Applicant partially demonstrates that its routing and scheduling are efficient but does not address whether the vehicles that would provide the proposed service are zero-emission or low-emission vehicles.</p>	2
<p>Minimally demonstrates that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through zero-emission or low-emission vehicles, efficient routing and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms</p> <p><b>Example:</b> Applicant states, but does not demonstrate, that its routing and scheduling are efficient, and does not address whether the vehicles that would provide the proposed service are zero-emission or low-emission vehicles.</p>	1
<p>Does not demonstrate that the proposed service promotes healthier air and reduces greenhouse gas emissions and vehicle miles traveled through zero-emission or low-emission vehicles, efficient routing and scheduling (e.g., grouping trips by similar origins and destinations), or other mechanisms</p> <p><b>Example:</b> Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.</p>	0

## 7. Proposed Performance Measures

- A.** The proposed Minimum Service Hours per Week, as indicated in the Scope of Work **(Up to 5 points possible)\***

Scope of Work	Points
40 or more hours	5
35 – 39 hours	4
30 – 34 hours	3
25 – 29 hours	2
20 – 24 hours	1

0 – 19 hours

0

- B.** The extent to which the Applicant provides clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service, as indicated in the Scope of Work **(Up to 5 points possible)**

Scope of Work	Points
Clearly and convincingly demonstrates that the Applicant has provided clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service <b>Example:</b> The Scope of Work includes not only clear, appropriate, and quantifiable measures, but also performance rates such as the number of vehicle trips that convincingly demonstrate the cost-effectiveness and overall effectiveness of the proposed service.	5
Sufficiently demonstrates that the Applicant has provided clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service <b>Example:</b> The Scope of Work includes clear, appropriate, and quantifiable measures that adequately demonstrate the cost-effectiveness and overall effectiveness of the proposed service.	4
Mostly demonstrates that the Applicant has provided clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service <b>Example:</b> The Scope of Work includes mostly clear, appropriate, and quantifiable measures that mostly demonstrate the cost-effectiveness and overall effectiveness of the proposed service.	3
Partially demonstrates that the Applicant has provided clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service <b>Example:</b> The Scope of Work includes quantifiable performance measures, but they do not appear appropriate to evaluate the cost-effectiveness and overall effectiveness of the proposed service.	2
Minimally demonstrates that the Applicant has provided clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service <b>Example:</b> The Scope of Work includes performance measures, but they are not quantifiable	1
Does not demonstrate that the Applicant has provided clear, appropriate, and quantifiable measures to evaluate the cost-effectiveness and overall effectiveness of the proposed service	0



**Example:** Applicant does not provide performance measures in its Scope of Work.

## 8. Performance Monitoring and Outcomes

- A. The robustness of the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement  
(Up to 5 points possible)

Applicant Response	Points
Clearly and convincingly demonstrates the robustness of the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement <b>Example:</b> Applicant thoroughly proves that it has a robust system to monitor performance and track passenger data, and cites examples and data of how it has striven for continuous improvement	5
Sufficiently demonstrates the robustness of the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement <b>Example:</b> Applicant proves that it has a system to monitor performance and track passenger data, and cites an example of when it strove for continuous improvement	4
Mostly demonstrates the robustness of the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement <b>Example:</b> Applicant proves that it has a system to monitor performance and track passenger data but does not address its plan to strive for continuous improvement.	3
Partially demonstrates the robustness of the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement <b>Example:</b> Applicant demonstrates that it has a plan to track passenger data but does not address its plan to monitor performance and strive for continuous improvement.	2
Minimally demonstrates the robustness of the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement <b>Example:</b> Applicant makes a general statement about the importance of performance monitoring and continuous improvement but does not address its plan to monitor its performance and strive for continuous improvement.	1
Does not demonstrate the robustness of the Applicant's plan to monitor the proposed service's performance, track passenger data, and strive for continuous improvement	0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- B.** The robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant <b>Example:</b> Applicant identifies risks to its service, devises a robust plan to mitigate or manage those risks, and convincingly demonstrates with data or evidence that it can deliver reliable service with minimal trip cancellations caused by the Applicant.	5
Sufficiently demonstrates the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant <b>Example:</b> Applicant identifies risks to its service, devises a plan to mitigate or manage those risks, and demonstrates that it can deliver reliable service with minimal trip cancellations caused by the Applicant.	4
Mostly demonstrates the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant <b>Example:</b> Applicant demonstrates it has a plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions but does not sufficiently address how the plan will result in minimal trip cancellations caused by the Applicant.	3
Partially demonstrates the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant <b>Example:</b> Applicant demonstrates it has a plan to anticipate, prepare for, respond, and adapt to unexpected changes or	2

sudden disruptions but does not address how the plan will result in minimal trip cancellations caused by the Applicant.

Minimally demonstrates the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant	1
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**Example:** Applicant states, but does not demonstrate, that it has a plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions.

Does not demonstrate the robustness of the Applicant's plan to anticipate, prepare for, respond, and adapt to unexpected changes or sudden disruptions so that it can deliver reliable service with minimal trip cancellations caused by the Applicant	0
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**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

- C. The robustness of the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no-shows through surveys or other methods, and use this input to inform enhancements to service delivery **(Up to 5 points possible)**

Applicant Response	Points
Clearly and convincingly demonstrates the robustness of the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no-shows through surveys or other methods, and use this input to inform enhancements to service delivery <b>Example:</b> Applicant cites multiple examples when it has not only received input from passengers on the quality of service and reasons for any repeated no-shows but also used this input to inform enhancements to service delivery.	5
Sufficiently demonstrates the robustness of the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no-shows through surveys or other methods, and use this input to inform enhancements to service delivery <b>Example:</b> Applicant cites a few examples when it received input from passengers on the quality of service and reasons for any repeated no-shows and used this input to inform enhancements to service delivery.	4
Mostly demonstrates the robustness of the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no-shows through surveys or	3

other methods, and use this input to inform enhancements to service delivery

**Example:** Applicant demonstrates that it has a robust system to receive input from passengers on the quality of the service and reasons for any repeated no-shows, but it does sufficiently demonstrate how it uses this input to inform enhancements to service delivery.

Partially demonstrates the robustness of the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no-shows through surveys or other methods, and use this input to inform enhancements to service delivery

2

**Example:** Applicant demonstrates that it has a system to receive input from passengers but does not demonstrate that it is robust enough to measure service quality, track reasons for any repeated no-shows, and inform enhancements to service delivery.

Minimally demonstrates the robustness of the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no-shows through surveys or other methods, and use this input to inform enhancements to service delivery

1

**Example:** Applicant states, but does not demonstrate, that it has a robust system to receive input from passengers and does not address service quality, any repeated no-shows, and enhancements to service delivery from input, if any, it receives from passengers.

Does not demonstrate the robustness of the Applicant's system to receive input from passengers on the quality of the service and reasons for any repeated no shows through surveys or other methods, and use this input to inform enhancements to service delivery

0

**Example:** Applicant does not provide a response, or its response is so incomplete or incoherent that one cannot reasonably infer that it addresses this evaluation criterion.

## Appendix C: Glossary of Key Terms

**Accessible Vehicle** is a vehicle that has the capacity to accommodate a passenger who uses a personal mobility device inside the vehicle, and meets the requirements for lifts, ramps, and securement systems specified in 49 CFR part 38, subpart B.

**Alternative Services** refers to delivery of meals, prescriptions, technological devices, and/or personal protective equipment to the target population.

**Americans with Disabilities Act (ADA)** prohibits discrimination against and ensures equal opportunity for persons with disabilities in employment, state and local government services, public accommodations, commercial facilities, and transportation (42 U.S.C. § 12101 et seq.).

**Applicant** is an organization that is considering or has submitted an application in response to a Call for Projects.

**Average Qualitative Score** is the sum of all evaluator scores for an application divided by the number of evaluators. The score is added to the application's quantitative scores to produce the Total Application Score.

**Call for Projects** is the competitive process to allocate grant funding. It includes the submission of applications, the evaluation of submitted applications based on evaluation criteria set by the Board of Directors, and the prioritization of grants to receive funding

**Capital Grant** is an eligible Section 5310 grant type and consists of the acquisition of contracted transportation services or the purchase of property such as Accessible Vehicles, computers and software, maintenance equipment, and communication systems.

**Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan)** is a federally mandated document developed by SANDAG that identifies transportation needs of individuals with disabilities, older adults, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services for funding and implementation. The Coordinated Plan is available at [www.sandag.org/CoordinatedPlan](http://www.sandag.org/CoordinatedPlan).

**Cost per One-Way Passenger Trip (Cost per Trip)** is the sum of grant funds and required Minimum Matching Funds divided by the total number of one-way passenger trips.

**Cost per Unit of Service** is calculated as the sum of grant funds and required Minimum Matching Funds divided by the total number of units of service.

**Demand Responsive Service** is any non-fixed route system of transporting individuals that requires advanced scheduling including services provided by public entities, nonprofit organizations, and private providers.

**Designated Recipient** is an entity that has been designated by a state governor to receive federal funding and redistribute (sub-allocate) this funding. SANDAG is the designated recipient of Federal Transit Administration Section 5310 funds for the urbanized area of San Diego County.

**Direct Cost** is an expense that can be directly assigned to a grant relatively easily with a high degree of accuracy.

**Disparate Impact** is a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin.

**Disproportionate Burden** is a neutral policy or practice that disproportionately affects low-income populations.

**Direct Recipient** is an entity that receives funding directly from the Federal Transit Administration (FTA). SANDAG is a direct recipient of the FTA.

**Fixed-Route Public Transit** uses buses, vans, light rail, and other vehicles to operate a transportation service on a predetermined route according to a predetermined schedule.

**Grant Term** is the period in which the grant agreement is in effect, starting at the effective date of the grant agreement and ending at the termination date as specified in the grant agreement, or, if applicable, an amendment to the grant agreement.

**Grant Property** refers to vehicles and other equipment purchased, in part, with grant funds and used in accordance with a SANDAG grant agreement.

**Grantee** is an organization that has been awarded funding through the Specialized Transportation Grant Program and has entered into a grant agreement with SANDAG.

**Indirect Cost** is an expense incurred for a common or joint purpose benefiting more than one cost objective that cannot be readily assigned to a specific grant, contract, or other activity, without effort disproportionate to the results achieved.

**Indirect Cost Rate** is the ratio between total Indirect Costs and some Direct Cost base. It is a mechanism to determine what proportion of Indirect Costs a specific grant or activity should bear.

**Individual with a Disability** is an individual who has a physical or mental impairment that substantially limits one or more of their major life activities.

**Individuals with Limited English Proficiency (LEP)** are persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. Individuals with LEP include those who report to the U.S. Census that they speak English less than very well, not well, or not at all.

**In-Kind Contributions** refers to a contribution of time, or resources by an individual (e.g., volunteer) or entity that can be used as Matching Funds for grants other than vehicle and other equipment procurements. Examples may include the time of a volunteer driver or the value of donated goods and services.

**Low-income Person** refers to an individual whose family income is at or below 200% of the poverty line as defined by the Office of Management and Budget based on the most recent data available from the U.S. Census Bureau for a household of the size being evaluated.

**Low-income Population** refers to any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed SANDAG-funded program, policy, or activity.

**Match Percentage** is calculated by dividing the total match amount by the sum of the Matching Funds and the grant award.

**Matching Funds** refers to the amount of funding other than the grant award that goes towards the net project cost.

**Minimum Match Percentage** refers to the minimum portion of the net project cost not paid with grant funds as required by the STGP

**Minimum Matching Funds** refers to the minimum amount of funds a subrecipient contributes to adhere to the required Minimum Match Percentage in accordance with the STGP.

**Minimum Useful Life** is the expected lifetime of project property, such as an Accessible Vehicle, or the acceptable period of use in service. The Minimum Useful Life of a vehicle varies based on the type of vehicle. As specified in [FTA Circular 5010.1E](#), as amended, the Minimum Useful Life of medium-sized, light-duty buses such as Class A, B, and C Accessible Vehicles is 150,000 miles or 5 years, whichever occurs first. The Minimum Useful Life of light-duty vans such as Class D and V Accessible Vehicles is 100,000 miles or 4 years, whichever occurs first.

**Mobility Management Grant** is an eligible grant type and consists of short-range planning and management activities that improve coordination among public transportation and other transportation service providers to enhance or expand specialized transportation services. Mobility Management Grants do not include operating specialized transportation services. Mobility Management Grants include, but are not limited to, travel training, information and referral services, and outreach to the target population that improves coordination.

**Net Project Cost** is calculated as the total project cost less any revenue generated through the project.

**Non-scalable Grant** is a grant whose scope of work cannot be reduced because doing so (a) is not possible, (b) would create an incomplete project that contributes little to the grant program goals or provides little value to those intended to benefit from the grant, and/or (c) would have scored substantially differently in the competitive process with a reduced scope of work.

**Notice to Proceed** is the written authorization SANDAG issues to a Grantee after a grant agreement has been executed to allow for a grant to begin. The Notice to Proceed includes the date the Grantee can incur expenses that may be eligible for reimbursement.

**Older Adult (Senior)** refers to an individual who is 65 years of age or older through the Section 5310 program or 60 years of age or older through the Senior Mini-Grant program.

**One-Way Passenger Trip (OWPT)** refers to a one-way trip from origin to destination made by one rider. A round trip with one rider would be two one-way passenger trips.

**Operating Grant** is an eligible grant type and consists of activities and expenses to operate, maintain, and manage a transportation service for the target population.

**Paratransit** is a demand-responsive transportation service provided by transit operators within a three-quarters mile of fixed-route public transit per the ADA designed for individuals with disabilities who are unable to use fixed-route public transit.

**People of Color** means people who are:

1. American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment
2. Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam
3. Black or African American, which refers to people having origins in any of the Black racial groups of Africa
4. Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race
5. Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands

The term Minorities has the same meaning as People of Color in this Call for Projects.

**Personal Care Attendant (PCA)**, also known as a caregiver, is a person that assists older adults or individuals with disabilities with daily tasks. A companion, such as a friend or family member, does not count as a PCA unless the companion is acting in the capacity of PCA. An individual's need for a PCA may be unrelated to transportation (such as needing assistance getting on and off a vehicle) but related to other activities that require the PCA to travel with the individual to their destination.

**Revenue** refers to funds generated through the grant-funded transportation service. This may include registration fees or donations provided by beneficiaries of the grant-funded service.

**Scalable Grant** is a grant whose scope of work can be reduced and still further the grant program goals while providing significant value to the public intended to benefit from the service. SANDAG staff will consider how the grant would have scored in the competitive process if the scope of work were reduced. If the grant would have scored substantially the same with the scaled-down scope of work and the scaled-down grant would further the grant program goals and provide significant value to the public intended to benefit from the grant, then the grant may be scaled.

**Subapplicant** is an entity that would serve as a third-party contractor under an applicant if the applicant's proposed project grant is awarded funding.

**Subrecipient** is an organization that receives a grant award from a direct recipient or designated recipient to carry out a portion of a federal program. Section 5310 grantees are considered subrecipients of SANDAG.

**Target Population** is the population to be served by grant-funded projects. For the Section 5310 program, the target population is both older adults (age 65 and older) and individuals with disabilities of any age. For the Senior Mini-Grant program, the target population is older adults (age 60 and older).

**Total Application Score** is the sum of an application's Average Qualitative Score and the application's quantitative scores. The Total Application Score is used to help determine the



order in which projects and programs are recommended to receive funding through this Call for Projects.

**Total Project Cost** is calculated as the sum of the grant award and the Matching Funds.

**Traditional Section 5310 Grant** refers to a Section 5310 grant planned, designed, and carried out to meet the special needs of older adults and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate.

**Unit of Service** is a performance measure applicable to Mobility Management Grants. Examples of units of service for Mobility Management Grants include the number of travel trainings performed, number of seniors and individuals with disabilities who received travel training, and the number of referrals provided to connect the target population to available transportation resources.

**Vehicle Class** is a term created by the California Association of Coordinated Transportation/ Basin Transit (CALACT/MBTA) to group vehicle models of similar characteristics such as vehicle size, type, and passenger capacity. SANDAG, through CALACT/BT, can purchase Class A, B, C, D and V vehicles. Class A vehicles are small, cutaway buses that typically can transport 7 to 8 passengers. Class B vehicles are larger cutaway buses that typically can transport 11 to 12 passengers. Class C vehicles are the largest cutaway buses available that typically can transport 14 to 16 passengers. Class D vehicles are small minivans. Class V vehicles are transit vans that are larger than minivans but smaller than cutaway buses.

**Vehicle Manufacturer** is an entity that produces accessible vehicle models and sells them to vehicle vendors.

**Vehicle Service Hour (Vehicle Revenue Hour)** refers to the time one or more STGP-funded vehicles are providing service to the target population, measured in hours.

**Vehicle Trip** is a trip made by one vehicle from origin to destination carrying one or more riders.

**Vehicle Type and Configuration** refers to the base vehicle a vehicle manufacturer will modify and reconfigure to create a vehicle model with accessible features.

**Vehicle Vendor** is an entity that purchases accessible vehicle models from vehicle manufacturers and sells them to SANDAG which is purchasing on behalf of grantees awarded vehicle projects.

# Appendix D: Online Resources Referenced

BidNet – SANDAG Grants Web Page:

<https://www.bidnetdirect.com/sandag/sandag-grants>

BidNet – Support Email:

[e-procurementsupport@bidnet.com](mailto:e-procurementsupport@bidnet.com)

California Association of Coordinated Transportation (CALACT) Website:

[calact.org](http://calact.org)

Federal Transit Administration Census Map

<https://usdot.maps.arcgis.com/apps/mapviewer/index.html?webmap=5287ba87422448c7a97e5d60cc5e4f7b>

Federal Transit Administration Circular 5010.1E

<https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/regulations-and-guidance/fta-circulars/58051/5010-1e-circular-award-management-requirements-7-16-18.pdf>

SANDAG 2020 Coordinated Public Transit – Human Services Transportation Plan (2020 Coordinated Plan):

[SANDAG.org/projects-and-programs/transit/coordinated-plan](http://SANDAG.org/projects-and-programs/transit/coordinated-plan)

SANDAG 2024 Specialized Transportation Program Management Plan:

[SANDAG.org/stgp](http://SANDAG.org/stgp)

SANDAG Board Policy No. 015:

<https://www.sandag.org/-/media/SANDAG/Documents/PDF/about/about-SANDAG/bylaws-and-policies/board-policy-no-015.pdf>

SANDAG Board Policy No. 035:

[SANDAG.org/-/media/SANDAG/Documents/PDF/about/about-SANDAG/bylaws-and-policies/board-policy-no-035-2022-11.pdf](http://SANDAG.org/-/media/SANDAG/Documents/PDF/about/about-SANDAG/bylaws-and-policies/board-policy-no-035-2022-11.pdf)

SANDAG Grants Distribution Email:

[grantsdistribution@sandag.org](mailto:grantsdistribution@sandag.org)

SANDAG Grants Web Page:

[SANDAG.org/grants](http://SANDAG.org/grants)

SANDAG Specialized Transportation Grant Program Web Page:

[SANDAG.org/stgp](http://SANDAG.org/stgp)

State of California Franchise Tax Board Entity Status Letter Web Page:

[ftb.ca.gov/help/business/entity-status-letter.asp](http://ftb.ca.gov/help/business/entity-status-letter.asp)

System Award Management – Federal:

[SAM.gov](http://SAM.gov)



# Specialized Transportation Grant Program

Cycle 13 Call for Projects

Board of Directors | Item 16  
Zachary Rivera and Jenny Russo, Associate Grants Analyst  
June 28, 2024

## Specialized Transportation Grant Program

### Funding Programs



Federal Transit  
Administration

**SANDAG**  
TransNet Program

### Eligible Applicants

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

## Section 5310 versus Senior Mini-Grant

### Section 5310

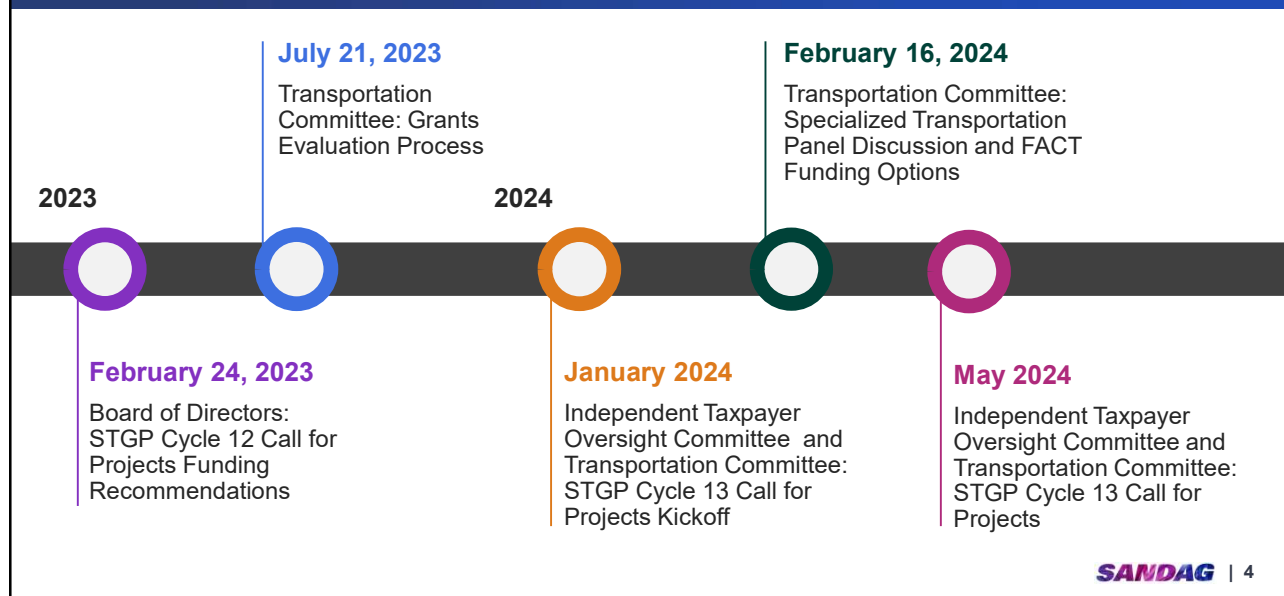
- **Target population:** older adults and individuals with disabilities
- **Older adults:** 65+
- Large, urbanized area of San Diego County
- **Eligible grant types:** capital, mobility management, and operating
- **Competitive process:** not required; fair and equitable distribution is required

### Senior Mini-Grant

- **Target population:** older adults
- **Older adults:** 60+
- San Diego County
- **Eligible grant types:** mobility management and operating
- **Competitive process:** required

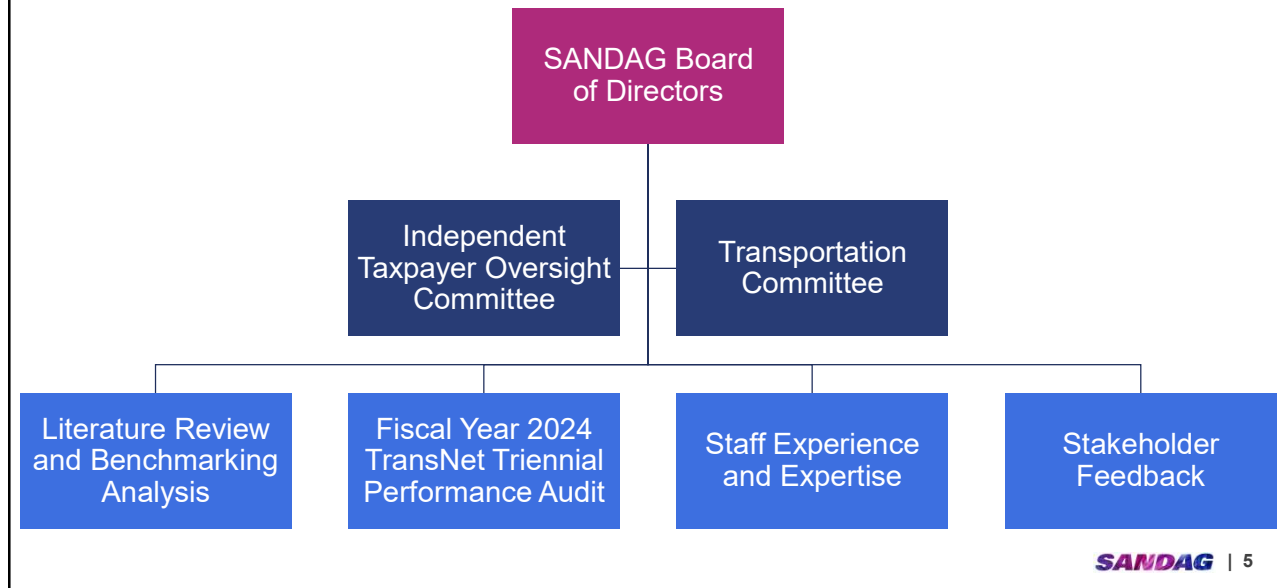
SANDAG | 3

## Prior Board and Policy Advisory Committee Discussion Summary



SANDAG | 4

## STGP Cycle 13 Development Process



## Stakeholder Engagement for Selection Criteria Methods

	2023			2024				
	October	November	December	January	February	March	April	May
Stakeholder Workshops								
SANDAG Working Groups and Other Stakeholder Groups								
ITOC and TC								
Email, Social Media, and STGP Web Page								

SANDAG | 6

## STGP Cycle 13 Evaluation Criteria Changes

No.	Criteria Category	Points Possible
1.	Applicant <del>Capacity and</del> Experience, <del>Capacity, and Readiness for Proposed Service</del>	15
<del>2.</del> 3	Operational/Implementation Plan	<del>20</del> 10
<del>3.</del> 4	Stewardship of Public Funds <del>and Assets</del>	15
<del>4.</del> 2	Need and Equity	<del>45</del> 20
5.	Coordination <del>and Outreach</del>	10
6.	Environmental Responsibility	5
7.	Proposed Performance <del>Measures</del>	10
8.	Performance Monitoring <del>Reporting</del> and Outcomes	<del>40</del> 15
	<b>Total Subtotal</b>	<b>100</b>
9.	Past Performance Adjustment	-15 to +5
	<b>Total</b>	<b>85 to 105</b>

SANDAG | 7

## Indirect Costs



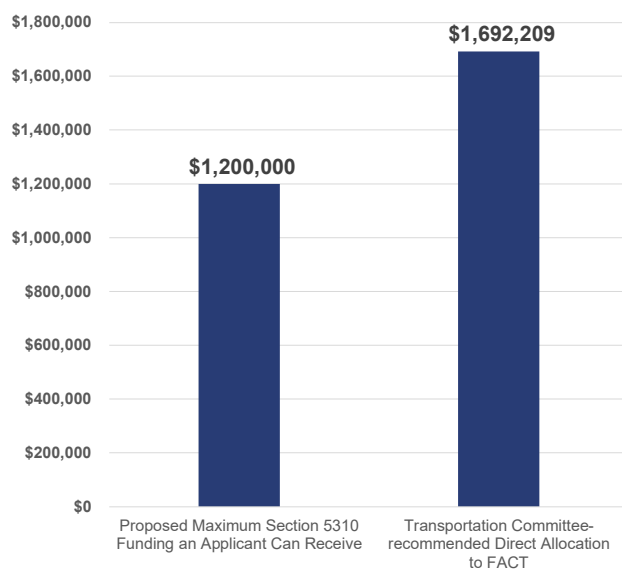
SANDAG | 8

## Minimum and Maximum Grant Thresholds

	Existing	Proposed
Minimum SMG Grant Funding per Applicant	\$50,000	\$50,000
Maximum SMG Grant Funding per Applicant	\$1.2 million	\$1 million
Minimum SMG Grant Award	Not applicable	\$50,000

SANDAG | 9

## FACT Direct Allocation Recommendation



### Option 1

Exempt the direct allocation from the maximum grant award calculation and prohibit FACT from competing for and/or receiving the remaining Section 5310 grant funding.

### Option 2

Raise the Section 5310 maximum threshold to \$1.8 million or higher, which would be above the direct allocation amount.

### Option 3

Not approve any direct allocation.

SANDAG | 10

## Proposed Call for Projects Process Improvements

- Mandatory evaluator training
- Mandatory evaluator panel meeting
- Enhanced scoring rubric
- Scoring an Applicant's vehicles and other equipment requests as one grant
- No "Sum of Ranks;" replace with Total Application Score



## Deviation(s) from Funding Recommendations

### Staff Options

**Option 1:** The Transportation Committee acts as an oversight body.

**Option 2:** The Transportation Committee acts as an evaluation body.

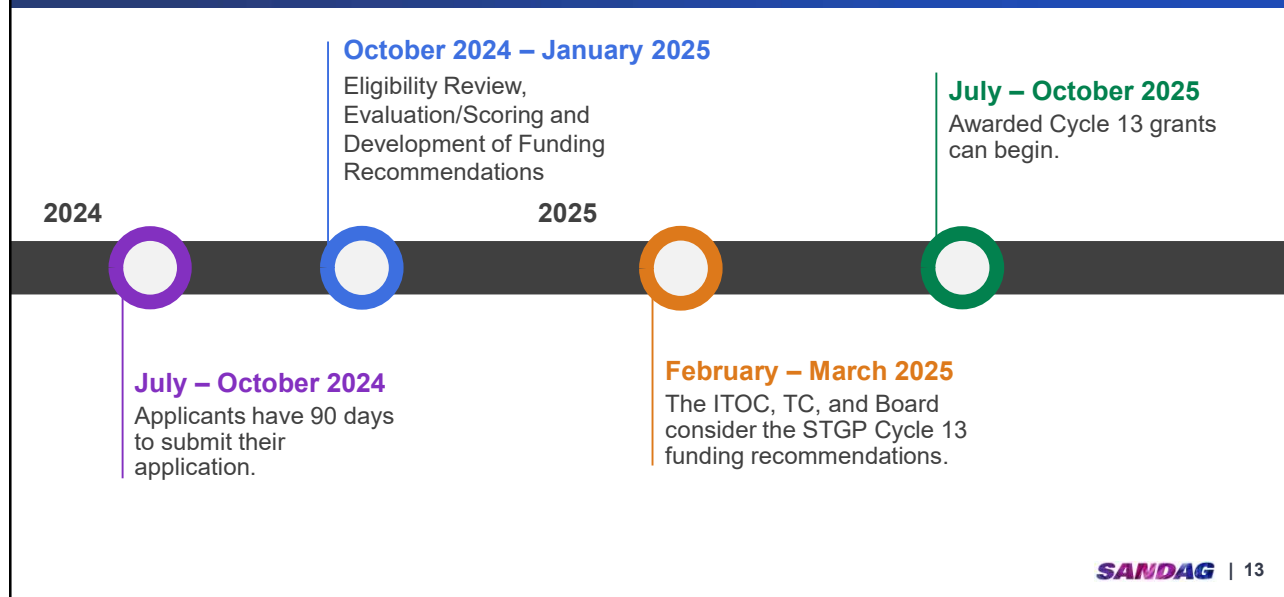
**Option 3:** The Transportation Committee recommends that SANDAG forgo the competitive process for the Section 5310 program.

### TC Recommendation

Approve the proposed STGP Cycle 13 Call for Projects, including the evaluation criteria and process for awarding funding, **except that the Board shall retain discretion over the final Section 5310 awards subject to FTA requirements and a 2/3 vote by the Board**



## STGP Cycle 13 Call for Projects Anticipated Timeline



## Transportation Committee Recommendations Summary

### The Transportation Committee recommended that the Board:

1. Approve the proposed STGP Cycle 13 call for projects, including the evaluation criteria and process for awarding funding, **except that the Board shall retain discretion over the final Section 5310 awards subject to FTA requirements and a 2/3 vote by the Board.**
  - The Office of General Counsel has raised concerns about the legality of the two-thirds vote threshold as inconsistent with SANDAG's governing statutes.
2. Lower the maximum amount of Senior Mini-Grant funding an applicant can receive to \$1 million and keep the existing maximum amount of Section 5310 funding an applicant can receive at \$1.2 million.

## Transportation Committee Recommendations Summary

3. Approve a 26% annual allocation of Federal Fiscal Year 2023 and 2024 Section 5310 pass-through funding available (\$835,543 and \$856,666 respectively) to Facilitating Access to Coordinated Transportation (FACT) for RideFACT service.
4. Should the Board approve a direct allocation of Section 5310 funds to FACT, exempt the direct allocation of Section 5310 funds to FACT from FACT's maximum grant award amount, and prohibit FACT from competing for and/or receiving the remaining Section 5310 grant funding.
5. Reinstate the allowability of indirect costs for the Senior Mini-Grant program starting with the STGP Cycle 13 Call for Projects consistent with the proposed indirect cost guidelines.

**SANDAG** | 15

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16