



## Board of Directors Agenda

Friday, March 28, 2025  
9 a.m. to 12:30 p.m.

Welcome to SANDAG. The Board of Directors meeting scheduled for Friday, March 28, 2025, will be held in person in the SANDAG Board Room. While Board 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/86851735105>

Webinar ID: 868 5173 5105

To participate via phone, dial a number based on your current location in the US:

+1 (669) 900-6833      +1 (929) 205-6099      International numbers available: <https://us02web.zoom.us/j/86851735105>

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**Public Comments:** Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Public speakers are generally limited to three minutes or less per person.

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. on 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.

If you desire to provide in-person verbal comment during the meeting, please fill out a speaker slip, which can be found in the lobby. If you have joined the Zoom meeting by computer or phone, please use the "Raise Hand" function to request to provide public comment. On a computer, the "Raise Hand" feature is on the Zoom toolbar. By phone, enter \*9 to "Raise Hand" and \*6 to unmute. Requests to provide live public comment must be made at the beginning of the relevant item, and no later than the end of any staff presentation on the item. The Clerk will call on members of the public who have timely requested to provide comment by name for those in person and joining via a computer, and by the last three digits of the phone number of those joining via telephone. Should you wish to display media in conjunction with your comments, please inform the Clerk when called upon. The Clerk will be prepared to have you promoted to a position where you will be able to share your media yourself during your allotted comment time. In-person media sharing must be conducted by joining the Zoom meeting on the personal device where the content resides. Please note that any available chat feature on the Zoom meeting platform should be used by panelists and attendees solely for procedural or other "housekeeping" matters as comments provided via the chat feature will not be retained as part of the meeting record. All comments to be provided for the record must be made in writing via email or speaker slip, or verbally per the instructions above.

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Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

**Message from the Clerk:** In compliance with Government Code §54952.3, the Clerk hereby announces that the compensation for legislative body members attending the following simultaneous or serial meetings is: Executive Committee (EC) \$100, Borders Committee (BC) \$100, Board of Directors (BOD) \$150, and Regional Transportation Commission (RTC) \$100. Compensation rates for the EC, BC, and BOD are set pursuant to the SANDAG Bylaws, and the compensation rate for the RTC is set pursuant to state law.

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[SANDAG Notice of Non-Discrimination | Aviso de no discriminación de SANDAG | Abiso sa Hindi Pandidiskrimina ng SANDAG | Thông cáo Không phân biệt đối xử của SANDAG | SANDAG 非歧视通知 | SANDAG: إشعار عدم التمييز](#)

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Esta reunión se llevará a cabo en inglés, y se ofrecerá interpretación simultánea en español. Se ofrecerá interpretación en otros idiomas previa solicitud a [ClerkoftheBoard@sandag.org](mailto:ClerkoftheBoard@sandag.org) al menos 72 horas antes de la reunión.

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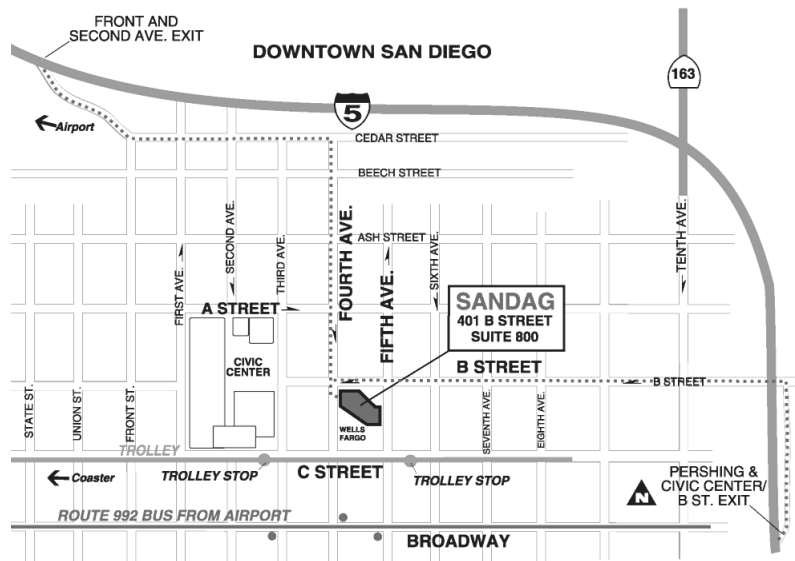
**Vision Statement:** *Pursuing a brighter future for all*

**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.*



# **SANDAG** Board of Directors

The Board of Directors serves as the governing body of SANDAG and is made up of elected mayors, councilmembers, and county supervisors that are appointed from each of the region's 19 local governments. The Board of Directors serves as the forum for bringing together our local governments and public agencies to plan, program, and implement cooperative comprehensive planning across the San Diego region.

<b>Chair</b>	<b>Vice Chair</b>	<b>Second Vice Chair</b>	<b>Chief Executive Officer</b>
Hon. Lesa Heebner	Hon. Joe LaCava	Hon. John Minto	Mario Orso
<b>City of Carlsbad</b> Hon. Kevin Shin, Councilmember (A) Hon. Priya Bhat-Patel, Mayor Pro Tem (A) Hon. Keith Blackburn, Mayor		<b>City of Santee</b> Hon. John Minto, Mayor (A) Hon. Laura Koval, Councilmember (A) Hon. Ronn Hall, Councilmember	
<b>City of Chula Vista</b> Hon. Carolina Chavez, Deputy Mayor (A) Hon. Cesar Fernandez, Councilmember (A) Hon. Michael Inzunza, Councilmember		<b>City of Solana Beach</b> Hon. Lesa Heebner, Mayor (A) Hon. David A. Zito, Councilmember (A) Hon. Jewel Edson, Councilmember	
<b>City of Coronado</b> Hon. John Duncan, Mayor (A) Hon. Carrie Downey, Councilmember (A) Hon. Mark Fleming, Councilmember (A) Hon. Amy Steward, Councilmember		<b>City of Vista</b> Hon. Katie Melendez, Deputy Mayor (A) Hon. Dan O'Donnell, Councilmember (A) Hon. John Franklin, Mayor	
<b>City of Del Mar</b> Hon. Terry Gaasterland, Mayor (A) Hon. Tracy Martinez, Deputy Mayor (A) Hon. John Spelich, Councilmember		<b>County of San Diego</b> Vacant Hon. Joel Anderson, Supervisor (A) Hon. Terra Lawson-Remer Supervisor (A) Hon. Monica Montgomery Steppe, Supervisor	
<b>City of El Cajon</b> Hon. Bill Wells, Mayor (A) Hon. Steve Goble, Councilmember		<b>Advisory Members</b>	
<b>City of Encinitas</b> Hon. Bruce Ehlers, Mayor (A) Hon. Marco San Antonio, Councilmember (A) Hon. Joy Lyndes, Deputy Mayor		<b>Imperial County</b> Jesus Eduardo Escobar, Supervisor Imperial County (A) Vacant	
<b>City of Escondido</b> Hon. Dane White, Mayor (A) Hon. Judy Fitzgerald, Councilmember (A) Hon. Joe Garcia, Councilmember		<b>California Department of Transportation</b> Ann Fox, Executive District 11 Director (A) Everett Townsend, Deputy District Director (A) Roy Abboud, Supervising Transportation Planner	
<b>City of Imperial Beach</b> Hon. Jack Fisher, Councilmember (A) Hon. Mitch McKay, Councilmember (A) Hon. Matthew Leyba-Gonzalez, Councilmember		<b>Metropolitan Transit System</b> Hon. Matthew Leyba-Gonzalez (A) Hon. Patricia Dillard (A) Hon. Ronn Hall	
<b>City of La Mesa</b> Hon. Mark Arapostathis, Mayor (A) Hon. Lauren Cazares, Councilmember (A) Hon. Laura Lothian, Councilmember		<b>North County Transit District</b> Hon. Jewel Edson (A) Hon. Priya Bhat-Patel (A) Hon. Mike Sannella	
<b>City of Lemon Grove</b> Hon. Alysson Snow, Mayor (A) Hon. Jennifer Mendoza, Mayor Pro Tem (A) Hon. Jessyka Heredia, Councilmember		<b>U.S. Department of Defense</b> Dennis Keck, Navy Region Southwest Executive Director (A) Anna Shepherd, Navy Region Southwest (A) Muska Laiq, Navy Region Southwest	
<b>City of National City</b> Hon. Luz Molina, Councilmember (A) Hon. Ron Morrison, Mayor (A) Hon. Ditas Yamane, Councilmember		<b>Port of San Diego</b> Dan Malcolm, Commissioner (A) Job Nelson	
<b>City of Oceanside</b> Hon. Esther Sanchez, Mayor (A) Hon. Eric Joyce, Deputy Mayor (A) Hon. Jimmy Figueroa, Councilmember		<b>San Diego County Water Authority</b> Hon. Joy Lyndes (A) Joel Scalzitti (A) Valentine Macedo, Jr.	
<b>City of Poway</b> Hon. Steve Vaus, Mayor (A) Hon. Peter De Hoff, Councilmember (A) Hon. Christopher Pikus, Councilmember		<b>San Diego County Regional Airport Authority</b> Gil Cabrera, Chair (A) James Sly, Board member	
<b>City of San Diego</b> Hon. Joe LaCava, Council President (A) Hon. Vivian Moreno, Councilmember (A) Hon. Sean Elo-Rivera, Councilmember Hon. Todd Gloria, Mayor (A) Hon. Kent Lee, Councilmember (A) Hon. Marni Von Wilpert, Councilmember		<b>Southern California Tribal Chairmen's Association</b> Hon. Cody Martinez, Chairman, Sycuan Band of the Kumeyaay Nation Hon. Erica Pinto, Chairwoman, Jamul Indian Village of California	
<b>City of San Marcos</b> Hon. Rebecca Jones, Mayor (A) Hon. Ed Musgrove, Councilmember (A) Hon. Mike Sannella, Councilmember		<b>Mexico</b> Hon. Alicia Kerber-Palma Cónsul General of Mexico (A) Hon. Gilberto Luna Deputy Cónsul General of Mexico <b>Association of Planning Groups</b> Hon. Robin Joy Maxson (A) Hon. Eileen Delaney	

# Board of Directors

Friday, March 28, 2025

## Comments and Communications

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

Members of the public shall have the opportunity to address the Board of Directors 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 eight public speakers. If the number of public comments under this agenda item exceeds eight, 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

*Francesca Webb, SANDAG*

The Board of Directors is asked to approve the minutes from its March 14, 2025, meeting.

[Meeting Minutes](#)

### +3. Chief Executive Officer Delegated Actions\*

Information

*Jennie Sharp, SANDAG*

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

[Chief Executive Officer Delegated Actions](#)

[Att. 1 - Investment Securities Transactions Activity - February 2025](#)

[Att. 2 - 2025 RTIP Amendment No. 3 - Table 1](#)

### +4. TransNet Active Transportation Grant Program Project Amendment\*

Reject

*Benjamin Gembler, SANDAG*

The Transportation Committee and Independent Taxpayer Oversight Committee recommend that the Board of Directors reject the City of Carlsbad's request for a two-year time extension and a reduced project scope of work for their Active Transportation Grant Program-funded Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project.

[TransNet Active Transportation Grant Program Project Amendment](#)

[Att. 1 - Discussion Memo](#)

[Att. 2 - City of Carlsbad Grant Amendment Request Letter](#)

[Att. 3 - Revised Project Scope of Work, Schedule, and Budget](#)

### +5. Regional Active Transportation Program Funding Recommendations

Approve

*Jenny Russo, SANDAG*

The Transportation Committee recommends that the Board of Directors:

1. Adopt Resolution No. 2025-13, certifying the results of the San Diego Regional Active Transportation Program (ATP); and
2. Recommend that the California Transportation Commission fund the San Diego Regional ATP projects consistent with Attachment 3.



Regional Active Transportation Program Funding Recommendations

Att. 1 - Discussion Memo

Att. 2 - 2025 Active Transportation Program - Statewide Component Staff Recommendations

Att. 3 - 2025 Regional ATP Funding Recommendations and Contingency Project List

Att. 4 - Resolution No. 2025-13: Approving the Proposed List of Regional Active Transportation Program Projects and Funding Recommendations to the California Transportation Commission

- +6. Master Agreement for Transit and Intercity Rail Capital Program with Caltrans** Adopt  
*Adrian Paniagua, SANDAG*

The Transportation Committee recommends that the Board of Directors adopt Resolution No. 2025-12, authorizing the Chief Executive Officer, Chief Financial Officer and the Director of Financial Planning, Budgets, and Grants to execute the Master Agreement for Transit and Intercity Rail Capital Program with Caltrans.

[Master Agreement for Transit and Intercity Rail Capital Program with Caltrans](#)

[Att. 1 - Resolution No. 2025-12: Authorization for the Execution of a Master Agreement for Transit and Intercity Rail Capital Program](#)

[Att. 2 - Master Agreement for Transit and Intercity Rail Capital Program](#)

- +7. Policy Advisory Committee Actions** Approve  
*Francesca Webb, SANDAG*

The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees as noted in the report.

[Policy Advisory Committee Actions](#)

[Att. 1 - Audit Committee Report](#)

[Att. 2 - Executive Committee Reports](#)

[Att. 3 - Transportation Committee Report](#)

### Reports

- +8. Draft FY 2026 Program Budget\*** Approve  
*Susan Huntington, SANDAG*

The Executive Committee recommends that the Board of Directors approve the Draft FY 2026 Program Budget as presented.

[Draft FY 2026 SANDAG Program Budget](#)

[Att. 1 - FY26 Budget In Brief](#)

[Att. 3 - Overall Authority Responsibilities and Mandates](#)

[Att. 4 - Strategic Planning Framework](#)

[Att. 5 - Current Funding Environment](#)

[Att. 6 - FY 2026 Program Budget Staffing Resources Comp Programs Employee Benefits Presentation](#)

### Adjournment

**9. Adjournment**

The next Board of Directors meeting is scheduled for Friday, April 11, 2025, at 10:30 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

## March 14, 2025, Board of Directors Meeting Minutes

### [View Meeting Video](#)

Vice Chair Joe LaCava (City of San Diego) called the meeting of the Board of Directors to order at 10:33 a.m.

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

Public Comments John Stahl, Truth, Allegedly Audra, Gambler, Purita Javier, Cesar Javier, Mark, Camilla Rang, Katheryn Rhodes.

Member Comments: Vice Chair LaCava, Chief Executive Officer Mario Orso, Councilmember Luz Molina (National City), Mayor John Duncan (Coronado).

#### **Consent**

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

The Board of Directors was asked to approve the minutes from its February 28, 2025, meeting.

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

This report provided an update on meetings and events attended by the Board of Directors members.

#### **4. Policy Advisory Committee Actions**

The Board of Directors was asked to ratify the actions taken by the Policy Advisory Committees as noted in the report.

#### **5. Quarterly Project Progress and Budget Update, FY 2025, Quarter 2**

This quarterly report provided an update on the status of the agency's capital projects as approved in the FY 2025 Program Budget through December 2024 (Quarter 2).

#### **6. Public Beach Restoration Grant Application**

The Board of Directors was asked to adopt Resolution No. 2025-11, authorizing the submission of a grant application to the California State Parks Division of Boating and Waterways for the Regional Beach Sand Project III.

Public Comments: Allegedly Audra, Truth, Mark, Katheryn Rhodes, Gambler, Blair Beekman, Paul the Bold, Mark Ritterbaum, Consuelo.

Action: Upon a motion by Mayor Esther Sanchez (Oceanside) and a second by Second Vice Chair John Minto (Santee), the Board voted to approve the Consent Agenda.

The motion passed.

Yes: Vice Chair LaCava, Second Vice Chair Minto, Councilmember Kevin Shin (Carlsbad), Deputy Mayor Carolina Chavez (Chula Vista), Mayor Duncan, Mayor Terry Gaasterland (Del Mar), Mayor Bill Wells (El Cajon), Councilmember Marco San Antonio (Encinitas), Mayor Dane White (Escondido), Councilmember Jack Fisher (Imperial Beach), Councilmember Lauren Cazares (La Mesa), Mayor Alysson Snow (Lemon Grove), Councilmember Molina, Mayor Sanchez, Mayor Steve Vaus (Poway), Mayor Rebecca Jones

(San Marcos), Deputy Mayor Katie Melendez (Vista), and Supervisor Joel Anderson (County of San Diego).

No: None.

Abstain: None.

Absent: None.

## **Reports**

### **7. Downtown Stopover Project**

Director of Engineering and Construction David Cortez; Principal Engineer Omar Atayee; Brent Boyd and Sharon Cooney, MTS; presented an overview and status update on the Downtown Stopover Project.

Public Comments: Truth, Allegedly Audra, Mark, Paul the Bold, Katheryn Rhodes, Gambler, Consuelo, Marco Espinoza.

Action: Information

Action: Upon a motion by Councilmember Cazares and a second by Councilmember Edson, the Board of Directors voted to extend its meeting end time to 1 p.m.

Yes: Vice Chair LaCava, Second Vice Chair Minto, Councilmember Shin, Deputy Mayor Chavez, Mayor Duncan, Councilmember San Antonio, Councilmember Fisher, Councilmember Cazares, Mayor Snow, Mayor Sanchez, Mayor Jones, Councilmember Edson.

No: Mayor Gaasterland.

Abstain: None.

Absent: El Cajon, Escondido, National City, Poway, Vista, County of San Diego.

### **8. Adjournment**

The next Board of Directors meeting is scheduled for Friday, March 28, 2025, at 9 a.m.

Vice Chair LaCava adjourned the meeting at 1 p.m.

## Confirmed Attendance at SANDAG Board of Directors Meeting

Board of Directors	Title	Name	Attend
City of Carlsbad	Councilmember	Kevin Shin (Primary)	Yes
City of Chula Vista	Deputy Mayor	Carolina Chavez (Primary)	Yes
City of Coronado	Mayor	John Duncan (Primary)	Yes
County of San Diego	Supervisor	Vacant (Primary)	--
County of San Diego	Supervisor	Joel Anderson (Primary)	Yes
City of Del Mar	Mayor	Terry Gaasterland (Primary)	Yes
City of El Cajon	Mayor	Bill Wells (Primary)	Yes
City of Encinitas	Councilmember	Marco San Antonio (Alternate)	Yes
City of Escondido	Mayor	Dane White (Primary)	Yes
City of Imperial Beach	Councilmember	Jack Fisher (Primary)	Yes
City of La Mesa	Councilmember	Lauren Cazares (Alternate)	Yes
City of Lemon Grove	Mayor	Alysson Snow (Primary)	Yes
City of National City	Councilmember	Luz Molina (Primary)	Yes
City of Oceanside	Mayor	Esther Sanchez (Primary)	Yes
City of Poway	Mayor	Steve Vaus (Primary)	Yes
City of San Diego	Vice Chair	Joe LaCava (Primary)	Yes
City of San Diego	Councilmember	Kent Lee (Alternate)	Yes
City of San Marcos	Mayor	Rebecca Jones (Primary)	Yes
City of Santee	Second Vice Chair	John Minto (Primary)	Yes
City of Solana Beach	Councilmember	Jewel Edson (2nd Alt.)	Yes
City of Vista	Deputy Mayor	Katie Melendez (Primary)	Yes
Caltrans		Ann Fox (Primary)	Yes
Metropolitan Transit System	Deputy Mayor	Matthew Leyba-Gonzalez (Primary)	No
North County Transit District	Councilmember	Jewel Edson (Primary)	Yes
Imperial County	Supervisor	Jesus Eduardo Escobar (Primary)	No
U.S. Department of Defense	Executive Director	Anna Shepherd (Alternate)	Yes
Port of San Diego	Commissioner	Job Nelson (Alternate)	No
San Diego County Water Authority		Patricia Dillard (Primary)	No
SDCRAA	Director	Gil Cabrera (Primary)	Yes
Mexico	Consul General	Alicia Kerber (Primary)	No
SCTCA	Chairman	Raymond Welch	Yes
Association of Planning Groups	Chairwoman	Robin Joy Maxson (Primary)	Yes

## 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 February 2025.

### Fiscal Impact:

One security reached maturity in February for \$6 million, and one security was purchased for \$6.2 million.

### Schedule/Scope Impact:

None.

**Legal Matters:** [Board Policy No. 008](#), Section 6.2, 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 February 3, 2025, filed a Motion for Attorney Fees and related documents
- On February 20, 2025, filed a Respondent's Notice Designating Record on Appeal

In the matter of Cortez v. City of National City (Superior Ct. Case No. 24CU026011C), the following actions were taken by Nossaman on behalf of SANDAG:

- On February 10, 2025, filed a Demurrer and related documents

In the matter of Osmon v. City of San Diego (Superior Ct. Case No. 2020-00018911), the following actions were taken by BDG Law Group on behalf of SANDAG:

- On January 14, 2025, filed a Stipulation to Permit Filing of First Amended Cross-Complaint
- On January 14, 2025, filed a First Amended Complaint against the City of San Diego and Mid-Coast Transit Constructors
- On January 22, 2025, attended a Motion Hearing re Plaintiff's Motion to Amend 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 February 2025.

**Plans, Specifications, and Estimates (PS&E) Design Approvals:** [Board Policy No. 017](#), Section 4.2, states a monthly report of all approvals of design PS&E for capital improvement projects shall be submitted to the Board of Directors. The PS&E for the following capital improvement project was approved:

- North Park/Mid-City Bikeways: University Bikeway Rebid Project, Capital Improvement Program Project No. 1223081



**Regional Transportation Improvement Program Administrative Modification:** Regional Transportation Commission (RTC) Resolution No. RTC-2020-01 authorizes the Chief Executive Officer to approve administrative modifications to the Regional Transportation Improvement Program (RTIP). Changes are authorized by the requesting agencies by resolution or approved policy.

- Administrative Modification No. 3 was approved on February 19, 2025. Table 1 (Attachment 2) summarizes the changes made to 4 projects and 1 grouped listing in the region.

**Mario Orso, Chief Executive Officer**

Attachments: 1. Investment Securities Transactions Activity - February 2025  
2. 2025 RTIP Amendment No. 3 -Table 1

**MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS**  
**FEBRUARY 1 THROUGH FEBRUARY 28**

Transaction Date	Security/Coupon/Maturity Date	Par Value	Original Cost
<b>BOUGHT</b>			
02/10/25	F F C B DEB 4.125% 2/03/26	\$ 6,200,000.00	\$ 6,194,280.07
	TOTAL BOUGHT:	<u>\$ 6,200,000.00</u>	<u>\$ 6,194,280.07</u>
<b>MATURED</b>			
02/10/25	F H L B DEB 0.500% 2/10/25	\$ 6,000,000.00	\$ 6,017,160.00
	TOTAL MATURED:	<u>\$ 6,000,000.00</u>	<u>\$ 6,017,160.00</u>
<b>SOLD</b>			
	NO REPORTABLE SECURITIES FOR THIS MONTH		

**Table 1 - Summary of Changes Report (\$000)**  
**2025 RTIP Amendment No. 3**

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
CAL46E	Caltrans	Grouped Projects for Pavement Resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program	\$589,011	\$777,724	\$188,713	32%	Increased SHOPP (AC) - Roadway Preservation NHS; A CON 11-month Allocation Time Extension was submitted, expiring May 2025. Ready to List February 21, 2025, voting on CON funding at the May 2025 CTC meeting.
CAL538	Caltrans	SR 67 Improvements	\$55,000	\$55,000	\$0	0%	Increased TransNet - Major Corridor and reduced ↓ SB1 - Local Partnership Program (LPP) Formula funding
NCTD06	North County Transit District	Bus/Rail Support Equipment & Facilities	\$111,290	\$111,290	\$0	0%	Revised FTA 5339 funding between fiscal years
SAN115	San Diego Association of Governments	San Onofre to Pulgas Double Track	\$73,683	\$73,683	\$0	0%	Revised fund source from STIP-IIP AC to Other Fed - NHPP
SAN309	San Diego Association of Governments	South County Rapid Transit	\$7,000	\$7,000	\$0	0%	Revised fund source from RSTP to FTA 5307

**Abbreviation**

FTA 5307

FTA 5339

NHPP

RSTP

SHOPP - Roadway Preservation

SB1 - LPP

Toll Credits

TransNet - MC

**Fund Type**

Federal Transit Administration Urbanized Area Formula Program

Federal Transit Administration Bus and Bus Facilities Grant Program

National Highway Performance Program

Regional Surface Transportation Block Grant

State Highway Operation and Protection Program - Roadway Preservation

Senate Bill 1 - Local Partnership Program

Local funds that can be used to match federal funds

Prop A Extension - Major Corridors

## **TransNet Active Transportation Grant Program Project Amendment**

### **Overview**

The SANDAG Active Transportation Grant Program (ATGP) provides funding for local jurisdictions to plan and build facilities that promote multiple travel choices; increase connectivity to transit, schools, retail centers, parks, work, and other community gathering places; provide bike parking and education; and establish awareness programs that support pedestrian and bike infrastructure. The ATGP is funded by TransNet and has also provided Transportation Development Act funds in prior cycles. Four cycles of the ATGP have been held, and over \$28 million in funding has been awarded to 88 projects throughout the region.

### **Key Considerations**

There is only one remaining open ATGP project, the City of Carlsbad (City)'s Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project (Project), whose scope of work includes design, environmental clearance, and construction. The three-year grant agreement began in 2016, has been granted two 36-month time extensions, and has a current termination date of May 8, 2025.

The City cannot complete the entire scope of the Project by the grant termination date. The City has requested an amendment that includes a 24-month time extension and a scope of work change that would eliminate Project tasks requiring construction and allow the City to complete the Project's design and environmental clearance and have it ready for construction in May 2027. Attachment 1 contains additional details on the Project's history, challenges, and options the Board of Directors can consider. Attachment 2 contains the City's request letter, and Attachment 3 is the City's requested revised scope of work, schedule, and budget, with changes shown in red.

On [February 12, 2025 \(Item 11\)](#), the TransNet Independent Taxpayer Oversight Committee (ITOC) voted to recommend that the Board reject the City's request. ITOC members expressed concern that the City's request was unrealistic due to too many uncertainties, such as the lack of a Coastal Commission permit and environmental compliance for the Project, and that it was unlikely that the Project could be completed in the timeframe the City has requested. At its [March 21, 2025 meeting \(item 5\)](#), the Transportation Committee (TC) voted to recommend that the Board reject the City's request. TC members expressed support for the Project and noted it has region-wide benefits; however, they had concerns about the progress to date, the absence of funding to construct the Project, and the Carlsbad City Council's

### **Action: Reject**

The Transportation Committee and Independent Taxpayer Oversight Committee recommend that the Board of Directors reject the City of Carlsbad's request for a two-year time extension and a reduced project scope of work for their Active Transportation Grant Program-funded Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project.

### **Fiscal Impact:**

If rejected by the Board of Directors, any unexpended funds from the date of rejection would be returned to the program (Overall Work Program Project No. 3300100: TransNet Smart Growth Incentive & Active Transportation Grant Programs) and used in a future call for projects.

### **Schedule/Scope Impact:**

If the scope of work amendment and time extension are rejected, the grant agreement will be terminated, and the unexpended funds will be returned to the Active Transportation Grant Program for use in a future call for projects.

decision to wait to approve the final design until another roundabout project is completed and studied, which leaves the Project's design and construction timeline uncertain.

### **Next Steps**

SANDAG will implement the action approved by the Board.

- If the amendment is rejected, the grant agreement will be terminated, and the unexpended funds will be returned to the Active Transportation Grant Program for use in a future call for projects.
- If the amendment is approved, SANDAG grants staff will execute the amendment to the grant agreement.

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

Attachments:   1. Discussion Memo  
                      2. City of Carlsbad Grant Amendment Request Letter  
                      3. Revised Project Scope of Work, Schedule, and Budget



## Discussion Memo

### Project History: Award and Prior Amendments

In March 2015, the California Transportation Commission (CTC) released the Cycle 2 Call for Projects for its Active Transportation Program (ATP), a discretionary grant program that provides federal and state funding for active transportation projects throughout California. The funding is distributed through two separate competitive selection processes, beginning with a statewide component that the CTC administers, followed by a regional component that the Metropolitan Planning Organization (MPO) for each region administers on behalf of the CTC. The City of Carlsbad submitted its Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project (Project) for funding under the ATP and was selected through the regional component. At its October 23, 2015 meeting, the SANDAG Board of Directors approved the exchange of the City's \$1,054,000 in ATP funding for TransNet ATGP funding so that the ATP funds could be allocated to as few projects as possible. This funding exchange allowed the Project to receive TransNet ATGP funding. The grant agreement between SANDAG and the City was signed on May 9, 2016, and included a three-year grant term, consistent with other ATGP-funded capital projects and SANDAG [Board Policy No. 035: Competitive Grant Program Procedures](#).

In January 2019, the City requested a 36-month extension for the Project, citing delays caused by extensive public outreach efforts, revisions to the Project concepts and preferred alternatives, and discussions with the California Department of Parks and Recreation (State Parks) regarding the Project's right of way and long-term maintenance and operations of the Project improvements. The amendment was approved by the Transportation Committee at its March 15, 2019 meeting (Item 4) following a recommendation from the ITOC at its February 13, 2019 meeting (Item 3). The amendment extended the grant termination date to May 9, 2022.

In March 2022, the City requested a second 36-month extension for the Project. In their request, the City mentioned they had engaged in numerous discussions with State Parks about the Project's conceptual design and right-of-way concerns over the prior three-year period and had also developed a mechanism to reimburse State Parks for plan checks and inspection services. The City had also evaluated another Project alternative, a roundabout, and hired a consultant to provide engineering and environmental services for the Project so that design could begin. At its [March 9, 2022 meeting](#) (Item 11), the ITOC voted to recommend that the Transportation Committee approve the 36-month amendment request but stated they would find it difficult to grant any future extension request for the Project. The Transportation Committee approved the amendment at its [March 18, 2022 meeting](#) (Item 4), which extended the grant termination date to May 9, 2025. An additional condition was added to the grant agreement that to ensure the Project continues to progress and the TransNet funds are used appropriately, the City would not be eligible to receive reimbursement of Project-related expenses until the next deliverable, 60% design, was received by SANDAG. This milestone was met on November 16, 2023.

Due to these two prior extensions and the original grant agreement period, this is the only open and also the longest-running ATGP project with a duration of nine years.

### Project Challenges and Considerations

The Project has been behind schedule and budget for over a year and has been on the Watchlist for that timeframe, so the ITOC and TC could be aware of the Project delays and challenges. To date, \$529,461.28 has been paid to the City for work performed, which represents a 50% completion rate based on grant dollars spent. However, based on the grant termination date of May 9, 2025, the Project should be approximately 96% complete. The City still needs to complete the Project's design, obtain environmental clearance, and construct the improvements. The City believes it can complete the Project's final design and obtain environmental clearance, including approval by State Parks and the California Coastal Commission, and have the Project ready to begin construction in 24 months.

In July 2023, Carlsbad City Council approved the conceptual design for the Project, including a roundabout. At that meeting, the City Council directed Carlsbad staff to study five months of post-construction performance data on another roundabout project at Carlsbad Avenue and Canon Street, the Terramar Area Complete Streets project, before seeking approval for construction of the ATGP-funded Project. The Terramar project has not yet been constructed and was submitted for funding consideration through the Cycle 7 ATP in June 2024. According to the ATP application, the Terramar project is anticipated to start construction in August 2025, and will be completed in January 2027. The results of the statewide component of the ATP did not include funding for the Terramar project, and the regional results will be available in March 2025, Carlsbad staff estimate that the construction for the ATGP-funded Project would not begin until 2028 and would take several years to complete. Keeping the Project's construction in the scope of work would necessitate an additional 6-8 years to be added to the existing grant termination date. Additionally, the Carlsbad City Council could request staff to pursue a different design for the Project depending on the results of the Terramar project, which could result in additional Project costs and schedule delays.

Due to the extended timeframe and design change from the initial application, the estimated construction cost estimate for the Project has grown from \$1.5 million in 2015 to more than \$10 million. The Project budget does not contain enough funding from either the ATGP award or the City to fund construction. Without additional funding, the Project would need to remain open until the City could provide sufficient funding for construction to be complete and the Project to be closed. SANDAG staff would continue to oversee the Project and require quarterly reports from the City. The City has requested the removal of the construction phase of the Project to allow the Project to be closed out and reduce the administrative burden on the City and SANDAG staff. Removing the construction phase would allow the City to submit the Project for future grant funding through SANDAG and other federal and state discretionary grant programs.

### **Options to Consider**

#### *Option 1: Approve the City's requested 24-month extension and Scope of Work Amendment*

If the 24-month Project schedule extension and the scope of work revisions to remove construction are approved, the amendment will allow adequate time for the City to complete the Project's design and environmental clearance without delivering the construction of the Project. The 24-month extension and reduced scope is a more realistic requirement for the Project since the completion of the Project now hinges on another, unrelated capital project whose timeline and funding sources are unknown at this time and could present other challenges and additional time extension requests for the Project in the future. This option would require the least administrative burden on the City and SANDAG and is recommended by staff since it considers the challenges mentioned previously.

The main concern with this option is that it doesn't hold the City accountable to its original Project application and could set an unintended precedent for other grant programs and applicants that SANDAG does not hold its grantees accountable to the projects they submit for funding consideration. In response to the [FY 2024 TransNet Triennial Performance Audit](#), SANDAG staff now include in each Smart Growth Incentive Program call for projects an evaluation of the project scope of work, schedule, and budget, so that the feasibility of projects can be reviewed and considered in the application review process. Staff believe this change will result in capital project applications being more closely reviewed to reduce the need for grantees to request changes to their project schedule, scope of work, or budget after a project is awarded grant funding.

#### *Option 2: Reject the City's requested 24-month extension and Scope of Work Amendment*

If the 24-month schedule extension and scope of work amendment are not approved, the City would still be required to complete the design, environmental clearance, and construction within the existing grant

term, which City staff have stated they cannot do. This would result in a breach of the ATGP grant agreement terms which requires them to complete the scope of work within the grant term. Section 4.2 of Board Policy No. 035 provides that "Extension requests that are rejected by the Policy Advisory Committee will result in termination of the grant agreement and revocation of any unexpended funds from the date of the rejection. Unexpended funds are funds for project costs not incurred prior to rejection of the extension request by the Policy Advisory Committee." The current balance of the grant, including funds held in retention, is \$524,538.72. Section 5.1 of the Policy further states that "Any project that loses funding due to failure to meet the deadlines specified in this Policy may be resubmitted to compete for funding in a future call for projects." SANDAG is considering offering a new cycle of ATGP funding in Fiscal Year 2026, and the next cycle of the ATP would be offered in spring 2026.

*Option 3: Approve the City's requested 24-month extension and Decline the Scope of Work Amendment*

If the 24-month schedule extension is approved but the scope of work amendment is not approved, the City would still be required to complete the design, environmental clearance, and construction of the Project, but the grant termination date would be extended to May 9, 2027. Considering the constraints of the Terramar project, Project completion in this timeframe is unlikely, and the City would need to request an additional time extension later. This option would also not resolve the concern that sufficient funding to construct the Project is unavailable.



December 9, 2024

Jenny Russo  
Grants Program Manager  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

Subject: City of Carlsbad ATGP Project Schedule/Scope/Budget Amendment Request

Dear Ms. Russo:

The City of Carlsbad (city) is requesting an amendment to grant agreement No. 5004838 for a change in scope and a 24-month extension for the Carlsbad Boulevard and Tamarack Avenue Intersection Improvements Project (Project). The requested scope change is to remove the construction phase and its associated costs from the grant agreement. The requested scope change and the 24-month extension will allow for the completion of the engineering and environmental phases of the Project and to close out the grant. The city will utilize its local or other available funding sources including other federal, state, and local grant opportunities to complete the Project.

**Previous efforts undertaken to maintain the project scope of work and schedule:**

The Project includes multimodal transportation improvements such as an intersection traffic control at the intersection of Carlsbad Boulevard and Tamarack Avenue, improved bicycle lanes, enhanced sidewalks and lighting, and ADA improvements. The city's project team has been working diligently to complete critical elements of the Project. This has included right-of-way (ROW) reconciliation with the California Department of Parks and Recreation, or State Parks, as well as review and concurrence on conceptual and 60%-complete designs since portions of the Project are located within State Parks' ROW.

Additionally, the city has provided ongoing coordination with State Parks to implement contractual mechanisms to reimburse State Parks for plan reviews, as well, as for allowing the city to perform construction and maintenance of the proposed Project improvements. The city and State Parks have executed a reimbursement agreement to State Parks for their staff or consultants to review design plan submittals. The Project is currently in final engineering design and environmental review. The city team, along with its consultant are working on 90%-complete plans along with an update to the environmental document for the Project.

**A detailed explanation on the reason for delay and scope of work change, and how it was unavoidable:**

On July 18, 2023, the City Council approved the conceptual design of the Project, which includes a roundabout at the intersection, pedestrian safety improvements and widening the sidewalk on the bridge over the Agua Hedionda Lagoon inlet. The City Council authorized staff to proceed with the next steps of the Project including design and permitting, but to wait until another roundabout along Carlsbad Boulevard at the Cannon Road intersection is completed, and

performance data could be analyzed, before seeking approval for construction of the Project. The roundabout at Carlsbad Boulevard and Cannon Road is within the city's Capital Improvement Program is expected to be completed in 2027/28.

The city considers this as a high-profile project since it is along the coast and would impact many city residents and visitors. A significant challenge for the project is a discrepancy in the ROW within the project's limits of work. This required additional survey efforts and coordination with State Parks. In addition, the city has provided ongoing coordination with State Parks to develop and implement contractual mechanisms needed for plan reviews and maintenance for portions of the improvements on State Parks ROW. This has had significant delays in the previous Project schedule but has been a critical element to work through for the Project to advance design and environmental clearance. State Parks staff have reviewed and provided comments on the Project's 60%-complete design, draft environmental document, and draft long-term operating and maintenance agreement between State Parks and the city. The city and its consultant are currently finalizing 90%-complete design along with an update to the environmental document to address State Parks comments.

**Demonstrate the ability to succeed in the extended timeframe the grantee is requesting and with the revised scope of work:**

On Nov. 12, 2024, Carlsbad City Council approved the submittal of a request to amend SANDAG's grant to change its scope to remove the construction phase from the grant funding and a two-year time extension for the Project. The SANDAG grant for the Project expires on May 8, 2025, and has a current available balance of \$460,808<sup>1</sup>. This amendment request is to request SANDAG to change the termination date and scope of the grant agreement so the remaining applicable grant funds can be used for the Project's final engineering design and environmental studies and permitting. The requested two-year time extension will provide the city with sufficient and needed time to complete the engineering design, environmental studies/documentation, get State Park's final approval, and obtain the necessary permits including the coastal development permit for the Project. Also, the scope change and time extension are in the best interest of the public to allow the grant to be closed out and alleviate the administrative burden on SANDAG and the city.

The roundabout at Cannon Road and Carlsbad Boulevard is in the final design and permitting phase and is expected to be completed in 2027/28. City staff will return to Carlsbad City Council with data about Cannon Road and Carlsbad Boulevard performance within five months of the project's completion, in accordance with the City Council's direction. Based on the Cannon Road roundabout's performance, the City Council would then consider whether to approve the design of the Tamarack Avenue roundabout or request additional design changes.

It is also important to note that the estimated cost to complete the Project when it was initially submitted for grant funding in 2014 was about \$1.8 million. With the changes in the Project design, increased engineering and environmental services and construction costs and inflation, the new estimated cost to construct the project is more than \$10 million. There are not enough grant funds to cover the cost of construction, and the city will utilize other funding sources including other federal, state, and local grant opportunities to be able to fully fund the cost of construction. Additionally, as stated earlier, the Project is contingent on the success of the roundabout at Carlsbad Boulevard and Cannon Road, and the outcome and direction from the City Council will not be known until 2027/28 when that project is complete.

City staff believe that the scope change, including a 24-month extension, serves as the most realistic and attainable mechanism/schedule to complete the project's engineering design, environmental and permitting phase, obtain all necessary approvals, and close out the grant. Ultimately, this project will have a vast improvement to operational enhancements for vehicles, bicycles, pedestrians, and transit riders


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<sup>1</sup>\$460,808 is the current grant balance assuming all invoices submitted by the city including FY 2024-25 Q1 invoice are paid to the city



Enclosed with this letter is the revised project schedule that would be included in the grant amendment, if approved. Thank you for considering this request. Please contact Hossein Ajideh, Engineering Manager, at 760-579-1062 or [hossein.ajideh@carlsbadca.gov](mailto:hossein.ajideh@carlsbadca.gov) with any questions.

Sincerely,

A handwritten signature in black ink that reads 'Hossein Ajideh'. To the right of the signature is a blue rectangular stamp containing the date and time.  
Date: 2024.12.09  
17:55:37-08'00'

Hossein Ajideh, PhD, PE, QSD  
Engineering Manager  
Transportation Department, Public Works Branch  
City of Carlsbad  
1635 Faraday Ave.  
Carlsbad, CA 92008  
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<sup>1</sup>\$460,808 is the current grant balance assuming all invoices submitted by the city including FY 2024-25 Q1 invoice are paid to the city

## CAPITAL PROJECTS: SCOPE OF WORK, SCHEDULE, AND BUDGET

## PROGRAM:

ACTIVE TRANSPORTATION GRANT PROGRAM

## PART I: PROJECT OVERVIEW

## PROJECT TITLE:

Carlsbad Blvd and Tamarack Ave Pedestrian Improvement Project

## PROJECT LIMITS:

339 feet north of Tamarack Avenue Intersection on Carlsbad Boulevard and south 1,404 feet across the Agua Hedionda Lagoon bridge along Carlsbad Blvd to connect to the already widened section of the sidewalk. 339 feet east of and 1,404 west of Carlsbad Boulevard on Tamarack Avenue.

## PROJECT SUMMARY:

Provide operational enhancements for vehicles, bicycles, pedestrians and transit riders. Improving this heavily traveled segment of Carlsbad Boulevard promotes walking, biking and transit use. The project will also enhance safety for all users and improve the area's aesthetics. Notable improvements include the reconfiguration of the intersection at Tamarack Avenue and Carlsbad Boulevard, easing traffic flow with the reduction in southbound vehicle lanes to the south of the intersection. Widening the sidewalk south of Tamarack Avenue, including across the bridge. Relocating a bus stop to provide safer access. Other improvements to the pedestrian and bicycle facilities throughout the project area and creating additional free on-street parking.

## PART II: SCOPE OF WORK, SCHEDULE, AND BUDGET

Propose tasks, deliverables, a timeframe, and a budget for implementing the project. The project schedule must be based on "Months from Notice to Proceed." **NTP was issued 5/9/2016.**

TASK NO.	TASK DESCRIPTION	DELIVERABLES	START DATE	REVISED START DATE	COMPLETION DATE	REVISED COMPLETION DATE	TOTAL PROJECT COSTS	REVISED TOTAL PROJECT COSTS
1	Collect Baseline Data (REQUIRED)	Baseline Data Collection Plan; Raw Bike/Ped Data (Mobility Analysis)	NTP (April 2022)	70 (March 2022)	4 (July 2022)	74 (July 2022 - completed)	\$ 38,840.00	\$ 38,840.00
2	Mobilization: Field Investigations & Data Collection	Update survey mapping, ROW mapping coordination with State Parks; utility mapping; geotechnical investigation	NTP (April 2022)	79 (December 2022)	4 (July 2022)	86 (July 2023 - completed)	\$ 165,704.30	\$ 165,704.30
3	Alternatives Analysis	Evaluation of 3 design alternative concepts; feasibility, value engineering, roundabout evaluation. Technical memo alternative analysis.	4 (July 2022)	71 (April 2022)	3 (September 2022)	82 (March 2023 - completed)	\$ 106,056.25	\$ 106,056.25
4	Public Outreach	Solicit input on alternative designs. Present to Traffic Mobility Commission and City Council to select the Locally Preferred Alternative.	9 (December 2022)	79 (December 2022)	5 (April 2023)	91 (December 2023 - completed)	\$ 90,293.13	\$ 90,293.13
5	Environmental Clearance & Permitting	Environmental technical studies; CEQA IS/MND certification; resource agency permitting (Coastal Commission)	8 (November 2022)	78 (November 2022)	15 (January 2024)	132 (May 2027)	\$ 109,593.13	\$ 410,337.90
6	Complete Engineering and Final Design	60%, 90%, and 100% PS&E	3 (June 2022)	73 (June 2022)	33 (February 2025)	132 (May 2027)	\$ 474,245.63	\$ 1,775,667.44
7	<del>Award Construction</del>	<del>Bid Documents; Contract</del>	<del>33 (February 2025)</del>		<del>35 (April 2025)</del>		<del>\$ 33,020.00</del>	<del>\$ -</del>
8	<del>Project Construction</del>	<del>Start of Construction</del>	<del>42 (Sept 2025)</del>		<del>36</del>		<del>\$ 1,120,819.00</del>	<del>\$ -</del>
	<del>Contingency 25%</del>						<del>\$ 280,204.75</del>	<del>\$ -</del>
	<del>Construction</del>						<del>\$ 168,122.85</del>	<del>\$ -</del>
TOTAL							\$ 2,586,899.02	\$ 2,586,899.02

**SEASONAL CONSTRAINTS, IF ANY:**

Construction timeline includes a window of time during the summer months (May-September) when no major construction will be occurring.

**PART III: FUNDING SOURCES**

	Original	Amended*
TOTAL PROJECT COST:	\$ 2,586,899.02	\$ 2,586,899.02
TOTAL GRANT AMOUNT REQUESTED FROM SANDAG:	\$ 1,054,000.00	\$ 1,054,000.00
TOTAL MATCH AMOUNT THAT WILL BE CONTRIBUTED:	\$ 1,532,899.02	\$ 1,532,899.02

SANDAG % CONTRIBUTION:	41.00%	40.74%
MATCH % CONTRIBUTION:	59.00%	59.26%

\*Due to a calculation error in the original project budget, the SANDAG and Match contributions were changed to reflect actual percentages.

## Regional Active Transportation Program Funding Recommendations

### Overview

The Active Transportation Program (ATP) is administered by the California Transportation Commission (CTC) and distributes funding for active transportation projects. Funding is competitively awarded in two stages, beginning with a statewide competition led by the CTC, followed by a regional competition conducted by the Metropolitan Planning Organization of each region. This report contains the project rankings and funding recommendations for the 2025 Regional Active Transportation Program (ATP).

### Key Considerations

The Board of Directors adopted the 2025 Regional ATP scoring criteria on [May 24, 2024 \(Item 8\)](#), and the CTC adopted the criteria on June 27, 2024. The Call for Projects was released on July 8, 2024, and offered \$20.689 million in funding for projects in the San Diego region. On [September 27, 2024 \(Item 8\)](#), staff notified the Board that the funding available through the Regional ATP was reduced by the CTC to \$6.137 million due to the state budget deficit.

Seventeen applications were submitted for consideration in the Regional ATP and requested approximately \$105 million in funding. Attachment 1 provides information on the evaluation process, and Attachment 2 provides the results of the statewide ATP competition. Three projects from three agencies are recommended to receive the Regional ATP funding, as shown in Attachment 3. The Board is required to adopt a resolution (Attachment 4) that approves the proposed list of Regional ATP Projects for consideration by the CTC. On [March 21, 2025 \(Item 6\)](#), the Transportation Committee was presented with this item and voted to recommend that the Board approve the funding recommendations included in Attachment 3.

### Next Steps

SANDAG will submit its recommendations to the CTC. The CTC is scheduled to consider adopting the region's funding recommendations and contingency project list at its meeting on June 26-27, 2025.

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

- Attachments:
1. Discussion Memo
  2. 2025 Active Transportation Program - Statewide Component Staff Recommendations
  3. 2025 Regional ATP Funding Recommendations and Contingency Project List
  4. Resolution No. 2025-13: Approving the Proposed List of Regional Active Transportation Program Projects and Funding Recommendations to the California Transportation Commission

### Action: **Approve**

The Transportation Committee recommends that the Board of Directors:

1. Adopt Resolution No. 2025-13, certifying the results of the San Diego Regional Active Transportation Program (ATP); and
2. Recommend that the California Transportation Commission fund the San Diego Regional ATP projects consistent with Attachment 3.

### Fiscal Impact:

Pending adoption by the California Transportation Commission, the regional Active Transportation Program would provide \$6.1 million in state and federal funding to active transportation projects.

### Schedule/Scope Impact:

Funding could be distributed between FYs 2025-2026 and 2028-2029.

# Discussion Memo

## Active Transportation Program Background

In the [revised fund estimate](#) passed by the California Transportation Commission (CTC) at its August 15-16, 2024 meeting, approximately \$168.7 million in state and federal funding was budgeted for the 2025 Active Transportation Program (ATP) over four years, beginning with Fiscal Year 2025-2026. Fifty percent of the funding was competitively awarded for projects selected by the CTC statewide, and 10 percent was distributed to small urban and rural regions. The remaining 40 percent of the funding will be allocated for projects selected through the regional competitive processes. The funding available for the San Diego region is approximately \$6.1 million total. In addition, a minimum of 25 percent of the funds in both the statewide and regional programs must benefit disadvantaged communities as defined in the CTC ATP Guidelines, and no more than 2 percent of the funding can be awarded to Plan projects.

Eligible agencies include cities, counties, Metropolitan Planning Organizations (MPOs), transit agencies, natural resources or public land agencies, public schools or school districts, tribal governments, and private nonprofit tax-exempt organizations.

## Statewide and Regional Competitions for the 2025 Active Transportation Program

### *Statewide Active Transportation Program Competition*

The CTC announced the 2025 ATP Call for Projects on March 21, 2024. Applications were received for 277 projects, requesting approximately \$2.5 billion in ATP funds. Following the evaluation process, nine projects (only 3% of all applications received) were recommended to receive funding, with the final project receiving 96 percent of the points available. The CTC adopted the list of projects recommended for funding for the statewide and small urban and rural components at its meeting on December 5, 2024 (Attachment 2). Sixteen projects were submitted from the San Diego region, and none of those projects were recommended by CTC staff to be considered for funding. All projects not recommended for the statewide component remain eligible for the regional ATP.

Due to the reduced funding available this cycle, the statewide component was extremely oversubscribed. Five projects from the San Diego region received at least 80% of the points available, demonstrating their high competitiveness. All application scores are available on the [CTC ATP webpage](#), and CTC staff will provide a debrief for any applicants to learn about where their application could be improved in future funding cycles.

### *Regional Active Transportation Program Competition*

At its [May 24, 2024, meeting \(Item 8\)](#), the Board of Directors approved the scoring criteria for the 2025 Regional ATP competitive program and subsequently authorized the Regional call for projects. The CTC adopted the SANDAG criteria at its June 27, 2024, meeting. The Regional call for projects was released on July 8, 2024, and offered \$20.689 million in funding. When the solicitation closed on September 13, 2024, one additional project was submitted for consideration, in addition to the 16 projects from the statewide competition. On [September 27, 2024 \(Item 8\)](#), staff notified the Board of Directors that the amount of funding available through the Regional ATP was reduced to \$6.137 million as a result of the state budget deficit. The Regional ATP had a total of 17 project applications from 10 applicants, requesting a total of approximately \$105 million in ATP funding.



SANDAG is both an eligible applicant as a Regional Transportation Planning Agency and has a role as an MPO to administer the regional program. To ensure that the evaluation process is open and transparent and does not give an advantage to SANDAG projects, SANDAG staff did not have a role in evaluating project applications, and the Grants staff member who facilitated the regional competitive process had no involvement in the SANDAG application.

Per CTC ATP Guidelines, SANDAG assembled a multidisciplinary evaluation panel to assist in evaluating project applications. The evaluation panel comprised non-SANDAG volunteers who had not submitted an ATP application and had expertise in biking and pedestrian transportation, safe routes to school projects, and projects benefitting disadvantaged communities.

Projects received scores for qualitative criteria from the evaluation panel members and quantitative criteria from SANDAG staff in the Grants Division, in accordance with the scoring criteria approved by the SANDAG Board of Directors. Scores for quantitative criteria were informed by data provided by SANDAG's Data Science Department. A project's quantitative score was added to the average qualitative scores provided by the evaluators to determine a total application score. Applications were placed in descending total application score order (highest to lowest). Consistent with all SANDAG grant programs, the results of the scoring process were independently reviewed by SANDAG's Data Science Department to identify and correct any potential errors. The project evaluation process resulted in the application order shown in Attachment 3. Projects were recommended to receive funding in descending total application score order until funding was exhausted.

There are two requirements set forth by the ATP Guidelines that impacted the projects recommended for funding:

- The ATP Guidelines limit the amount of funding that can be awarded to Plan projects to no more than 2% of the total amount available. This results in a maximum cumulative award amount of approximately \$123,000 for Plan projects in the regional program.

The City of Vista submitted its Active Transportation Plan project, which received the highest total application score. It would have been recommended to receive the full requested amount of \$752,000 if the Plan funding limitation were not in place, however only \$123,000 was offered to the City to be consistent with the ATP Guidelines. The City declined the partial award and stated they would apply for funding for the project through the TransNet Smart Growth Incentive Program (SGIP), which is currently accepting applications through April 11, 2025.

- The ATP Guidelines require projects to be fully funded by phase. Most of the highly-scoring projects requested funding for a single phase, which means that the applicant must provide enough matching funds so that when combined with the ATP award, the requested project phase is fully funded.

The City of La Mesa requested funding for the environmental and design phases of its La Mesa Boulevard Complete Streets Activation project. When offered a partial award of \$456,000 for the two phases, the City accepted \$190,000 for the environmental phase. The design phase remains unfunded, and the City is eligible to seek future ATP funding for that and any future project phases.

The cities of Vista, Solana Beach, Oceanside, and Carlsbad requested funding for only the construction phase of their projects (Emerald Drive Complete Streets Project, Lomas Santa Fe Corridor Improvements, Oceanside Coastal Rail Trail Completion Project, and Terramar Area Complete Streets Project, respectively) and would have had to supply a significant amount of

matching funds in order to accept the ATP award. These cities declined the partial ATP award of \$266,000 due to insufficient matching funds.

The City of Chula Vista requested funding for the environmental, design, and construction phases of two projects – the F Street Promenade Phase II project and the Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements project. When offered a partial award of \$266,000 for the F Street Promenade project, the City declined the award due to foreseen challenges with the project. The Anita Street project was the next highest-scoring project and the City accepted the partial award of \$266,000 to be used for the environmental and design phases and will contribute \$119,000 in TransNet funding to fully fund the two phases. The construction phase remains unfunded, and the City can seek future ATP funding for that phase.

The evaluation process resulted in one project being recommended for full funding (City of National City) and two for partial funding (City of La Mesa and City of Chula Vista). The results of this process are included in Attachment 3.

In conformance with the CTC guidelines, a minimum of 25 percent of the funds distributed to each MPO must benefit disadvantaged communities. All projects recommended for funding will benefit disadvantaged communities, which exceeds the minimum requirement.

All applicants are encouraged to reach out to Grants staff to request a debrief of their application(s). This information can be used for future grant applications.

### **Contingency List Projects**

Per the ATP Guidelines, applications awarded ATP funding must be ready to allocate ATP funds within the applicable fiscal years of the program. ATP projects will be monitored closely by CTC and Caltrans staff to ensure timely delivery within the identified constraints of the program. If a project cannot allocate the awarded funds or obtain an extension within the timeframe allowed by the CTC, the next highest-scoring application on Attachment 3 (including a project that declined an award through this cycle or that was partially funded) would receive ATP funds instead of the originally selected project. In this instance, the project that fails to meet its delivery timeline would forfeit the unspent portion of its ATP funds and have to compete again to receive ATP or other funds. The projects not recommended for funding in the 2025 ATP and those unable to meet the prior ATP cycle allocation deadlines may re-compete in the next ATP competition, the 2027 ATP, which is anticipated to occur in 2026. Contingency projects would be ineligible if they are awarded funds through the 2027 ATP competition or from another funding source. The contingency list would expire after the 2027 ATP funding recommendations are approved.



## 2025 ACTIVE TRANSPORTATION PROGRAM

### STAFF RECOMMENDATIONS

#### 2025 Active Transportation Program Staff Recommendations Statewide and Small Urban & Rural Components

Investment in active transportation is critical to meet California's greenhouse gas reduction goals. The Commission's investments make the transportation system more sustainable, equitable, and safe. Active transportation projects can include comfortable bikeways, improved sidewalks, comprehensive networks, multi-use paths, safer street crossings, and streetscaping elements such as shade trees, benches, wayfinding signage, and bike racks. These projects improve quality of life, build healthier communities, connect neighborhoods, and allow Californians to access jobs, schools, community resources, and transit without using a car.

The Active Transportation Program is the state's only dedicated funding source for walking and biking projects. The program was created by Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation. The Budget Act of 2024, signed by the Governor on June 29, 2024, includes a \$400 million reduction to the \$1.049 billion one-time funding augmentation from the General Fund to the Active Transportation Program appropriated in the 2022 California State Budget. To maintain the programming commitments already made for the 2023 Active Transportation Program, the \$400 million reduction had to come from the programming capacity available for the 2025 Active Transportation Program. The \$400 million reduction leaves available funding for the 2025 program cycle at \$168.7 million.

With a reduced funding level of \$168.7 million, the Commission faced an unprecedented shortfall in funding for its most oversubscribed competitive program that is critical to meeting the state's climate, safety, and equity goals. The Commission received 277 project applications requesting \$2.5 billion in funds for the 2025 program cycle – about 15 times the \$168.7 million that is available. The budget agreement stipulates that the reduced \$400 million may be appropriated through legislative action in future years, however, the funding need for the program remains even greater. With such a large unmet need in the 2025 program cycle, the Commission will stand ready to make additional funding commitments should a future appropriation of funds occur.

The Active Transportation Program consists of three components: the Statewide component (50% of the funds), the Small Urban & Rural component (10% of the funds), and the large Metropolitan Planning Organization (MPO) component (40% of the funds). The 2025 Active Transportation Program Staff Recommendations for the Statewide and Small Urban & Rural Components are attached as Attachments A and B, respectively. Please be advised that these are the staff recommendations only. The program of projects will not be finalized until the Commission adopts the program at its December 5-6, 2024, meeting. Projects located within the boundaries of one of the ten large MPOs (Fresno Council of Governments, Kern Council of Governments, Tahoe Metropolitan Planning Organization, Metropolitan Transportation Commission, Sacramento Area Council of Governments, San Diego Association of Governments, San Joaquin Council of Governments, Santa Barbara County Association of Governments, Southern California Association of Governments, and the Stanislaus Council of Governments) that were not selected in the Statewide component will be

considered for funding through the MPO component. Recommendations for the MPO component will be released on June 2, 2025, and considered by the Commission at its June 2025 meeting.

The 2025 Active Transportation Program Staff Recommendations for the Statewide and Small Urban & Rural components are summarized below.

#### Statewide Component

- 9 projects worth \$110.534 million with \$84.35 million in Active Transportation Program funding.
- 100% of funds directly benefit disadvantaged communities.
- 5 projects are Safe Routes to School projects.

#### Small Urban and Rural Component

- 4 projects worth \$59.609 million with \$16.87 million in Active Transportation Program funding.
- 100% of funds directly benefit disadvantaged communities.
- 2 projects are Safe Routes to School projects.
- 1 project to fund a Native American Tribal Transportation Plan.

## BACKGROUND

Applications to the 2025 Active Transportation Program were due on June 17, 2024. The California Transportation Commission (Commission) received 227 applications, which included –

- \$2.5 billion in total funding requests
- \$4.1 billion in total project costs

Additionally, 8 quick-build project applications were included in the received applications, totaling –

- \$6.7 million in funding requests
- \$7.2 million in project costs

The Commission recruited 98 volunteer evaluators, who were divided into teams of two individuals. Each team reviewed five to six applications and scored them based on the screening and evaluation criteria set forth in the Commission's adopted 2025 Active Transportation Program Guidelines. The evaluator teams consisted of active transportation stakeholders with a wide range of expertise and from a variety of organizations, including local government agencies, regional transportation planning organizations, state agencies, community-based organizations, and advocacy organizations. Evaluator teams provided scores based on consensus for each question within each application and were required to provide constructive comments on all score sheets. Concurrently, Commission staff scored each project application and compared the evaluator consensus score to the staff score, and Caltrans staff reviewed the applications for eligibility and deliverability. Once the evaluations were complete, Commission and Caltrans staff met with each evaluator team to discuss any scoring differences and significant technical issues.

Commission staff evaluated the quick-build project applications based on the project selection criteria outlined in Appendix D of the 2025 Active Transportation Program Guidelines. Caltrans staff reviewed the projects for eligibility, deliverability, and alignment with quick-build project materials and principles.

The Active Transportation Program uses a sequential project selection process based on the scores the project applications received during the evaluation process. The project recommendation scoring

threshold was 96 points for the Statewide component. There is not sufficient funding to fully fund all projects that achieved this scoring threshold. Therefore, consistent with the 2025 Active Transportation Program Guidelines, Commission staff used a secondary ranking system to choose which projects to recommend.

This secondary ranking consisted of first prioritizing project readiness and then prioritizing projects that scored the highest on Question 2 of the application – Potential for Increased Walking and Biking. The lowest secondary ranking project that scored a 96, the Stanislaus County Council of Governments', Church Street Mobility Enhancement Project, requested \$7.795 million in Active Transportation Program funds. However, only \$4.537 million in programming capacity remains in the Statewide component. Commission staff will work with the applicant to determine if the project can be delivered with available funding.

The project recommendation scoring threshold was 95 points for the Small Urban & Rural component. The lowest ranking project that scored a 95, the City of Visalia's, Goshen/Visalia Corridor Connection Project, requested \$34.608 million in Active Transportation Program funds. However, only \$2.636 million in programming capacity remains in the Small Urban & Rural component. Commission staff will work with the applicant to determine if the project can be delivered with available funding.

None of the Phase II Quick-Build Project Pilot Program project applications met the scoring threshold for the Statewide component. Therefore, no quick-build projects are recommended for funding.

California Transportation Commission  
2025 Active Transportation Program  
Statewide Component  
Staff Recommendations (\$1,000s)

CTC Application ID	Project Title	County	Total Project Cost	ATP Fund Request	25-26	26-27	27-28	28-29	PA&ED	PS&E	RW	CON	CON-NI	Project Type	DAC	SRTS	Final Score
5-Salinas, City of-1	John Street/Williams Road Safe Routes to Schools Project and Programming	Monterey	\$ 9,955	\$ 7,954	\$ 1,650	\$ 550	\$ 5,754	\$ -	\$ 150	\$ 500	\$ 50	\$ 5,754	\$ 1,500	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	100
6-Madera, City of-1	Madera Citywide Safe Routes to School	Madera	\$ 7,756	\$ 6,201	\$ -	\$ -	\$ 6,201	\$ -	\$ -	\$ -	\$ -	\$ 6,201	\$ -	Infrastructure - Medium	Yes	Yes	99.5
6-Visalia, City of-2	Highland Community Connectivity Project	Tulare	\$ 7,194	\$ 5,470	\$ 520	\$ -	\$ -	\$ 4,950	\$ -	\$ -	\$ -	\$ 4,950	\$ 520	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	98
3-Grass Valley, City of-1	Wolf Creek Community and Connectivity Project	Nevada	\$ 16,300	\$ 12,990	\$ 195	\$ 1,700	\$ -	\$ 11,095	\$ 195	\$ 1,350	\$ 350	\$ 11,095	\$ -	Infrastructure - Large	Yes	No	98
7-San Gabriel Valley Council of Governments-1	Safe Paths Pomona: At-Grade Pedestrian and Bike Safety	Los Angeles	\$ 26,158	\$ 20,162	\$ 8	\$ 2,001	\$ 18,153	\$ -	\$ 8	\$ 1,701	\$ 300	\$ 18,153	\$ -	Infrastructure - Large	Yes	Yes	97.5
7-Inglewood, City of-1	Westchester/Veterans Station Multimodal Connection Project	Los Angeles	\$ 9,013	\$ 7,656	\$ 1,539	\$ -	\$ 6,117	\$ -	\$ -	\$ -	\$ 1,539	\$ 6,117	\$ -	Infrastructure - Medium	Yes	No	97
6-Visalia, City of-4	Beyond Bike Lanes - Elevating Santa Fe Street	Tulare	\$ 14,424	\$ 11,390	\$ 520	\$ -	\$ -	\$ 10,870	\$ -	\$ -	\$ -	\$ 10,870	\$ 520	Infrastructure + Non-Infrastructure - Large	Yes	No	96.5
7-Los Angeles County-1	West Rancho Dominguez Walks: Providing Safer Access to Schools/Parks	Los Angeles	\$ 9,990	\$ 7,990	\$ 1,784	\$ -	\$ 6,206	\$ -	\$ 512	\$ 792	\$ 480	\$ 6,206	\$ -	Infrastructure - Medium	Yes	No	96
10-Stanislaus Council of Governments-1 <sup>‡</sup>	Church Street Mobility Enhancement Project	Stanislaus	\$ 9,744	\$ 4,537	\$ 321	\$ 973	\$ -	\$ 6,501	\$ 321	\$ 733	\$ 240	\$ 6,501	\$ -	Infrastructure - Medium	Yes	Yes	96
			\$ 110,534	\$ 84,350													

Notes
‡Stanislaus Council of Governments requested \$7,795 for the Church Street Mobility Enhancement Project. However, only \$4,537 in programming capacity remains in the the Statewide component. Commission staff will work with the applicant to determine if the project can be delivered with the available ATP funding.

Abbreviations, Acronyms, and Initialisms	
CON:	Construction phase
DAC:	Project benefits a disadvantaged community
NI:	Non-infrastructure
PA&ED:	Project Approval & Environmental Document phase
PS&E:	Plans, Specifications & Estimates phase
R/W:	Right-of-way phase
SRTS:	Safe Routes to School project

California Transportation Commission  
2025 Active Transportation Program  
Small Urban and Rural Component  
Staff Recommendations (\$1,000s)

CTC Application ID	Project Title	County	Total Project Cost	ATP Fund Request	25-26	26-27	27-28	28-29	PA&ED	PS&E	RW	CON	CON-NI	Project Type	DAC	SRTS	Final Score
9-Big Pine Paiute Tribe of the Owens Valley-1	Big Pine Paiute Tribal Active Transportation Plan	Inyo	\$ 251	\$ 251	\$ 251	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 251	Plan	Yes	No	95
1-Mendocino County-1	Covelo/Round Valley Safe Routes to School	Mendocino	\$ 6,181	\$ 6,181	\$ 220	\$ 880	\$ -	\$ 5,081	\$ 220	\$ 880	\$ -	\$ 5,081	\$ -	Infrastructure - Medium	Yes	Yes	95
9-Inyo County-1	Connecting Tecopa: Bicycle and Pedestrian Safety Corridor	Inyo	\$ 9,877	\$ 7,802	\$ 791	\$ 1,632	\$ -	\$ 5,379	\$ 791	\$ 618	\$ 1,014	\$ 5,379	\$ -	Infrastructure - Medium	Yes	No	95
6-Visalia, City of-3 <sup>‡</sup>	Goshen Visalia Corridor Connection Project	Tulare	\$ 43,300	\$ 2,636	\$ 300	\$ -	\$ -	\$ 34,308	\$ -	\$ -	\$ -	\$ 34,308	\$ 300	Infrastructure + Non-Infrastructure - Large	Yes	Yes	95
			\$ 59,609	\$ 16,870													

Notes
‡The City of Visalia requested \$34,608,000 for the Goshen Visalia Corridor Connection Project. However, only \$2,636 in programming capacity remains in the Small Urban and Rural component. Commission staff will work with the applicant to determine if the project can be delivered with the available ATP funding.

Abbreviations, Acronyms, and Initialisms	
CON:	Construction phase
DAC:	Project benefits a disadvantaged community
NI:	Non-infrastructure
PA&ED:	Project Approval & Environmental Document phase
PS&E:	Plans, Specifications & Estimates phase
R/W:	Right-of-way phase
SRTS:	Safe Routes to School project

Available funding: \$	6,137
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Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	Total ATP Requested (\$1,000s)	Average Qualitative Score	Quantitative Score	Total Application Score	ATP Funding Recommendation (\$000s)
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan	\$ 752.00	106.7	28.1	134.8	\$ -
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI	\$ 1,549.00	112.4	18.3	130.7	\$ -
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium	\$ 5,681.00	65.6	64.9	130.4	\$ 5,681.00
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large	\$ 2,240.00	59.6	59.4	119.0	\$ 190.00
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large	\$ 13,212.00	62.6	53.6	116.1	\$ -
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium	\$ 4,000.00	59.7	55.8	115.5	\$ -
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI	\$ 17,253.00	60.6	53.2	113.8	\$ -
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large	\$ 14,970.00	52.4	59.2	111.6	\$ -
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large	\$ 13,427.00	56.6	49.1	105.7	\$ -
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small	\$ 2,502.00	61.4	43.5	104.9	\$ 266.00
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium	\$ 3,952.00	59.1	45.1	104.2	\$ -
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small	\$ 2,321.50	57.7	45.7	103.4	\$ -
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium	\$ 6,304.00	58.9	39.0	97.8	\$ -
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI	\$ 7,877.00	57.6	34.5	92.1	\$ -
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium	\$ 4,974.00	44.3	46.9	91.2	\$ -
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI	\$ 1,363.16	45.1	35.9	81.0	\$ -
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI	\$ 2,854.00	51.4	21.9	73.3	\$ -
					\$105,231.66				\$ 6,137

Recommended for partial funding (see Notes below) but applicant declined award

Withdrawn project

Recommended for full funding

Recommended for partial funding

Contingency List project

#### Notes:

- VS3 is a Plan project, and CTC Guidelines only permit 2% of the available funding to be allocated to Plans, resulting in a partial award of \$122,740. The City declined to accept this award and stated they would apply for funding under the TransNet Smart Growth Incentive Program (SGIP) Cycle 6 call for projects.
- SAN1 was withdrawn by the applicant.
- LM2 is eligible to receive a partial award of \$456,000. CTC Guidelines require projects to be fully funded by phase, and the Applicant requested \$190,000 for the Project Approval and Environmental Document (PA&ED) phase and \$2,050,000 for the Plans Specifications and Estimates (PS&E) phase. The City accepted the full funding for the PA&ED phase (\$190,000) and declined the remaining ATP amount offered (\$266,000).
- VS2 is eligible to receive a partial award of \$266,000. The Applicant requested \$13,212,000 in ATP funding for the Construction (CON) phase of their project. Since CTC Guidelines require projects to be fully funded by phase, the City would need to provide \$12.946 million in matching funds to accept the ATP award. The City does not have the necessary match and declined the award.
- SB1 is eligible to receive a partial award of \$266,000. The Applicant requested \$4,000,000 in ATP funding for the Construction (CON) phase of their project. Since CTC Guidelines require projects to be fully funded by phase, the City would need to provide \$3.734 million in matching funds to accept the ATP award. The City does not have the necessary match and declined the award.
- OC1 is eligible to receive a partial award of \$266,000. The Applicant requested \$17,253,000 in ATP funding for the Construction (CON) phase of their project. Since CTC Guidelines require projects to be fully funded by phase, the City would need to provide \$16.987 million in matching funds to accept the ATP award. The City does not have the necessary match and declined the award.
- CB1 is eligible to receive a partial award of \$266,000. The Applicant requested \$14,970,000 in ATP funding for the Construction (CON) phase of their project. Since CTC Guidelines require projects to be fully funded by phase, the City would need to provide \$14.704 million in matching funds to accept the ATP award. The City does not have the necessary match and declined the award.
- CV2 is eligible to receive a partial award of \$266,000. CTC Guidelines require projects to be fully funded by phase, and the Applicant requested \$500,000 for the Project Approval and Environmental Document (PA&ED) phase, \$1,430,000 for the Plans Specifications and Estimates (PS&E) phase, and \$11,497,000 for the Construction (CON) phase. The City declined the award so their next project (CV1) could receive the funding.
- CV1 is eligible to receive a partial award of \$266,000. CTC Guidelines require projects to be fully funded by phase, and the Applicant requested \$35,000 for the Project Approval and Environmental Document (PA&ED) phase, \$350,000 for the Plans Specifications and Estimates (PS&E) phase, and \$2,117,000 for the Construction (CON) phase. The City accepted the award, which will fully fund the PA&ED phase and partially fund the PS&E phase. The City will provide the remaining \$119,000 needed to fully fund the PS&E phase with TransNet.



Unique ID	Location Where Original Application Filed	Implementing Agency	Project Type	Project Application No. (Assigned by CTC)	Project Name	FTIP Project Description	ATP Funded Components (\$1,000s)						Project Funding Information (\$1,000s)			Project Sub-Type					Disadvantaged Community	
							PA&E \$	PS&E \$	R/W \$	CON \$	NI \$	Plan \$	Total ATP \$	Total Non-ATP \$	Total Project \$	Bicycle Transportation	Pedestrian Transportation	Safe Routes to School	Safe Routes for Seniors	Trails	Benefits a DAC?	Option Used
CB1	Statewide	City of Carlsbad	I-Large	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	The Terramar Area Complete Streets Project will implement a roundabout, buffered bike lanes, new sidewalks, pedestrian crossings and a road diet on Carlsbad Bl. and Cannon Rd.	\$0	\$0	\$0	\$14,970	\$0	\$0	\$14,970	\$5,000	\$19,970	Yes	Yes	No	No	No	Yes	ETC Explorer
CV1	Statewide	City of Chula Vista	I-Small	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	Construct curb, gutter, sidewalk, and curb ramps. Install signing, striping, and landscaping. Replace and / or improve existing pavement.	\$35	\$350	\$0	\$2,117	\$0	\$0	\$2,502	\$0	\$2,502	Yes	Yes	No	No	No	Yes	CalEnviroScreen
CV2	Statewide	City of Chula Vista	I-Large	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	Construct 12-ft wide multi-use paths for pedestrians and bicycles, plazas and signage, enhanced crosswalks, lighting, trees, bulb-outs, ADA pedestrian ramps, signing and striping.	\$500	\$1,430	\$0	\$11,497	\$0	\$0	\$13,427	\$70	\$13,497	Yes	Yes	Yes	Yes	No	Yes	Median Household Income
LM1	Statewide	City of La Mesa	I-Small	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	New bike lanes, sidewalks, enhanced pedestrian crossings, tabletop intersection, streetlights, radar speed feedback signs, island chicanes, and alley aprons.	\$0	\$247	\$90	\$1,985	\$0	\$0	\$2,322	\$0	\$2,322	Yes	Yes	Yes	No	No	Yes	CalEnviroScreen
LM2	Statewide	City of La Mesa	I-Large	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	Request PA&E and PS&E funds for the design of roundabouts, ADA passageways, RRFBs, PRB signal, Class IV bike facilities, reconstructed sidewalk, ADA curb ramps, corridor lighting	\$190	\$2,050	\$0	\$0	\$0	\$0	\$2,240	\$18,977	\$21,217	Yes	Yes	No	Yes	No	Yes	Median Household Income
NC1	Statewide	City of National City	I-Medium	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	Construction of Class 1, 2, and 4 facilities to create bicycle and pedestrian connections from National City, Chula Vista, and east of the region to the Bayshore Bikeway Segment 5.	\$0	\$0	\$0	\$5,681	\$0	\$0	\$5,681	\$3,243	\$8,924	Yes	Yes	No	No	Yes	Yes	CalEnviroScreen
OC1	Statewide	City of Oceanside	I-Large+NI	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	Construct a Class I multimodal facility with a bridge across Loma Alta Creek between Oceanside Blvd and Morse St to close the gap in the existing CRT network.	\$0	\$0	\$0	\$17,253	\$0	\$0	\$17,253	\$1,476	\$18,729	Yes	Yes	Yes	Yes	Yes	Yes	Median Household Income
CO1	Statewide	County of San Diego	I-Small+NI	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	CON funding for the construction of new curb, gutter, sidewalk, signs, and curb ramps. NI component includes public outreach plan and additional incentives.	\$0	\$0	\$0	\$1,253	\$110	\$0	\$1,363	\$352	\$1,715	No	Yes	Yes	No	No	Yes	Healthy Places Index
CO2	Statewide	County of San Diego	I-Medium+NI	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	Construct 0.9 miles of pedestrian and safety improvements on Stage Coach Lane, between Brooke Road and Reche Road, in Fallbrook, CA, an unincorporated area of San Diego County.	\$127	\$308	\$344	\$2,016	\$59	\$0	\$2,854	\$752	\$3,606	Yes	Yes	Yes	Yes	No	Yes	School Lunch
CO3	Statewide	County of San Diego	I-Medium+NI	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	Construct a divided median, new sidewalk, a buffered bike lane, and two traffic circle on Grand Ave from Apple Street to San Carlos Street in the Spring Valley Community.	\$108	\$264	\$374	\$7,071	\$60	\$0	\$7,877	\$2,033	\$9,910	Yes	Yes	Yes	No	No	Yes	School Lunch
SD1	Statewide	City of San Diego	I-Medium	11-San Diego, City of-1	Oak Park Branch Trail Project	Construction of a 2.3 mile, multi-use pedestrian and bicycle path, with two bridge crossings, wayfinding and demarcated trailheads	\$200	\$250	\$0	\$4,524	\$0	\$0	\$4,974	\$0	\$4,974	No	No	No	No	Yes	Yes	CalEnviroScreen
SB1	Statewide	City of Solana Beach	I-Medium	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	Complete street project improving safety, missing regional connections & school access, regional facilities, trains, jobs & retail integrating traffic calming & multi-use trail	\$0	\$0	\$0	\$4,000	\$0	\$0	\$4,000	\$4,000	\$8,000	Yes	Yes	Yes	No	No	No	
VS1	Statewide	City of Vista	I-Medium	11-Vista, City of-1	Townsite Complete Streets Phase II	The project will construct new sidewalk, Class III bike routes, a mini-roundabout, enhanced pedestrian crossings with ADA ramps, curb extensions, raised medians, and speed humps.	\$40	\$600	\$0	\$5,664	\$0	\$0	\$6,304	\$1,576	\$7,880	Yes	Yes	No	No	No	Yes	ETC Explorer
VS2	Statewide	City of Vista	I-Large	11-Vista, City of-2	Emerald Drive Complete Streets Project	The Emerald Complete Street Project will construct roundabouts, sidewalks, bike lanes, enhanced pedestrian crossings, raised medians and streetlights.	\$0	\$0	\$0	\$13,212	\$0	\$0	\$13,212	\$1,950	\$15,162	Yes	Yes	No	No	No	Yes	ETC Explorer
VS3	Statewide	City of Vista	Plan	11-Vista, City of-3	City of Vista Active Transportation Plan	Vista's Active Transportation Plan will identify pedestrian, bicycling and micromobility needs to prioritize recommendations for building a citywide active transportation system.	\$0	\$0	\$0	\$752	\$0	\$0	\$752	\$0	\$752	Yes	Yes	No	No	No	Yes	ETC Explorer
VS4	Statewide	City of Vista	I-Medium	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	Sidewalks, enhanced pedestrian crossings, buffered bike lanes, roundabouts, a traffic signal, raised medians, signing, and striping to enhance safety near Bobier Elementary School	\$0	\$210	\$0	\$3,742	\$0	\$0	\$3,952	\$800	\$4,752	Yes	Yes	Yes	No	No	Yes	School Lunch
SAN1	Regional	SANDAG	NI	11-SANDAG-1	Regional Active Transportation Education Program	Education and encouragement program focused on biking and walking as safe, healthy, user-friendly, and accessible travel choices.	\$0	\$0	\$0	\$0	\$1,549	\$0	\$1,549	\$0	\$1,549	Yes	Yes	No	No	No	Yes	ETC Explorer



PLAN PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan

2A	2B	2C	3A	3B	4	5	7A
5.0	5.0	5.0	30.0	10.0	40.0	25.0	16.0

VS3	Subtotal	Maximum 136 points
	136	

NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI

1A	1B	1C	2A	2B	3	4	5	8A
5.0	5.0	5.0	30.0	10.0	40.0	25.0	12.0	16.0

SAN1	Subtotal	Maximum 156 points
	148	

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium

2C	2D	3A2	3A3	3B1	3B2	3B3	3C1	3C2	4	8A
0.0	10.0	3.0	0.0	8.0	8.0	8.0	4.0	4.0	6.0	2.0
10.0	10.0	6.0	6.0	8.0	8.0	8.0	4.0	4.0	6.0	8.0
10.0	6.0	6.0	0.0	8.0	8.0	6.0	6.0	6.0	6.0	8.0
8.0	10.0	6.0	0.0	8.0	8.0	6.0	6.0	6.0	6.0	8.0
10.0	6.0	3.0	0.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0
10.0	6.0	3.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	4.0	6.0	6.0	6.0	8.0
2.0	10.0	6.0	0.0	8.0	8.0	4.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	4.0	6.0	4.0	6.0	4.0
10.0	10.0	6.0	0.0	8.0	8.0	8.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	0.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	6.0	0.0
10.0	10.0	6.0	0.0	8.0	8.0	8.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	8.0	6.0	6.0	6.0	8.0
8.0	6.0	6.0	0.0	8.0	8.0	8.0	6.0	6.0	6.0	8.0

CB1	Subtotal	Maximum 82 points
	53	
CV1	78	
CV2	70	
LM1	72	
LM2	65	
NC1	71	
OC1	72	
CO1	64	
CO2	66	
CO3	76	
SD1	68	
SB1	74	
VS1	76	
VS2	76	
VS4	70	

PLAN PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2A	2B	2C	3A	3B	4	5	7A	Subtotal	Maximum 136 points
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan	1.0	3.0	3.0	12.0	2.0	16.0	5.0	8.0	50	

NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	1A	1B	1C	2A	2B	3	4	5	8A	Subtotal	Maximum 156 points
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI	3.0	3.0	3.0	6.0	2.0	8.0	0.0	4.0	4.0	33	

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2C	2D	3A2	3A3	3B1	3B2	3B3	3C1	3C2	4	8A	Subtotal	Maximum 82 points
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large												0	
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small												0	
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large												0	
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small												0	
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large												0	
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium												0	
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI												0	
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI												0	
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI												0	
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI												0	
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium												0	
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium												0	
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium												0	
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large												0	
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium												0	

\*This evaluator did not review or score any of the Infrastructure project applications.

PLAN PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2A	2B	2C	3A	3B	4	5	7A	Subtotal	Maximum 136 points
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan	3.0	3.0	3.0	24.0	2.0	24.0	20.0	12.0	91	

NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	1A	1B	1C	2A	2B	3	4	5	8A	Subtotal	Maximum 156 points
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI	3.0	3.0	3.0	12.0	2.0	24.0	10.0	16.0	12.0	85	

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2C	2D	3A2	3A3	3B1	3B2	3B3	3C1	3C2	4	8A	Subtotal	Maximum 82 points
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large	6.0	8.0	6.0	6.0	6.0	8.0	8.0	2.0	6.0	2.0	2.0	60	
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small	6.0	10.0	6.0	6.0	4.0	6.0	8.0	2.0	6.0	2.0	8.0	64	
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large	8.0	8.0	0.0	6.0	8.0	8.0	8.0	6.0	6.0	4.0	6.0	68	
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small	6.0	8.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	2.0	2.0	56	
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large	10.0	10.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	2.0	2.0	72	
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium	10.0	10.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	2.0	8.0	78	
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI	10.0	10.0	6.0	6.0	8.0	6.0	2.0	6.0	6.0	2.0	4.0	66	
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI	2.0	10.0	6.0	0.0	2.0	8.0	4.0	6.0	6.0	2.0	6.0	52	
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI	2.0	10.0	6.0	0.0	2.0	8.0	4.0	6.0	6.0	4.0	2.0	50	
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI	8.0	10.0	6.0	0.0	6.0	6.0	8.0	6.0	6.0	6.0	2.0	64	
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium												0	
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium	10.0	10.0	6.0	6.0	6.0	8.0	6.0	6.0	4.0	2.0	0.0	64	
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium	6.0	8.0	6.0	0.0	4.0	6.0	8.0	6.0	6.0	2.0	6.0	58	
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large	6.0	8.0	6.0	6.0	4.0	8.0	8.0	6.0	4.0	4.0	4.0	64	
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium	10.0	10.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	2.0	6.0	76	

\*This evaluator did not review or score the SD1 Infrastructure project application.

PLAN PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2A	2B	2C	3A	3B	4	5	7A	Subtotal	Maximum 136 points
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan	5.0	5.0	5.0	24.0	8.0	32.0	25.0	16.0	120	

NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	1A	1B	1C	2A	2B	3	4	5	8A	Subtotal	Maximum 156 points
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI	5.0	5.0	3.0	24.0	6.0	24.0	15.0	12.0	12.0	106	

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2C	2D	3A2	3A3	3B1	3B2	3B3	3C1	3C2	4	8A	Subtotal	Maximum 82 points
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large	8.0	10.0	6.0	6.0	6.0	8.0	8.0	4.0	6.0	6.0	2.0	70	
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small	10.0	10.0	6.0	6.0	6.0	8.0	6.0	6.0	6.0	2.0	8.0	74	
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large	6.0	10.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	2.0	6.0	72	
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small	6.0	10.0	6.0	6.0	6.0	8.0	8.0	6.0	6.0	2.0	8.0	72	
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large	4.0	10.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	2.0	8.0	72	
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium	10.0	10.0	6.0	6.0	8.0	8.0	6.0	6.0	6.0	2.0	8.0	76	
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI	10.0	10.0	6.0	6.0	8.0	8.0	4.0	6.0	6.0	6.0	6.0	76	
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI	0.0	10.0	6.0	0.0	0.0	8.0	4.0	6.0	6.0	6.0	8.0	54	
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI	4.0	10.0	6.0	0.0	6.0	8.0	6.0	6.0	6.0	6.0	8.0	66	
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI	10.0	10.0	6.0	0.0	6.0	8.0	8.0	6.0	6.0	6.0	8.0	74	
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium	4.0	10.0	6.0	0.0	4.0	8.0	2.0	6.0	6.0	4.0	8.0	58	
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium	10.0	10.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	4.0	0.0	72	
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium	10.0	10.0	6.0	6.0	6.0	8.0	8.0	6.0	6.0	4.0	4.0	74	
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large	10.0	10.0	6.0	6.0	6.0	8.0	8.0	6.0	6.0	4.0	8.0	78	
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium	8.0	8.0	6.0	6.0	6.0	8.0	8.0	6.0	6.0	6.0	8.0	76	

PLAN PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2A	2B	2C	3A	3B	4	5	7A	Subtotal	Maximum 136 points
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan	3.0	3.0	5.0	24.0	8.0	32.0	25.0	16.0	116	

NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	1A	1B	1C	2A	2B	3	4	5	8A	Subtotal	Maximum 156 points
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI	3.0	5.0	3.0	18.0	6.0	36.0	25.0	16.0	12.0	124	

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2C	2D	3A2	3A3	3B1	3B2	3B3	3C1	3C2	4	8A	Subtotal	Maximum 82 points
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large	4.0	8.0	6.0	0.0	8.0	8.0	8.0	4.0	6.0	4.0	4.0	60	
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small	10.0	10.0	6.0	6.0	6.0	4.0	4.0	6.0	4.0	6.0	8.0	70	
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large	6.0	6.0	6.0	0.0	8.0	8.0	8.0	6.0	6.0	4.0	6.0	64	
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small	8.0	10.0	6.0	6.0	2.0	8.0	8.0	4.0	6.0	6.0	4.0	68	
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large	6.0	6.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	6.0	6.0	72	
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium	10.0	10.0	6.0	6.0	8.0	6.0	4.0	6.0	6.0	6.0	8.0	76	
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI	10.0	10.0	6.0	0.0	6.0	6.0	4.0	6.0	6.0	6.0	8.0	68	
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI	2.0	8.0	6.0	0.0	2.0	6.0	2.0	6.0	6.0	4.0	8.0	50	
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI	6.0	10.0	6.0	0.0	6.0	8.0	4.0	6.0	4.0	4.0	8.0	62	
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI	2.0	10.0	6.0	0.0	8.0	6.0	6.0	6.0	4.0	6.0	8.0	62	
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium	6.0	6.0	4.0	0.0	8.0	8.0	6.0	4.0	4.0	6.0	8.0	60	
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium	6.0	10.0	6.0	6.0	8.0	8.0	6.0	6.0	6.0	4.0	0.0	66	
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium	8.0	10.0	6.0	0.0	4.0	8.0	8.0	6.0	4.0	6.0	6.0	66	
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large	6.0	8.0	6.0	6.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	72	
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium	6.0	8.0	6.0	0.0	6.0	8.0	8.0	4.0	4.0	4.0	8.0	62	

PLAN PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2A	2B	2C	3A	3B	4	5	7A	Subtotal	Maximum 136 points
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan	5.0	3.5	3.5	24.0	8.0	32.0	25.0	12.0	113	VS3

NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	1A	1B	1C	2A	2B	3	4	5	8A	Subtotal	Maximum 156 points
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI	5.0	5.0	5.0	28.0	8.0	36.0	20.0	12.0	16.0	135	SAN1

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2C	2D	3A2	3A3	3B1	3B2	3B3	3C1	3C2	4	8A	Subtotal	Maximum 82 points
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large	6.0	6.0	6.0	0.0	6.0	6.0	6.0	4.0	4.0	2.0	4.0	50	CB1
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small	10.0	8.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.0	8.0	72	CV1
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large	8.0	8.0	4.0	0.0	4.0	6.0	4.0	4.0	4.0	4.0	6.0	52	CV2
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small	6.0	8.0	4.0	0.0	6.0	8.0	6.0	4.0	4.0	4.0	6.0	56	LM1
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large	8.0	6.0	6.0	0.0	6.0	6.0	8.0	6.0	6.0	4.0	4.0	60	LM2
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium	10.0	6.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	4.0	8.0	76	NC1
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI	8.0	8.0	6.0	0.0	8.0	8.0	6.0	6.0	6.0	6.0	4.0	66	OC1
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI	0.0	6.0	4.0	0.0	2.0	6.0	4.0	4.0	4.0	4.0	6.0	40	CO1
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI	4.0	8.0	4.0	0.0	4.0	6.0	4.0	4.0	4.0	4.0	4.0	46	CO2
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI	2.0	9.0	4.0	0.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	57	CO3
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium	4.0	6.0	4.0	0.0	6.0	6.0	4.0	4.0	4.0	4.0	8.0	50	SD1
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium	8.0	8.0	6.0	6.0	8.0	8.0	6.0	6.0	6.0	4.0	2.0	68	SB1
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium	8.0	8.0	6.0	0.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	68	VS1
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large	10.0	8.0	6.0	0.0	6.0	8.0	8.0	6.0	6.0	6.0	8.0	72	VS2
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium	6.0	6.0	4.0	0.0	6.0	8.0	8.0	6.0	4.0	4.0	6.0	58	VS4

## 2025 ATP Evaluation Workbook - E7

## PLAN PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan

2A	2B	2C	3A	3B	4	5	7A
5.0	3.0	5.0	30.0	10.0	32.0	20.0	16.

	<b>Subtotal</b>	<i>Maximum 136 points</i>
VS3	121	

## NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI

1A	1B	1C	2A	2B	3	4	5	8A
5.0	5.0	5.0	30.0	10.0	40.0	25.0	20.0	16.

	<b>Subtotal</b>	<i>Maximum 156 points</i>
SAN1	156	

## INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium

2C	2D	3A2	3A3	3B1	3B2	3B3	3C1	3C2	4	8A
10.0	10.0	6.0	0.0	8.0	8.0	6.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	6.0	6.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	6.0	8.0	6.0	6.0	4.0	6.0	8.0
10.0	10.0	6.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	8.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	8.0	6.0	6.0	6.0	8.0
0.0	10.0	6.0	0.0	0.0	8.0	6.0	6.0	6.0	6.0	8.0
8.0	10.0	6.0	0.0	6.0	8.0	6.0	6.0	6.0	6.0	8.0
8.0	10.0	6.0	0.0	6.0	8.0	6.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	6.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	6.0	6.0	6.0	6.0	8.0
8.0	10.0	6.0	0.0	6.0	8.0	6.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	8.0	6.0	6.0	6.0	8.0
8.0	10.0	6.0	0.0	6.0	8.0	8.0	6.0	6.0	6.0	8.0

	Subtotal	Maximum 82 points
CB1	74	
CV1	72	
CV2	70	
LM1	80	
LM2	76	
NC1	82	
OC1	76	
CO1	56	
CO2	70	
CO3	70	
SD1	74	
SB1	74	
VS1	70	
VS2	76	
VS4	72	

2025 ATP Evaluation Workbook - Pop(2020)

ObjectID	Name	UniqueID	Travelshed_miles	Concatenate	Pop_rate_2022	Acres	Pop_density
1	CB1 : 0 - 1320	CB1	0.25	CB10.25	560	49.580	11.295
2	CB1 : 0 - 2640	CB1	0.5	CB10.5	560	49.580	11.295
3	CB1 : 0 - 5280	CB1	1	CB11	813	63.381	12.827
4	CB1 : 0 - 7920	CB1	1.5	CB11.5	3,877	191.215	20.276
5	CO1 : 0 - 1320	CO1	0.25	CO10.25	505	72.179	6.996
6	CO1 : 0 - 2640	CO1	0.5	CO10.5	1,965	207.752	9.458
7	CO1 : 0 - 5280	CO1	1	CO11	7,349	556.867	13.197
8	CO1 : 0 - 7920	CO1	1.5	CO11.5	16,796	957.054	17.550
9	CO2 : 0 - 1320	CO2	0.25	CO20.25	792	158.687	4.991
10	CO2 : 0 - 2640	CO2	0.5	CO20.5	1,794	448.031	4.004
11	CO2 : 0 - 5280	CO2	1	CO21	5,557	1,256.007	4.424
12	CO2 : 0 - 7920	CO2	1.5	CO21.5	11,577	2,299.219	5.035
13	CO3 : 0 - 1320	CO3	0.25	CO30.25	4,644	194.116	23.924
14	CO3 : 0 - 2640	CO3	0.5	CO30.5	7,887	338.898	23.272
15	CO3 : 0 - 5280	CO3	1	CO31	19,999	853.853	23.422
16	CO3 : 0 - 7920	CO3	1.5	CO31.5	26,902	1,216.337	22.117
17	CV1 : 0 - 1320	CV1	0.25	CV10.25	1,558	52.755	29.533
18	CV1 : 0 - 2640	CV1	0.5	CV10.5	2,875	75.493	38.083
19	CV1 : 0 - 5280	CV1	1	CV11	13,185	343.462	38.389
20	CV1 : 0 - 7920	CV1	1.5	CV11.5	34,261	933.770	36.691
21	CV2 : 0 - 1320	CV2	0.25	CV20.25	5,538	118.112	46.888
22	CV2 : 0 - 2640	CV2	0.5	CV20.5	15,653	292.054	53.596
23	CV2 : 0 - 5280	CV2	1	CV21	33,433	808.670	41.343
24	CV2 : 0 - 7920	CV2	1.5	CV21.5	47,779	1,481.339	32.254
25	LM1 : 0 - 1320	LM1	0.25	LM10.25	2,249	104.844	21.451
26	LM1 : 0 - 2640	LM1	0.5	LM10.5	4,742	353.695	13.407
27	LM1 : 0 - 5280	LM1	1	LM11	11,272	916.562	12.298
28	LM1 : 0 - 7920	LM1	1.5	LM11.5	25,594	1,743.973	14.676
29	LM2 : 0 - 1320	LM2	0.25	LM20.25	4,830	186.994	25.830
30	LM2 : 0 - 2640	LM2	0.5	LM20.5	8,923	369.867	24.125
31	LM2 : 0 - 5280	LM2	1	LM21	19,581	1,025.405	19.096
32	LM2 : 0 - 7920	LM2	1.5	LM21.5	40,164	2,161.516	18.581
33	NC1 : 0 - 1320	NC1	0.25	NC10.25	1,670	13.458	124.089
34	NC1 : 0 - 2640	NC1	0.5	NC10.5	3,648	39.653	91.998
35	NC1 : 0 - 5280	NC1	1	NC11	15,275	208.932	73.110
36	NC1 : 0 - 7920	NC1	1.5	NC11.5	28,959	495.768	58.412
37	OC1 : 0 - 1320	OC1	0.25	OC10.25	1,489	42.763	34.820
38	OC1 : 0 - 2640	OC1	0.5	OC10.5	4,563	145.738	31.310
39	OC1 : 0 - 5280	OC1	1	OC11	11,594	494.430	23.449
40	OC1 : 0 - 7920	OC1	1.5	OC11.5	20,007	790.934	25.295
41	SB1 : 0 - 1320	SB1	0.25	SB10.25	1,718	103.066	16.669
42	SB1 : 0 - 2640	SB1	0.5	SB10.5	4,289	332.856	12.885
43	SB1 : 0 - 5280	SB1	1	SB11	10,619	839.948	12.642
44	SB1 : 0 - 7920	SB1	1.5	SB11.5	13,541	1,313.422	10.310
45	SD1 : 0 - 1320	SD1	0.25	SD10.25	3,241	194.582	16.656
46	SD1 : 0 - 2640	SD1	0.5	SD10.5	11,357	497.537	22.826
47	SD1 : 0 - 5280	SD1	1	SD11	39,267	1,277.581	30.735
48	SD1 : 0 - 7920	SD1	1.5	SD11.5	82,111	2,449.730	33.518
49	VS2 : 0 - 1320	VS2	0.25	VS20.25	5,241	216.153	24.247
50	VS2 : 0 - 2640	VS2	0.5	VS20.5	9,824	426.668	23.025
51	VS2 : 0 - 5280	VS2	1	VS21	21,534	1,101.416	19.551
52	VS2 : 0 - 7920	VS2	1.5	VS21.5	34,959	1,912.424	18.280
53	VS4 : 0 - 1320	VS4	0.25	VS40.25	4,557	118.391	38.491
54	VS4 : 0 - 2640	VS4	0.5	VS40.5	8,469	328.127	25.810
55	VS4 : 0 - 5280	VS4	1	VS41	23,053	966.777	23.845
56	VS4 : 0 - 7920	VS4	1.5	VS41.5	37,266	1,762.204	21.147
Non-infrastructure/ Polygons							
1	SAN1	SAN1	N/A	SAN1	1,732,489	73,396.202	23.605
2	VS1	VS1	N/A	VS1N/A	11,584	368.490	31.436
3	VS3	VS3	N/A	VS3	100,585	6,244.271	16.108

Note: The VS1 Infrastructure project represents multiple city blocks and is not a linear project like other Infrastructure projects. For the Demand Analysis, SANDAG Data Science staff analyzed the project like a Non-Infrastructure project where a polygon was used measure the data. Due to this, there is no Concatenate formula needed (only one value is returned) so the Concatenate value is VS1N/A.



2025 ATP Evaluation Workbook - Emp (2020)

OBJECTID	UniqueID	Travelshed_miles	Concatenate	Jobs	Acres	DENSITY
1	CB1	0.25	CB10.25	759	8.527	89.006
2	CB1	0.5	CB10.5	2,326	59.409	39.153
3	CB1	1	CB11	6,542	178.971	36.553
4	CB1	1.5	CB11.5	12,637	327.848	38.545
5	CO1	0.25	CO10.25	48	<Null>	<Null>
6	CO1	0.5	CO10.5	573	13.144	43.593
7	CO1	1	CO11	8,053	365.040	22.061
8	CO1	1.5	CO11.5	16,317	695.619	23.457
9	CO2	0.25	CO20.25	85	<Null>	<Null>
10	CO2	0.5	CO20.5	320	12.978	24.657
11	CO2	1	CO21	927	42.489	21.818
12	CO2	1.5	CO21.5	3,109	171.765	18.100
13	CO3	0.25	CO30.25	1,012	31.853	31.771
14	CO3	0.5	CO30.5	1,819	69.962	26.000
15	CO3	1	CO31	3,978	165.079	24.098
16	CO3	1.5	CO31.5	5,635	225.524	24.986
17	CV1	0.25	CV10.25	1,046	49.328	21.205
18	CV1	0.5	CV10.5	3,716	178.417	20.828
19	CV1	1	CV11	10,922	416.852	26.201
20	CV1	1.5	CV11.5	20,047	639.824	31.332
21	CV2	0.25	CV20.25	3,583	46.690	76.739
22	CV2	0.5	CV20.5	6,983	127.584	54.732
23	CV2	1	CV21	16,291	321.927	50.605
24	CV2	1.5	CV21.5	28,633	601.041	47.639
25	LM1	0.25	LM10.25	1,413	29.648	47.659
26	LM1	0.5	LM10.5	3,184	72.464	43.939
27	LM1	1	LM11	12,422	254.642	48.782
28	LM1	1.5	LM11.5	25,202	450.249	55.973
29	LM2	0.25	LM20.25	4,909	58.398	84.062
30	LM2	0.5	LM20.5	9,337	157.904	59.131
31	LM2	1	LM21	19,341	385.246	50.204
32	LM2	1.5	LM21.5	30,745	525.096	58.551
33	NC1	0.25	NC10.25	4,395	106.624	41.220
34	NC1	0.5	NC10.5	8,994	344.704	26.092
35	NC1	1	NC11	20,623	643.805	32.033
36	NC1	1.5	NC11.5	32,844	824.005	39.859
37	OC1	0.25	OC10.25	1,166	30.325	38.450
38	OC1	0.5	OC10.5	2,469	56.018	44.075
39	OC1	1	OC11	5,763	120.222	47.936
40	OC1	1.5	OC11.5	13,187	241.501	54.604
41	SB1	0.25	SB10.25	4,807	108.072	44.480
42	SB1	0.5	SB10.5	7,955	160.191	49.660
43	SB1	1	SB11	11,511	222.952	51.630
44	SB1	1.5	SB11.5	14,203	291.273	48.762
45	SD1	0.25	SD10.25	1,297	35.839	36.189
46	SD1	0.5	SD10.5	3,482	86.791	40.119
47	SD1	1	SD11	9,139	261.703	34.921
48	SD1	1.5	SD11.5	18,427	513.559	35.881
49	VS2	0.25	VS20.25	1,186	32.492	36.502
50	VS2	0.5	VS20.5	2,740	77.470	35.369
51	VS2	1	VS21	9,777	259.427	37.687
52	VS2	1.5	VS21.5	16,995	601.940	28.234
53	VS4	0.25	VS40.25	929	33.330	27.872
54	VS4	0.5	VS40.5	1,789	95.869	18.661
55	VS4	1	VS41	3,976	175.363	22.673
56	VS4	1.5	VS41.5	10,714	432.306	24.783
Non-infrastructure/ Polygons						
1	SAN1	N/A	SAN1	1,280,296	28,776.250	44.491
2	VS1	N/A	VS1N/A	2,038	60.792	33.524
3	VS3	N/A	VS3	52,856	2,154.953	24.528

Note: The VS1 Infrastructure project represents multiple city blocks and is not a linear project like other Infrastructure projects. For the Demand Analysis, SANDAG Data Science staff analyzed the project like a Non-Infrastructure project where a polygon was used measure the data. Due to this, there is no Concatenate formula needed (only one value is returned) so the Concatenate value is VS1N/A.

2025 ATP Evaluation Workbook - Intersections

ObjectID	Name	UniqueID	Travelshed_miles	Concatenate	Intersections_count
1	CB1 : 0 - 1320	CB1	0.25	CB10.25	16
2	CB1 : 0 - 2640	CB1	0.5	CB10.5	23
3	CB1 : 0 - 5280	CB1	1	CB11	37
4	CB1 : 0 - 7920	CB1	1.5	CB11.5	135
5	CO1 : 0 - 1320	CO1	0.25	CO10.25	17
6	CO1 : 0 - 2640	CO1	0.5	CO10.5	43
7	CO1 : 0 - 5280	CO1	1	CO11	180
8	CO1 : 0 - 7920	CO1	1.5	CO11.5	413
9	CO2 : 0 - 1320	CO2	0.25	CO20.25	52
10	CO2 : 0 - 2640	CO2	0.5	CO20.5	91
11	CO2 : 0 - 5280	CO2	1	CO21	231
12	CO2 : 0 - 7920	CO2	1.5	CO21.5	420
13	CO3 : 0 - 1320	CO3	0.25	CO30.25	117
14	CO3 : 0 - 2640	CO3	0.5	CO30.5	195
15	CO3 : 0 - 5280	CO3	1	CO31	333
16	CO3 : 0 - 7920	CO3	1.5	CO31.5	458
17	CV1 : 0 - 1320	CV1	0.25	CV10.25	34
18	CV1 : 0 - 2640	CV1	0.5	CV10.5	76
19	CV1 : 0 - 5280	CV1	1	CV11	278
20	CV1 : 0 - 7920	CV1	1.5	CV11.5	551
21	CV2 : 0 - 1320	CV2	0.25	CV20.25	77
22	CV2 : 0 - 2640	CV2	0.5	CV20.5	186
23	CV2 : 0 - 5280	CV2	1	CV21	429
24	CV2 : 0 - 7920	CV2	1.5	CV21.5	665
25	LM1 : 0 - 1320	LM1	0.25	LM10.25	72
26	LM1 : 0 - 2640	LM1	0.5	LM10.5	143
27	LM1 : 0 - 5280	LM1	1	LM11	326
28	LM1 : 0 - 7920	LM1	1.5	LM11.5	608
29	LM2 : 0 - 1320	LM2	0.25	LM20.25	138
30	LM2 : 0 - 2640	LM2	0.5	LM20.5	230
31	LM2 : 0 - 5280	LM2	1	LM21	451
32	LM2 : 0 - 7920	LM2	1.5	LM21.5	788
33	NC1 : 0 - 1320	NC1	0.25	NC10.25	70
34	NC1 : 0 - 2640	NC1	0.5	NC10.5	152
35	NC1 : 0 - 5280	NC1	1	NC11	372
36	NC1 : 0 - 7920	NC1	1.5	NC11.5	652
37	OC1 : 0 - 1320	OC1	0.25	OC10.25	73
38	OC1 : 0 - 2640	OC1	0.5	OC10.5	185
39	OC1 : 0 - 5280	OC1	1	OC11	449
40	OC1 : 0 - 7920	OC1	1.5	OC11.5	680
41	SB1 : 0 - 1320	SB1	0.25	SB10.25	50
42	SB1 : 0 - 2640	SB1	0.5	SB10.5	118
43	SB1 : 0 - 5280	SB1	1	SB11	274
44	SB1 : 0 - 7920	SB1	1.5	SB11.5	387
45	SD1 : 0 - 1320	SD1	0.25	SD10.25	85
46	SD1 : 0 - 2640	SD1	0.5	SD10.5	194
47	SD1 : 0 - 5280	SD1	1	SD11	545
48	SD1 : 0 - 7920	SD1	1.5	SD11.5	1,164
49	VS2 : 0 - 1320	VS2	0.25	VS20.25	95
50	VS2 : 0 - 2640	VS2	0.5	VS20.5	178
51	VS2 : 0 - 5280	VS2	1	VS21	410
52	VS2 : 0 - 7920	VS2	1.5	VS21.5	724
53	VS4 : 0 - 1320	VS4	0.25	VS40.25	47
54	VS4 : 0 - 2640	VS4	0.5	VS40.5	130
55	VS4 : 0 - 5280	VS4	1	VS41	343
56	VS4 : 0 - 7920	VS4	1.5	VS41.5	673
Non-infrastructure/ Polygons					
1	SAN1	SAN1	N/A	SAN1	32,365
2	VS1	VS1	N/A	VS1N/A	139
3	VS3	VS3	N/A	VS3	1,954

Note: The VS1 Infrastructure project represents multiple city blocks and is not a linear project like other Infrastructure projects. For the Demand Analysis, SANDAG Data Science staff analyzed the project like a Non-Infrastructure project where a polygon was used measure the data. Due to this, there is no Concatenate formula needed (only one value is returned) so the Concatenate value is VS1N/A.

2025 ATP Evaluation Workbook - ActivityCenters

ObjectID	Name	UniqueID	Travelshed_miles	Concatenate	Activity_Centers
1	CB1 : 0 - 1320	CB1	0.25	CB10.25	11
2	CB1 : 0 - 2640	CB1	0.5	CB10.5	18
3	CB1 : 0 - 5280	CB1	1	CB11	39
4	CB1 : 0 - 7920	CB1	1.5	CB11.5	163
5	CO1 : 0 - 1320	CO1	0.25	CO10.25	3
6	CO1 : 0 - 2640	CO1	0.5	CO10.5	5
7	CO1 : 0 - 5280	CO1	1	CO11	39
8	CO1 : 0 - 7920	CO1	1.5	CO11.5	113
9	CO2 : 0 - 1320	CO2	0.25	CO20.25	4
10	CO2 : 0 - 2640	CO2	0.5	CO20.5	13
11	CO2 : 0 - 5280	CO2	1	CO21	30
12	CO2 : 0 - 7920	CO2	1.5	CO21.5	86
13	CO3 : 0 - 1320	CO3	0.25	CO30.25	73
14	CO3 : 0 - 2640	CO3	0.5	CO30.5	88
15	CO3 : 0 - 5280	CO3	1	CO31	127
16	CO3 : 0 - 7920	CO3	1.5	CO31.5	144
17	CV1 : 0 - 1320	CV1	0.25	CV10.25	10
18	CV1 : 0 - 2640	CV1	0.5	CV10.5	30
19	CV1 : 0 - 5280	CV1	1	CV11	121
20	CV1 : 0 - 7920	CV1	1.5	CV11.5	311
21	CV2 : 0 - 1320	CV2	0.25	CV20.25	90
22	CV2 : 0 - 2640	CV2	0.5	CV20.5	286
23	CV2 : 0 - 5280	CV2	1	CV21	439
24	CV2 : 0 - 7920	CV2	1.5	CV21.5	519
25	LM1 : 0 - 1320	LM1	0.25	LM10.25	56
26	LM1 : 0 - 2640	LM1	0.5	LM10.5	89
27	LM1 : 0 - 5280	LM1	1	LM11	262
28	LM1 : 0 - 7920	LM1	1.5	LM11.5	419
29	LM2 : 0 - 1320	LM2	0.25	LM20.25	167
30	LM2 : 0 - 2640	LM2	0.5	LM20.5	251
31	LM2 : 0 - 5280	LM2	1	LM21	405
32	LM2 : 0 - 7920	LM2	1.5	LM21.5	555
33	NC1 : 0 - 1320	NC1	0.25	NC10.25	47
34	NC1 : 0 - 2640	NC1	0.5	NC10.5	112
35	NC1 : 0 - 5280	NC1	1	NC11	276
36	NC1 : 0 - 7920	NC1	1.5	NC11.5	503
37	OC1 : 0 - 1320	OC1	0.25	OC10.25	53
38	OC1 : 0 - 2640	OC1	0.5	OC10.5	145
39	OC1 : 0 - 5280	OC1	1	OC11	319
40	OC1 : 0 - 7920	OC1	1.5	OC11.5	497
41	SB1 : 0 - 1320	SB1	0.25	SB10.25	116
42	SB1 : 0 - 2640	SB1	0.5	SB10.5	143
43	SB1 : 0 - 5280	SB1	1	SB11	196
44	SB1 : 0 - 7920	SB1	1.5	SB11.5	292
45	SD1 : 0 - 1320	SD1	0.25	SD10.25	9
46	SD1 : 0 - 2640	SD1	0.5	SD10.5	46
47	SD1 : 0 - 5280	SD1	1	SD11	222
48	SD1 : 0 - 7920	SD1	1.5	SD11.5	576
49	VS2 : 0 - 1320	VS2	0.25	VS20.25	28
50	VS2 : 0 - 2640	VS2	0.5	VS20.5	70
51	VS2 : 0 - 5280	VS2	1	VS21	147
52	VS2 : 0 - 7920	VS2	1.5	VS21.5	226
53	VS4 : 0 - 1320	VS4	0.25	VS40.25	28
54	VS4 : 0 - 2640	VS4	0.5	VS40.5	42
55	VS4 : 0 - 5280	VS4	1	VS41	100
56	VS4 : 0 - 7920	VS4	1.5	VS41.5	314
Non-infrastructure/ Polygons					
1	SAN1	SAN1	N/A	SAN1	12,477
2	VS1	VS1	N/A	VS1N/A	93
3	VS3	VS3	N/A	VS3	830

Note: The VS1 Infrastructure project represents multiple city blocks and is not a linear project like other Infrastructure projects. For the Demand Analysis, SANDAG Data Science staff analyzed the project like a Non-Infrastructure project where a polygon was used measure the data. Due to this, there is no Concatenate formula needed (only one value is returned) so the Concatenate value is VS1N/A.

2025 ATP Evaluation Workbook - ZeroCarHouseholds

OBJECTID	Name	UniqueID	Travelshed_miles	Concatenate	Total_hh	Zero_Car_hh	Percent_Zero_Car
1	CB1 : 0 - 1320	CB1	0.25	CB10.25	1,748	48	2.746
2	CB1 : 0 - 2640	CB1	0.5	CB10.5	1,748	48	2.746
3	CB1 : 0 - 5280	CB1	1	CB11	1,748	48	2.746
4	CB1 : 0 - 7920	CB1	1.5	CB11.5	9,215	256	2.778
5	CO1 : 0 - 1320	CO1	0.25	CO10.25	2,352	54	2.296
6	CO1 : 0 - 2640	CO1	0.5	CO10.5	2,352	54	2.296
7	CO1 : 0 - 5280	CO1	1	CO11	6,657	127	1.908
8	CO1 : 0 - 7920	CO1	1.5	CO11.5	17,382	774	4.453
9	CO2 : 0 - 1320	CO2	0.25	CO20.25	5,182	253	4.882
10	CO2 : 0 - 2640	CO2	0.5	CO20.5	7,405	389	5.253
11	CO2 : 0 - 5280	CO2	1	CO21	9,412	528	5.610
12	CO2 : 0 - 7920	CO2	1.5	CO21.5	9,412	528	5.610
13	CO3 : 0 - 1320	CO3	0.25	CO30.25	6,570	315	4.795
14	CO3 : 0 - 2640	CO3	0.5	CO30.5	6,570	315	4.795
15	CO3 : 0 - 5280	CO3	1	CO31	11,547	648	5.612
16	CO3 : 0 - 7920	CO3	1.5	CO31.5	14,291	761	5.325
17	CV1 : 0 - 1320	CV1	0.25	CV10.25	699	26	3.720
18	CV1 : 0 - 2640	CV1	0.5	CV10.5	5,835	420	7.198
19	CV1 : 0 - 5280	CV1	1	CV11	10,648	718	6.743
20	CV1 : 0 - 7920	CV1	1.5	CV11.5	22,581	1,719	7.613
21	CV2 : 0 - 1320	CV2	0.25	CV20.25	7,511	730	9.719
22	CV2 : 0 - 2640	CV2	0.5	CV20.5	8,875	847	9.544
23	CV2 : 0 - 5280	CV2	1	CV21	15,959	1,467	9.192
24	CV2 : 0 - 7920	CV2	1.5	CV21.5	19,597	1,667	8.506
25	LM1 : 0 - 1320	LM1	0.25	LM10.25	4,629	328	7.086
26	LM1 : 0 - 2640	LM1	0.5	LM10.5	6,791	591	8.703
27	LM1 : 0 - 5280	LM1	1	LM11	14,748	1,482	10.049
28	LM1 : 0 - 7920	LM1	1.5	LM11.5	26,238	1,960	7.470
29	LM2 : 0 - 1320	LM2	0.25	LM20.25	5,457	647	11.856
30	LM2 : 0 - 2640	LM2	0.5	LM20.5	13,292	1,465	11.022
31	LM2 : 0 - 5280	LM2	1	LM21	18,882	1,585	8.394
32	LM2 : 0 - 7920	LM2	1.5	LM21.5	28,691	2,297	8.006
33	NC1 : 0 - 1320	NC1	0.25	NC10.25	713	55	7.714
34	NC1 : 0 - 2640	NC1	0.5	NC10.5	4,822	616	12.775
35	NC1 : 0 - 5280	NC1	1	NC11	7,203	845	11.731
36	NC1 : 0 - 7920	NC1	1.5	NC11.5	13,617	1,413	10.377
37	OC1 : 0 - 1320	OC1	0.25	OC10.25	3,799	183	4.817
38	OC1 : 0 - 2640	OC1	0.5	OC10.5	6,222	277	4.452
39	OC1 : 0 - 5280	OC1	1	OC11	10,218	549	5.373
40	OC1 : 0 - 7920	OC1	1.5	OC11.5	15,715	1,094	6.962
41	SB1 : 0 - 1320	SB1	0.25	SB10.25	2,344	146	6.229
42	SB1 : 0 - 2640	SB1	0.5	SB10.5	5,836	243	4.164
43	SB1 : 0 - 5280	SB1	1	SB11	5,836	243	4.164
44	SB1 : 0 - 7920	SB1	1.5	SB11.5	8,705	286	3.285
45	SD1 : 0 - 1320	SD1	0.25	SD10.25	8,001	535	6.687
46	SD1 : 0 - 2640	SD1	0.5	SD10.5	14,832	1,284	8.657
47	SD1 : 0 - 5280	SD1	1	SD11	23,707	2,514	10.604
48	SD1 : 0 - 7920	SD1	1.5	SD11.5	40,530	4,188	10.333
49	VS2 : 0 - 1320	VS2	0.25	VS20.25	4,538	144	3.173
50	VS2 : 0 - 2640	VS2	0.5	VS20.5	5,798	166	2.863
51	VS2 : 0 - 5280	VS2	1	VS21	17,061	711	4.167
52	VS2 : 0 - 7920	VS2	1.5	VS21.5	22,899	919	4.013
53	VS4 : 0 - 1320	VS4	0.25	VS40.25	6,854	340	4.961
54	VS4 : 0 - 2640	VS4	0.5	VS40.5	8,662	456	5.264
55	VS4 : 0 - 5280	VS4	1	VS41	15,955	716	4.488
56	VS4 : 0 - 7920	VS4	1.5	VS41.5	22,294	861	3.862
Non-infrastructure/ Polygons							
1	SAN1	SAN1	N/A	SAN1	674,401	40,523	6.009
2	VS1	VS1	N/A	VS1N/A	2,932	146	4.980
3	VS3	VS3	N/A	VS3	48,566	1,990	4.098

Note: The VS1 Infrastructure project represents multiple city blocks and is not a linear project like other Infrastructure projects. For the Demand Analysis, SANDAG Data Science staff analyzed the project like a Non-Infrastructure project where a polygon was used measure the data. Due to this, there is no Concatenate formula needed (only one value is returned) so the Concatenate value is VS1N/A.

## 2025 ATP Evaluation Workbook - Demand Analysis

### PLAN PROJECTS

Unique ID
VS3

Criteria 1																
Population Density			Employment Density			Intersection Density			Activity Centers			Low Vehicle Ownership			FINAL SCORE	
Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score		
16.108	6	1.9	24.53	4	1.3	1,954	16	5.0	830	16	5.0	4.10	3	0.9	14.1	

### INFRASTRUCTURE PROJECTS

					Criteria 1															
					Population Density			Employment Density			Intersection Density			Activity Centers			Low Vehicle Ownership			FINAL SCORE
					Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	
Unique ID	Bicycle Transportation (1 mile buffer)	Pedestrian Transportation (0.5 mile buffer)	Buffer Extent (miles)	CONCATENATE	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	FINAL SCORE
CB1	Yes	Yes	1	CB11	12.827	5	1.3	36.55	8	2.0	37	1	0.3	39	3	0.8	2.75	2	0.5	4.8
CV1	Yes	Yes	1	CV11	38.389	14	3.5	26.20	5	1.3	278	7	1.8	121	7	1.8	6.74	11	2.8	11.0
CV2	Yes	Yes	1	CV21	41.343	15	3.8	50.60	15	3.8	429	13	3.3	439	15	3.8	9.19	14	3.5	18.0
LM1	Yes	Yes	1	LM11	12.298	3	0.8	48.78	13	3.3	326	8	2.0	262	11	2.8	10.05	15	3.8	12.5
LM2	Yes	Yes	1	LM21	19.096	7	1.8	50.20	14	3.5	451	15	3.8	405	14	3.5	8.39	12	3.0	15.5
NC1	Yes	Yes	1	NC11	73.110	16	4.0	32.03	6	1.5	372	11	2.8	276	12	3.0	11.73	16	4.0	15.3
OC1	Yes	Yes	1	OC11	23.449	11	2.8	47.94	12	3.0	449	14	3.5	319	13	3.3	5.37	8	2.0	14.5
CO1	No	Yes	0.5	CO10.5	9.458	2	0.5	43.59	11	2.8	43	2	0.5	5	1	0.3	2.30	1	0.3	4.3
CO2	Yes	Yes	1	CO21	4.424	1	0.3	21.82	1	0.3	231	5	1.3	30	2	0.5	5.61	9	2.3	4.5
CO3	Yes	Yes	1	CO31	23.422	10	2.5	24.10	3	0.8	333	9	2.3	127	8	2.0	5.61	10	2.5	10.0
SD1	No	No	0.5	SD10.5	22.826	9	2.3	40.12	10	2.5	194	4	1.0	46	4	1.0	8.66	13	3.3	10.0
SB1	Yes	Yes	1	SB11	12.642	4	1.0	51.63	16	4.0	274	6	1.5	196	10	2.5	4.16	4	1.0	10.0
VS1	Yes	Yes	N/A	VS1N/A	31.436	13	3.3	33.52	7	1.8	139	3	0.8	93	5	1.3	4.98	7	1.8	8.8
VS2	Yes	Yes	1	VS21	19.551	8	2.0	37.69	9	2.3	410	12	3.0	147	9	2.3	4.17	5	1.3	10.8
VS4	Yes	Yes	1	VS41	23.845	12	3.0	22.67	2	0.5	343	10	2.5	100	6	1.5	4.49	6	1.5	9.0

Note: The VS1 Infrastructure project represents multiple city blocks and is not a linear project like other Infrastructure projects. For the Demand Analysis, SANDAG Data Science staff analyzed the project like a Non-Infrastructure project where a polygon was used measure the data and there is no Buffer Extent needed. Due to this, there is no Concatenate formula needed (only one value is returned) so the Concatenate value is VS1N/A.



PLAN PROJECTS

		Choose from drop-down: <10%, 10-13%, 14-17%, 18-21%, 22-25%, >25%		Points			Choose from drop-down: Completely, Partially, None		Points			Total Project \$		Total ATP \$		Matching Funds		Percent Matching Funds		Points			Quantitative Score Total	
Unique ID		>25%		0			Partially		2			\$752		\$752		\$0		0.00%		0			2	
VS3																								
Do not delete these rows.																								
		VLOOKUP - #6					VLOOKUP - #7B					VLOOKUP - #8												
		Public Health					DAC Project Location					Percent Matching Funds												
		Option		Points			Option		Points			Amt Min		Amt Max		Points								
		<10%		15			Completely		4			0.00%		0.00%		0								
		10-13%		12			Partially		2			0.01%		7.99%		2								
		14-17%		9			None		0			8.00%		15.99%		4								
		18-21%		6								16.00%		23.99%		6								
		22-25%		3								24.00%				8								
		>25%		0																				

NON-INFRASTRUCTURE PROJECTS

Unique ID	6		7		8B		9					Quantitative Score Total	
	Public Health		Use of Corps		DAC Project Location		Matching Funds						
	Choose from drop-down: <10%, 10-13%, 14-17%, 18-21%, 22-25%, >25%		Choose from drop-down: Yes or No		Choose from drop-down: Completely, Partially, None		Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Points		
SAN1	>25%	0	Yes	5	Partially	2	\$1,549	\$1,549	\$0	0.00%	0	7	

Do not delete these rows.

Unique ID	VLOOKUP - #6		VLOOKUP - #7		VLOOKUP - #8B		VLOOKUP - #9					Quantitative Score Total	
	Public Health		Use of Corps		DAC Project Location		Percent Matching Funds						
	Option	Points	Option	Points	Option	Points	Amt Min	Amt Max	Points				
	<10%	15	Yes	5	Completely	4	0.00%	0.00%	0				
	10-13%	12	No	0	Partially	2	0.01%	7.99%	2				
	14-17%	9				0	8.00%	15.99%	4				
	18-21%	6				0	16.00%	23.99%	6				
	22-25%	3				0	24.00%		8				
	>25%	0				0							

INFRASTRUCTURE PROJECTS

Do not delete these rows.

Unique ID	2A		2B						3A1		3B4		5						6		7		8B		9						Quantitative Score Total			
	Regional Bicycle Network?		2B1 Bike Improvement w/in 1.5 mi. of regional transit station		2B2 Ped Improvement near local transit stop		2B3 Ped Improvement near regional transit station		Access Improvements		Multi-Agency Collaboration		5A Planning Complete		5B Environmental Complete		5C Right of Way Complete		5D Construction Ready		Public Health		Use of Corps		DAC Project Location		Matching Funds							
	Choose from drop-down: Connects, Constructs, or Neither	Points	Choose from drop-down: Yes or No	Points	Choose from drop-down: Within 0.25 Mile, Directly Connects, or Neither	Points	Choose from drop-down: Within 0.25 Mile, Directly Connects, or Neither	Points	Choose from drop-down: 75-100%, 50-74%, 25-49%, 0-24%	Points	Choose from drop-down: Is/Is Not	Points	Choose from drop-down: Yes or No	Points	Choose from drop-down: Yes or No	Points	Choose from drop-down: Yes or No	Points	Choose from drop-down: <6 mos, 6-12 mos, 12-18 mos, 18-24 mos, 24-30 mos, 30+ mos	Points	Choose from drop-down: <10%, 10-13%, 14-17%, 18-21%, 22-25%, >25%	Points	Choose from drop-down: Yes or No	Points	Choose from drop-down: Completely, Partially, None	Points	Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds		Points		
CB1	Connects	6	Yes	6	directly connects	4	neither	0	75-100%	10	Is Not	0	Yes	2	No	0	Yes	4	<6 mos	10	>25%	0	Yes	6	Partially	1	\$19,970	\$14,970	\$5,000	25.04%	4	53		
CV1	Neither	0	Yes	6	within 0.25 mile	2	within 0.25 mile	4	0-24%	0	Is Not	0	No	0	No	0	No	0	30+ mos	0	18-21%	4	Yes	6	Completely	2	\$2,502	\$2,502	\$0	0.00%	0	24		
CV2	Neither	0	Yes	6	directly connects	4	neither	0	75-100%	10	Is Not	0	No	0	No	0	No	0	30+ mos	0	>25%	0	Yes	6	Completely	2	\$13,497	\$13,427	\$70	0.52%	1	29		
LM1	Connects	6	Yes	6	within 0.25 mile	2	neither	0	0-24%	0	Is Not	0	No	0	No	0	No	0	24-30 mos	2	>25%	0	Yes	6	Completely	2	\$2,322	\$2,322	\$0	0.00%	0	24		
LM2	Constructs	8	Yes	6	directly connects	4	within 0.25 mile	4	0-24%	0	Is Not	0	Yes	2	No	0	No	0	30+ mos	0	>25%	0	Yes	6	Completely	2	\$21,217	\$2,240	\$18,977	89.44%	4	34		
NC1	Constructs	8	Yes	6	within 0.25 mile	2	neither	0	0-24%	0	Is Not	0	Yes	2	Yes	4	No	0	6-12 mos	8	22-25%	2	Yes	6	Completely	2	\$8,924	\$5,681	\$3,243	36.34%	4	44		
OC1	Constructs	8	Yes	6	within 0.25 mile	2	within 0.25 mile	4	0-24%	0	Is Not	0	Yes	2	Yes	4	No	0	18-24 mos	4	>25%	0	Yes	6	Partially	1	\$18,729	\$17,253	\$1,476	7.88%	1	38		
CO1	Neither	0	No	0	within 0.25 mile	2	neither	0	0-24%	0	Is Not	0	No	0	No	0	No	0	12-18 mos	6	22-25%	2	Yes	6	Completely	2	\$1,715	\$1,363	\$352	20.52%	3	21		
CO2	Neither	0	No	0	neither	0	neither	0	0-24%	0	Is Not	0	No	0	No	0	No	0	30+ mos	0	>25%	0	Yes	6	Completely	2	\$3,606	\$2,854	\$752	20.85%	3	11		
CO3	Connects	6	No	0	directly connects	4	neither	0	0-24%	0	Is Not	0	No	0	No	0	No	0	30+ mos	0	>25%	0	Yes	6	Completely	2	\$9,910	\$7,877	\$2,033	20.51%	3	21		
SD1	Constructs	8	Yes	6	within 0.25 mile	2	neither	0	0-24%	0	Is Not	0	No	0	No	0	Yes	4	18-24 mos	4	>25%	0	Yes	6	Completely	2	\$4,974	\$4,974	\$0	0.00%	0	32		
SB1	Connects	6	Yes	6	directly connects	4	within 0.25 mile	4	25-49%	6	Is Not	0	Yes	2	No	0	No	0	24-30 mos	2	>25%	0	Yes	6	None	0	\$8,000	\$4,000	\$4,000	50.00%	4	38		
VS1	Constructs	8	No	0	within 0.25 mile	2	neither	0	0-24%	0	Is Not	0	No	0	No	0	No	0	30+ mos	0	14-17%	6	Yes	6	Partially	1	\$7,880	\$6,304	\$1,576	20.00%	3	26		
VS2	Neither	0	Yes	6	directly connects	4	neither	0	75-100%	10	Is Not	0	Yes	2	No	0	No	0	6-12 mos	8	>25%	0	Yes	6	Completely	2	\$15,162	\$13,212	\$1,950	12.86%	2	40		
VS4	Neither	0	Yes	6	directly connects	4	neither	0	50-74%	8	Is Not	0	No	0	No	0	No	0	30+ mos	0	>25%	0	Yes	6	Completely	2	\$4,752	\$3,952	\$800	16.84%	3	29		

VLOOKUP - #2A		VLOOKUP - #2B						VLOOKUP - #3A-1		VLOOKUP - #3B4		VLOOKUP - #5						VLOOKUP - #6		VLOOKUP - #7		VLOOKUP - #8B		VLOOKUP - #9						Quantitative Score Total			
Regional Bicycle Network		2B1 Bike Improvement w/in 1.5 mi. of regional transit station		2B2 Ped Improvement near local transit stop		2B3 Ped Improvement near regional transit station		Access Improvements		Multi-Agency Collaboration		5A Planning Complete		5B Environmental Complete		5C Right of Way Complete		5D Construction Ready		Public Health		Use of Corps		DAC Project Location		Percent Matching Funds							
Option	Points	Option	Points	Option	Points	Option	Points	Option	Points	Option	Points	Option	Points	Option	Points	Option	Points	Option	Points	Option	Points	Option	Points	Option	Points	Amt Min	Amt Max	Points					
	Connects	6	Yes	6	Within 0.25 Mile	2	Within 0.25 Mile	4	75-100%	10	Is	6	Yes	2	Yes	4	Yes	4	<6 mos	10	<10%	10	Yes	6	Completely	2	0.00%	0.00%	0				
	Constructs	8	No	0	Directly Connects	4	Directly Connects	6	50-74%	8	Is Not	0	No	0	No	0	No	0	6-12 mos	8	10-13%	8	No	0	Partially	1	0.01%	7.99%	1				
	Neither	0			Neither	0	Neither	0	25-49%	6									12-18 mos	6	14-17%	6			None	0	8.00%	15.99%	2				
									0-24%	0									18-24 mos	4	22-25%	4					16.00%	23.99%	3				
																			24-30 mos	2	>25%	2					24.00%		4				
																			30+ mos	0		0											

2025 ATP Evaluation Workbook - All Quantitative

PLAN PROJECTS

Unique ID	ATP Funding Request
VS3	\$ 752.00

Total Quantitative (except #9)
16.1

Qualitative Subtotal (Evaluator Scores)						
E1	E2	E3	E4	E5	E6	E7
136.0	50.0	91.0	120.0	116.0	113.0	121.0

Average Qualitative Score
106.7

Cost Effectiveness Score - Criterion #9			
Quantitative & Qualitative Subtotal	Cost Effectiveness Ratio	Cost Effectiveness Rank	Points
122.8	6	17	12

Total Quantitative Score
28.1

NON-INFRASTRUCTURE PROJECTS

Unique ID	ATP Funding Request
SAN1	\$ 1,549.00

Total Quantitative (except #10)
7.0

Qualitative Subtotal (Evaluator Scores)						
E1	E2	E3	E4	E5	E6	E7
148.0	33.0	85.0	106.0	124.0	135.0	156.0

Average Qualitative Score
112.4

Cost Effectiveness Score - Criterion #10			
Quantitative & Qualitative Subtotal	Cost Effectiveness Ratio	Cost Effectiveness Rank	Points
119.4	13	16	11.3

Total Quantitative Score
18.3

INFRASTRUCTURE PROJECTS

Unique ID	ATP Funding Request
CB1	\$ 14,970.00
CV1	\$ 2,502.00
CV2	\$ 13,427.00
LM1	\$ 2,321.50
LM2	\$ 2,240.00
NC1	\$ 5,681.00
OC1	\$ 17,253.00
CO1	\$ 1,363.16
CO2	\$ 2,854.00
CO3	\$ 7,877.00
SD1	\$ 4,974.00
SB1	\$ 4,000.00
VS1	\$ 6,304.00
VS2	\$ 13,212.00
VS4	\$ 3,952.00

Total Quantitative (except #10)
57.8
35.0
47.0
36.5
49.5
59.3
52.5
25.3
15.5
31.0
42.0
48.0
34.8
50.8
38.0

Qualitative Subtotal (Evaluator Scores)						
E1	E2	E3	E4	E5	E6	E7
53.0	0.0	60.0	70.0	60.0	50.0	74.0
78.0	0.0	64.0	74.0	70.0	72.0	72.0
70.0	0.0	68.0	72.0	64.0	52.0	70.0
72.0	0.0	56.0	72.0	68.0	56.0	80.0
65.0	0.0	72.0	72.0	72.0	60.0	76.0
71.0	0.0	78.0	76.0	76.0	76.0	82.0
72.0	0.0	66.0	76.0	68.0	66.0	76.0
64.0	0.0	52.0	54.0	50.0	40.0	56.0
66.0	0.0	50.0	66.0	62.0	46.0	70.0
76.0	0.0	64.0	74.0	62.0	57.0	70.0
68.0	0.0	0.0	58.0	60.0	50.0	74.0
74.0	0.0	64.0	72.0	66.0	68.0	74.0
76.0	0.0	58.0	74.0	66.0	68.0	70.0
76.0	0.0	64.0	78.0	72.0	72.0	76.0
70.0	0.0	76.0	76.0	62.0	58.0	72.0

Average Qualitative Score
52.4
61.4
56.6
57.7
59.6
65.6
60.6
45.1
51.4
57.6
44.3
59.7
58.9
62.6
59.1

Cost Effectiveness Score - Criterion #10			
Quantitative & Qualitative Subtotal	Cost Effectiveness Ratio	Cost Effectiveness Rank	Points
110.2	136	2	1.4
96.4	26	12	8.5
103.6	130	3	2.1
94.2	25	13	9.2
109.1	21	14	9.9
124.8	46	8	5.6
113.1	153	1	0.7
70.4	19	15	10.6
66.9	43	9	6.4
88.6	89	5	3.5
86.3	58	7	4.9
107.7	37	11	7.8
93.6	67	6	4.2
113.3	117	4	2.8
97.1	41	10	7.1

Total Quantitative Score
59.2
43.5
49.1
45.7
59.4
64.9
53.2
35.9
21.9
34.5
46.9
55.8
39.0
53.6
45.1



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

## ***Resolution No. 2025-13***

# **Approving the Proposed List of Regional Active Transportation Program Projects and Funding Recommendations to the California Transportation Commission**

WHEREAS, the Legislature and Governor of the State of California have provided funds for the Active Transportation Program; and

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

WHEREAS, the CTC has required in its Active Transportation Program (ATP) Program Guidelines that Metropolitan Planning Organizations (MPOs) coordinate the competitive selection process to select projects to receive a portion of the ATP funding; and

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

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

WHEREAS, the CTC requires the Governing Body of the MPO to approve the proposed list of Regional ATP projects and funding recommendations to the CTC; and

NOW THEREFORE BE IT RESOLVED, that the SANDAG Board of Directors:

Certifies that the San Diego Regional ATP competitive selection process was conducted in accordance with the 2025 CTC ATP Program Guidelines, including the use of a multidisciplinary advisory group as application evaluators; and

Attests the projects recommended for ATP funding per the 2025 San Diego Regional ATP competition include projects benefitting pedestrians and bicyclists, including students walking and cycling to school; and

Approves the proposed list of ATP projects and funding recommendations for submission to the CTC; and

Recommends the Contingency List of projects be used to reallocate ATP funds in the event a project initially recommended for funding is unable to allocate the awarded funds or obtain an extension within the timeframes identified by the CTC or if additional funding is otherwise identified by the CTC.

PASSED AND ADOPTED this 28th of March, 2025.



Attest:

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

DRAFT

## Master Agreement for Transit and Intercity Rail Capital Program with Caltrans

### Overview

The Caltrans Transit and Intercity Rail Capital Program (TIRCP) Master Agreement outlines the management of TIRCP projects, covering procedures for agreements, audits and reporting, eligible costs, and payment processes. It also includes provisions for funding, legal, and environmental compliance, along with special clauses for various scenarios.

Caltrans proposed that SANDAG adopt an updated Master Agreement, extending the existing ten-year agreement to facilitate the transfer of TIRCP funds for capital projects.

### Key Considerations

Projects that are funded with TIRCP funds, the Greenhouse Gas Reduction Fund and Senate Bill 1 Fund (SB1) are applicable funding sources covered by this agreement, require a Program Supplemental, which identifies the project scope, timeframe, and total funding as well as authorizes the state to reimburse SANDAG. The Program Supplemental falls under the Master Agreement, which acts as the umbrella covenant. With the expiration of the current agreement, a new agreement is necessary.

### Next Steps

Pending the Board's adoption of Resolution No. 2025-12 and execution of the Master Agreement, the revised Master Agreement will replace the current ten-year agreement and is scheduled to expire in March 2035.

### Action: Adopt

The Transportation Committee recommends that the Board of Directors adopt Resolution No. 2025-12, authorizing the Chief Executive Officer, Chief Financial Officer and the Director of Financial Planning, Budgets, and Grants to execute the Master Agreement for Transit and Intercity Rail Capital Program with Caltrans.

### Fiscal Impact:

This Master Agreement enables SANDAG to continue accessing Transit and Intercity Rail Capital Program (TIRCP) funds, providing a structure for their effective and efficient use. It establishes a framework for strategic financial management.

### Schedule/Scope Impact:

By renewing this agreement, SANDAG ensures that projects remain eligible for TIRCP funding, thereby avoiding any funding disruptions. This renewal enables the optimal utilization of TIRCP funds, greatly benefitting regional projects and maximizing their impact.

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

- Attachments:
1. Resolution No. 2025-12: Authorization for the Execution of a Master Agreement for Transit and Intercity Rail Capital Program
  2. Master Agreement for Transit and Intercity Rail Capital Program



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

## Resolution No. 2025-12

### Authorization for the Execution of a Master Agreement for Transit and Intercity Rail Capital Program

WHEREAS, the San Diego Association of Governments (SANDAG) may receive state funding from the California Department of Transportation (Caltrans) now or sometime in the future for transit projects; and

WHEREAS, substantial revisions were made to the programming and funding process for the transportation projects programmed in the Transit and Intercity Rail Capital Program (TIRCP); and

WHEREAS, the statutes related to the TIRCP require a local or regional implementing agency to execute an agreement with Caltrans before it can be reimbursed for related project expenditures; and

WHEREAS, Caltrans utilizes Master Agreements for TIRCP, along with associated Program Supplements, for the purpose of administering and reimbursing state transit funds to local agencies; and

WHEREAS, SANDAG wishes to delegate authorization to execute these agreements and any amendments thereto to the Chief Executive Officer (CEO), Chief Financial Officer (CFO), and Director of Financial Planning, Budgets, and Grants; and

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of SANDAG that it agrees to comply with all conditions and requirements set forth in this agreement and applicable statutes, regulations, and guidelines.

NOW THEREFORE BE IT FURTHER RESOLVED, by the Board of Directors of SANDAG that the CEO, CFO, and Director of Financial Planning, Budgets, and Grants each be authorized to execute the Master Agreement and all Program Supplements for the Transit and Intercity Rail Capital Program and any Amendments thereto with Caltrans.

PASSED AND ADOPTED this 28th of March 2025.

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.

California State Transportation Agency  
Transit and Intercity Rail Capital Program

Grant Recipient:

San Diego Association of Governments

CalSTA Transit and Intercity Rail Capital Program Administered by:

California Department of Transportation  
Division of Local Assistance  
1120 N Street, Room 3300  
P.O. Box 942874, MS-39  
Sacramento, California 94274-0001

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**STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION**

Effective Date of this Agreement: June 1, 2025 or upon final signature,  
whichever is later

Termination Date of this Agreement: May 31, 2035

Recipient: San Diego Association of Governments  
(SANDAG)

Application Funding: The Greenhouse Gas Reduction Fund and  
Senate Bill 1 Fund are the applicable funding  
source covered by this Agreement and will  
identified in each specific Program  
Supplement, adopting the terms of this  
Agreement.

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**RECITALS**

1. WHEREAS, The Global Warming Solutions Act of 2006 (the "ACT") (Assembly Bill [AB] 32, Nunez, Chapter 488) created a comprehensive program to reduce greenhouse gas emissions in California. AB 32 requires California to reduce greenhouse gases to 1990 levels by 2020, and to maintain and continue reductions beyond 2020. In March 2012, Governor Brown signed Executive Order B-16-2012 affirming a long-range climate goal for California to reduce greenhouse gases from the transportation sector to 80 percent below 1990 levels by 2050.

2. WHEREAS, the Cap-and-Trade Program is a key element in California's climate plan. It creates a limit on the emissions from sources responsible for 85 percent of California's greenhouse gas emissions, establishes the price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy, and gives covered entities flexibility to implement the lowest-cost options to reduce greenhouse gas emissions.

3. WHEREAS, in 2012, the Legislature passed and Governor Brown signed into law three bills, AB 1532 (Pérez, Chapter 807, Statutes of 2012), Senate Bill (SB) 535 (De León, Chapter 830, Statutes of 2012), and SB 1018 (Budget and Fiscal Review Committee, Chapter 39, Statutes of 2012), that established the Greenhouse Gas Reduction Fund (GGRF) to receive proceeds from the distribution of allowances via auction and provided the framework for how those auction proceeds will be appropriated and expended. These statutes require that expenditures from the

GGRF be used to facilitate the achievement of greenhouse gas emission reductions and further the purposes of AB 32.

4. WHEREAS, in 2017, the Legislature passed and Governor Brown signed into law the Road Repair and Accountability Act of 2017 SB 1, which directed additional funding to the Transit and Intercity Rail Capital Program (TIRCP).

5. WHEREAS, TIRCP is one of several programs funded as part of the 2014-2015 State of California Budget (Senate Bill 852 and Senate Bill 862), and implemented pursuant to Public Resources Code section 75220 et seq and Health and Safety Code section 39719 et seq.

6. WHEREAS, as directed by the ACT, CalSTA established TIRCP Program Guidelines that describe the policy, standards, criteria, and procedures for the development, adoption and management of the TIRCP Program.

7. WHEREAS, Recipient has submitted an application, been evaluated and selected by CalSTA in accordance with the TIRCP Program Guidelines.

8. WHEREAS, on August 17, 2015, CalSTA delegated the administration of the TIRCP Program to the Department pursuant to the TIRCP Program Guidelines and the Department's policies and procedures for the administration of similar grant programs.

9. NOW THEREFORE, in consideration of the recitals and the rights, duties and covenants set forth herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree to the following:

10. This Agreement, entered into effective as of the date set forth above, is between the signatory public entity identified hereinabove, (hereinafter referred to as Recipient), and the STATE OF CALIFORNIA, acting by and through the California Department of Transportation (hereinafter referred to as DEPARTMENT), and subject to the approval of the California State Transportation Agency (CalSTA).

## **ARTICLE I - DEFINITIONS**

The terms defined in this Article I shall for all purposes of this Agreement have the meanings specified herein.

1.1 "Act" refers to the Global Warming Solutions Act of 2006 (the "ACT") (Assembly Bill [AB] 32, Nunez, Chapter 488) created a comprehensive program to reduce greenhouse gas emissions in California.



1.2 “Agreement” shall mean this Agreement, inclusive of all appendices and Program Supplements, whereby the Department, on behalf of CalSTA, and pursuant to the Act and as set forth herein, administers the TIRCP Program.

1.3 “Award Agreement” shall mean a project-specific subcontract to this agreement executed following Project award and may include Project specific information, expected outcomes, and deliverables.

1.4 “California Department of Transportation” or “Caltrans” or “Department” means the State of California, acting by and through its Department of Transportation of the State of the State of California, and any entity succeeding to the powers, authorities and responsibilities of the Department invoked by or under this Agreement or the Program Supplements.

1.5 “California Transportation Commission” or “CTC” shall refer to the commission established in 1978 by Assembly Bill 402 (Chapter 1106, Statutes of 1977).

1.6 “Effective Date” means the date set forth on page 4 of this Agreement.

1.7 “Greenhouse Gas Reduction Funds” or “GGRF” shall mean the funds subject to Chapter 26, Statutes of 2014, authorizing the State to fund capital improvements and operational investments for California’s transit systems and intercity, commuter, and urban rail systems.

1.8 “Senate Bill 1” or “SB 1” shall mean the funds subject to Chapter 5, Statutes of 2017, authorizing the State to fund capital improvements and investments for California’s transit systems and intercity, commuter, and urban rail systems.

1.9 “Overall Funding Plan” has the meaning set forth in Article II, Section 2(A)(5)(c).

1.10 “Program Guidelines” shall mean the policy, standards, criteria, and procedures for the development, adoption and management of the TIRCP Projects established by CalSTA and provided in Appendix A.

1.11 “Program Supplement” shall mean a project-specific subcontract to this Agreement that is executed following a CTC approved action and includes all Project specific information needed to encumber funding and shall include expected outcomes and deliverables. Also referred to as Project Supplement Agreement.

1.12 “Program Supplement Last Expenditure Date” and refers to the last date for Recipient to incur valid Project costs or credits.

1.13 "Program Supplement Termination" shall occur when the Recipient's obligations have been fully performed as set forth in Article II, Section 2D and Article III, Section 3(C)(2) or when terminated by convenience as set forth in Article III, Section 3(C)(1).

1.14 "Project" shall mean the project identified in Recipient's application.

1.15 "Project Closeout Report" shall have the meaning set forth in Article II, Section 3(B).

1.16 "Project Financial Plan" shall have the meaning set forth in Article II, Section 2(A)(5)(d).

1.17 "Progress Payment Invoice" shall have the meaning set forth in Article II, Section 3A.

1.18 "Project Schedule" has the meaning set forth in Article II, Section 2(A)(5)(b).

1.19 "Scope of Work" has the meaning set forth in Article II, Section 2(A)(5)(a).

1.20 "Secretary" shall mean the Secretary of the California State Transportation Agency (CalSTA). Unless the context otherwise requires, any reference to the Secretary includes CalSTA and its officers and employees.

1.21 "State" shall mean the State of California.

1.22 "TIRCP Projects" shall mean projects that are selected and funded pursuant to the Transit and Intercity Rail Capital Program.

## **ARTICLE II – TIRCP PROJECTS AND ADMINISTRATION**

### **Section 1. TIRCP Projects and Project Management**

1. TIRCP Projects, pursuant to the Act, are established by CalSTA in accordance with the TIRCP Program Guidelines. Under delegation from CalSTA, the Department will administer the TIRCP Program in accordance with the TIRCP Program Guidelines and best management practices identified in the administration of similar Department grant programs.

2. By this reference, TIRCP Program Guidelines are made an express part of this Agreement and shall apply to each TIRCP Program funded Project as may be amended or updated. Recipient will cause its specific TIRCP mandated Resolution to be attached as part of any TIRCP funded Program Supplement as a condition precedent to the acceptance of GGRF or SB 1 Funds (upon availability and allocation), for such project.

3. All inquiries during the term of this Agreement and any applicable Program Supplement will be directed to the project representatives identified below:

State's Project Administrator:	Recipient's Project Administrator:
Department of Transportation	San Diego Association of Governments
Ezequiel Castro	Dawn Vettese
Branch Chief,	Chief Financial Officer
Division of Local Assistance	(619) 699-6931
Phone: (916) 201-3906	Dawn.Vettese@sandag.org
Email: Ezequiel.Castro@dot.ca.gov	

## **Section 2. Program Supplement**

### *A. General*

1. This Agreement shall have no force and effect with respect to the Project unless and until a separate Project specific program supplement hereinafter referred to as "Program Supplement," adopting all of the terms and conditions of this Agreement has been fully executed by both State and Recipient.

2. Recipient agrees to complete the defined scope of work for the Project, described in the Program Supplement adopting all of the terms and conditions of this Agreement.

3. A financial commitment of actual funds will only occur in each detailed and separate Program Supplement. No funds are obligated by the prior execution of this Agreement alone.

4. Recipient further agrees, as a condition to the release and payment of the funds encumbered for the scope of work described in each Program Supplement, to comply with the terms and conditions of this Agreement and all the agreed-upon special covenants and conditions attached to or made a part of the Program Supplement identifying and defining the nature of that specific scope of work.

5. The Program Supplement shall include a detailed scope of work, which shall include but not be limited to, a Project Description, a Project Schedule, an Overall Funding Plan, and a Project Financial Plan as required in the TIRCP Program Guidelines.

a. The Scope of Work shall include a detailed description of the Project and will itemize the major tasks and their estimated costs.

b. The Project Schedule shall include major tasks and/or milestones and their associated beginning and ending dates and duration.

c. The Overall Funding Plan shall itemize the various Project Components, the committed funding program(s) or source(s), and the matching funds to be provided by Recipient and/or other funding sources, if any [these Components include Environmental and Permits; Plans, Specifications and Estimates (PS&E); Right-of-Way (ROW); and Construction (including transit vehicle acquisition)].

d. The Project Financial Plan shall identify estimated expenditures for the Project Component by funding source, provided that for the purposes of this Agreement the State is only monitoring compliance for expenditures for the TIRCP, including but not limited to GGFR and SB 1 Funds allocated for the Project Component.

6. Adoption and execution of the Program Supplement by Recipient and State, incorporating the terms and conditions of this Agreement into the Program Supplement as though fully set forth therein, shall be sufficient to bind Recipient to these terms and conditions when performing the Project. Unless otherwise expressly delegated to a third-party in a resolution by Recipient's governing body, which delegation must be expressly assented to and concurred in by State, the Program Supplement shall be managed by Recipient.

7. The estimated cost and scope of the Project will be as described in the applicable Program Supplement. The State shall not participate in any funding for the Project beyond those amounts actually encumbered by the STATE as evidenced in the applicable Program Supplement unless the appropriate steps are followed and approval is granted by the CTC as described below.

8. Upon the stated expiration date of this Agreement, any Program Supplement executed under this Agreement for the Project with obligations yet to be completed pursuant to the approved Project Schedule, deliverables, and reporting requirements shall be deemed to extend the term of this Agreement only to conform to the specific Project termination or completion date, including completion of deliverables and reporting requirements, contemplated by the applicable Program Supplement to allow that uncompleted Project to be administered under the extended terms and conditions of this Agreement.

9. Total project cost includes the cost of a project for all phases (Plans, Specifications, and Estimates (PS&E), Project Approval and Environmental Document (PA&ED) Right-of-Way (ROW), and Construction (CON) including rolling stock) of a Project from start to finish.

B. *Project Overrun*

1. If Recipient or the State determine, at any time during the performance of the Project, that the Project budget may be exceeded, Recipient shall take the following steps:

a. Notify the designated State representative of the nature and projected extent of the overrun and, within a reasonable period thereafter, identify and quantify potential cost savings or other measures which Recipient will institute to bring the Project Budget into balance; and

b. Identify the source of additional Recipient or other third-party funds that can be made available to complete Project. Recipient agrees that the allocation of the GGRF and SB 1 funds is subject to the allocation proposed by the CalSTA, submitted by the State, and approved by the CTC.

C. *Cost Savings and Project Completion*

1. Recipient is encouraged to evaluate design and construction alternatives that would mitigate the costs of delivering the commitments for the Project. Recipient shall take all steps necessary on a commercially reasonable basis that would generally be taken in accordance with best management practices. In determining cost savings, the Parties shall take into account all avoided costs, including avoided design, material, equipment, labor, construction, testing, acceptance and overhead costs and avoided costs due to time savings, and all the savings in financing costs associated with such avoided costs.

2. If there is an identification and implementation of any CalSTA approved alternative resulting in reduction of the Project costs, the parties agree that the recipient shall provide a prorated share of Project or TIRCP funded Project component cost savings based on the overall project match to the Department no later than 30 days after the submission of the final invoice. Subject to CalSTA's approval, savings may be used towards another project component or towards increasing project benefits that are consistent with the original project award while maintaining the overall project match referenced in the project award and program supplements.

3. Program supplements will indicate the Project or Component proration of funding match.

4. The Recipient agrees to complete the Project and accepts sole responsibility for the payment of any cost increases. If either the Project or the funded components are not completed, the Recipient shall bear the burden of full TIRCP funds reimbursement to the Department.

*D. Scope of Work*

1. Recipient shall be responsible for complete performance of the work described in the approved Program Supplement for the Project related to the commitment of encumbered funds. All work shall be accomplished in accordance with the applicable provisions of the Act, Public Utilities Code, the Streets and Highways Code, the Government Code, and other applicable statutes and regulations.
2. Recipient acknowledges and agrees that Recipient is the sole control and manager of the Project and its subsequent employment, operation, repair and maintenance for the benefit of the public. Recipient shall be solely responsible for complying with the funding and use restrictions established by (a) the statutes from which the GGRF and SB1 Funds are derived, (b) the CTC, (c) the State Treasurer, (d) the Internal Revenue Service, (e) the applicable Program Supplement, and (f) this Agreement.
3. Recipient acknowledges and agrees that the Recipient is responsible for complying with all reporting requirements established by the TIRCP Guidelines and California Air Resource Board (CARB) Funding Guidelines.

*E. Program Supplement Amendments*

Program Supplement amendments will be required whenever there are CalSTA or CTC approved actions, including but not limited to, Financial Allocations, Financial Allocation Amendments, Time Extensions and Technical Corrections. These changes shall be mutually binding upon the Parties only following the execution of a Program Supplement amendment.

**Section 3. Allowable Costs and Payments**

*A. Allowable Costs and Progress Payment Invoice*

1. Not more frequently than once a month, Recipient will prepare and submit to State signed Progress Payment Invoice for actual Project costs incurred and paid for by Recipient consistent with the allocation and Scope of Work document in the Program Supplement and State shall pay those uncontested allowable costs once the invoice is reviewed and approved by the Department, subject to CalSTA's approval. If no costs were incurred during any given quarter, Recipient is exempt from submitting a signed Progress Payment Invoice.
2. State shall not be required to reimburse more funds, cumulatively, per quarter of any fiscal year greater than the sums identified and included in the Project Financial Plan. The State shall hold the right to determine reimbursement availability based on an approved expenditure plan and TIRCP anticipated or

actual funding capacity. Each such invoice will report the total of Project expenditures from GGRF and SB 1 Funds (including those of Recipient and third parties) and will specify the percent of State reimbursement requested and the GGRF and SB 1 Funds source.

**B. *Final Invoice***

The Program Supplement Last Expenditure Date(s) refer to the last date for Recipient to incur valid Project costs or credits. Recipient has one hundred and eighty (180) days after that Last Expenditure Date to make already incurred final allowable payments to Project contractors or vendors, prepare the Project Closeout Report, and submit the final invoice to State for reimbursement of allowable Project costs before those remaining State funds are unencumbered and those funds are reverted as no longer available to pay any Project costs. Recipient expressly waives any right to allowable reimbursements from State pursuant to this Agreement for costs incurred after that termination date and for costs invoiced to Recipient for payment after that one hundred and eightieth (180<sup>th</sup>) day following the Project Last Expenditure Date.

## **ARTICLE III – GENERAL PROVISIONS**

### **Section 1. Funding**

1. Recipient agrees to contribute at least the statutorily or other required local contribution of matching funds (other than State or federal funds), if any is specified within the Program Supplement or any appendices thereto, toward the actual cost of the Project or the amount, if any, specified in any executed SB 2800 (Streets and Highways Code Section 164.53) Agreement for local match fund credit, whichever is greater. Recipient shall contribute not less than its required match amount toward the Project cost in accordance with a schedule of payments as shown in the Project Financial Plan prepared by Recipient and approved by State as part of a Program Supplement.

### **Section 2. Audits and Reports**

**A. *Cost Principles***

1. Recipient agrees to comply with Title 2 Code of Federal Regulations 200 (2 CFR 200) Uniform Administrative Requirements, Cost Principles for State and Local Government, and Audit Requirements for Federal Awards.

2. Recipient agrees, and will assure that its contractors and subcontractors will be obligated to follow 2 CFR 200 and which shall be used to determine the allowability of individual Project cost items. Every sub-recipient receiving Project

funds as a contractor or sub-contractor under this Agreement shall comply with 2 CFR 200.

3. Any Project costs for which Recipient has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR 200, are subject to repayment by Recipient to State. Should Recipient fail to reimburse moneys due State within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, State is authorized to intercept and withhold future payments due to Recipient from State or any third-party source whose funding passes through the State, including but not limited to, the State Treasurer, the State Controller and the CTC.

4. The State may terminate the grant for any reason at any time if it is determined by the State, based on an audit under this section, that there has been a violation of any State or federal law or policy by the Recipient during performance under this or any other grant agreement or contract entered into with the State. If the grant is terminated under this section, the Recipient may be required to fully or partially repay funds.

**B. *Record Retention***

1. Recipient agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred Project costs and matching funds by line item for the Project. The accounting system of Recipient, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of Recipient, its contractors and subcontractors connected with Project performance under this Agreement and each Program Supplement shall be maintained for a minimum of three (3) years from the date of final payment to Recipient under a Program Supplement and shall be held open to inspection, copying, and audit by representatives of State, the California State Auditor, and auditors representing the federal government. Copies thereof will be furnished by Recipient, its contractors, and subcontractors upon receipt of any request made by State or its agents. In conducting an audit of the costs and match credits claimed under this Agreement, State will rely to the maximum extent possible on any prior audit of Recipient pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by Recipient's external and internal auditors may be relied upon and used by State when planning and conducting additional audits.



2. For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of Recipient's contracts with third parties pursuant to Government Code section 8546.7, Recipient, Recipient's contractors and subcontractors, and State shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such Agreement and Program Supplement materials available at their respective offices at all reasonable times during the entire Project period and for three (3) years from the date of final payment to Recipient under any Program Supplement. State, the California State Auditor, or any duly authorized representative of State or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent to the Project for audits, examinations, excerpts, and transactions, and Recipient shall furnish copies thereof if requested.

3. Recipient, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by State, for the purpose of any investigation to ascertain compliance with this Agreement and the Act.

*C. Reporting Requirements*

1. Reporting requirements of Recipient will include whether reported implementation activities are within the scope of the Project Program Supplement and in compliance with State laws, regulations, and administrative requirements.

2. TIRCP Progress Reporting shall be no more frequently than monthly and no less frequently than quarterly at the discretion of the State and shall generally include the following information;

a. Activities and progress made towards implementation of the project during the reporting period and activities anticipated to take place in the next reporting period;

b. Identification of whether the Project is proceeding on schedule and within budget;

c. Identification of whether the Project Deliverables are proceeding on schedule.

d. Identification of changes to the Project funding plan, milestone schedule, or deliverables completion date;

e. Any actual or anticipated problems which could lead to delays in schedule, increased costs or other difficulties for either the Project or other State funded projects impacted by the Project's scope of work and the efforts or activities being undertaken to minimize impacts to schedule, cost, or deliverables;

3. CARB Reporting shall be no more frequently than monthly and no less frequently than semiannually at the discretion of CARB and shall include the following information (subject to modification by CARB);

a. Identify metrics and benefits achieved for disadvantaged communities, low income communities, and/or low-income households;

b. continued reporting following project implementation to identify benefits achieved.

c. Any and all other requirements instituted by CARB.

4. Within one year of the Project or reportable Project components becoming operable, the implementing agency must provide a final delivery report including at a minimum:

a. Scope of completed Project as compared to Programmed Project;

b. Performance outcomes derived from the project as compared to outcomes described in the Project application and shall include but not be limited to before and after measurements and estimates for ridership, service levels, greenhouse gas reductions, updated estimated greenhouse gas reductions over the life of the project, benefits to disadvantaged communities, low income communities, and/or low income households, and project co-benefits as well as an explanation of the methodology used to quantify the benefits.

c. Before and after photos documenting the project

d. The final costs as compared to the approved project budget by component and fund type, and an estimate of the TIRCP funds spent to benefit disadvantaged communities, low-income communities, and/or low-income households, and

e. The project duration as compared to the project schedule in the project application.

### **Section 3. Special Requirements**

#### **A. California Transportation Commission Resolutions**

1. Recipient shall adhere to applicable CTC policies on “Timely Use of Funds” as stated in Resolution G-06-04, adopted April 26, 2006, addressing the expenditure and reimbursement of GGRF and SB 1 Funds. These resolutions, and/or successor resolutions in place at the time a Program Supplement is executed, shall be applicable to GGRF and SB 1 funds, respectively.
2. Recipient shall be bound to the terms and conditions of this Agreement, the Project application contained in the Program Supplement (as applicable); and CTC Resolutions G-06-04, G-09-11 and/or their respective successors in place at the time the Program Supplement is signed (as applicable) and all restrictions, rights, duties and obligations established therein on behalf of State and CTC shall accrue to the benefit of the CTC and shall thereafter be subject to any necessary enforcement action by CTC or State. All terms and conditions stated in the aforesaid CTC Resolutions and CTC-approved Guidelines in place at the time the Program Supplement is signed (if applicable) shall also be considered to be binding provisions of this Agreement.
3. Recipient shall conform to any and all permit and mitigation duties associated with Project as well as all environmental obligations established in CTC Resolution G-91-2 and/or its successors in place at the time a Program Supplement is signed, as applicable, at the expense of Recipient and/or the responsible party and without any further financial contributions or obligations on the part of State unless a separate Program Supplement expressly provides funding for the specific purpose of hazardous materials remediation.

#### **B. Recipient Resolution**

1. Recipient has executed this Agreement pursuant to the authorizing Recipient resolution, attached as Appendix B to this Agreement, which empowers Recipient to enter into this Agreement and which may also empower Recipient to enter into all subsequent Program Supplements adopting the provisions of this Agreement.
2. If Recipient or State determines that a separate Resolution is needed for each Program Supplement, Recipient will provide information as to who the authorized designee is to act on behalf of the Recipient to bind Recipient with regard to the terms and conditions of any said Program Supplement or amendment and will provide a copy of that additional Resolution to State with the Program Supplement or any amendment to that document.

C. *Termination*

1. Termination Convenience by State

a. State reserves the right to terminate funding for any Program Supplement, subject to CalSTA approval, upon written notice to Recipient in the event that Recipient fails to proceed with Project work in accordance with the Program Supplement, or otherwise violates the conditions of this Agreement and/or the Program Supplement or the funding allocation such that substantial performance is significantly endangered.

b. No such termination shall become effective if, within thirty (30) days after receipt of a notice of termination, Recipient either cures the default involved or, if not reasonably susceptible of cure within said thirty (30)-day period, Recipient proceeds thereafter to complete the cure in a manner and time line acceptable to State. Any such termination shall be accomplished by delivery to Recipient of a notice of termination, which notice shall become effective not less than thirty (30) days after receipt, specifying the reason for the termination, the extent to which funding of work under this Agreement is terminated and the date upon which such termination becomes effective, if beyond thirty (30) days after receipt. During the period before the effective termination date, Recipient and State shall meet to attempt to resolve any dispute.

c. Following a fund encumbrance made pursuant to a Program Supplement, if Recipient fails to expend GGRF or SB 1 monies within the time allowed specified in the Program Supplement, those funds may revert, and be deemed withdrawn and will no longer be available to reimburse Project work unless those funds are specifically made available beyond the end of that Fiscal Year through re-appropriation or other equivalent action of the Legislature and written notice of that action is provided to Recipient by State.

d. In the event State terminates a Program Supplement for convenience and not for a default on the part of Recipient as is contemplated in this section, Recipient shall be reimbursed its authorized costs up to State's proportionate and maximum share of allowable Project costs incurred to the date of Recipient's receipt of that notice of termination, including any unavoidable costs reasonably and necessarily incurred up to and following that termination date by Recipient to effect such termination following receipt of that termination notice.

2. Termination After Recipient's Obligations Fully Performed

Following project completion, and all obligations as defined in the TIRCP Guidelines, CARB Guidelines, and Program Supplement are fully performed, including Project completion of all deliverables and reporting, the Program

Supplement shall be terminated. If the Project obligations are not fully performed, as defined under this section, the Recipient may be required to fully or partially repay funds.

*D. Third Party Contracting*

1. Recipient shall not award a construction contract over \$10,000 or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed under this Agreement without the prior written approval of State. Contracts awarded by Recipient, if intended as local match credit, must meet the requirements set forth in this Agreement regarding local match funds.

2. Any subcontract entered into by Recipient as a result of this Agreement shall contain the provisions of ARTICLE III – GENERAL PROVISIONS, Section 2. Audits and Reports and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as Project costs only after those costs are incurred and paid for by the subcontractors.

3. In addition to the above, the preaward requirements of third-party contractor/consultants with local transit agencies should be consistent with Local Program Procedures (LPP-00-05).

*E. Change in Funds and Terms/Amendments*

This Agreement and the resultant Program Supplements may be modified, altered, or revised only with the joint written consent of Recipient and State.

*F. Project Ownership*

1. Unless expressly provided to the contrary in a Program Supplement, subject to the terms and provisions of this Agreement, Recipient, or a designated subrecipient acceptable to State, as applicable, shall be the sole owner of all improvements and property included in the Project constructed, installed or acquired by Recipient or subrecipient with funding provided to Recipient under this Agreement. Recipient, or subrecipient, as applicable, is obligated to continue operation and maintenance of the physical aspects of the Project dedicated to the public transportation purposes for which Project was initially approved unless Recipient, or subrecipient, as applicable, ceases ownership of such Project property; ceases to utilize the Project property for the intended public transportation purposes; or sells or transfers title to or control over Project and State is refunded the Credits due State as provided in paragraph (2) herein below.

2. Project right-of-way, Project facilities constructed or reconstructed on the Project site and/or Project property (including vehicles and vessels) purchased by Recipient (excluding temporary construction easements and excess property whose proportionate resale proceeds are distributed pursuant to this Agreement) shall remain permanently dedicated to the described public transit use in the same proportion and scope, and to the same extent as mandated in the Program Supplement, unless State agrees otherwise in writing. Vehicles acquired as part of Project, including, but not limited to, buses, vans, rail passenger equipment, shall be dedicated to that public transportation use for their full economic life cycle, which, for the purpose of this Agreement, will be determined in accordance with standard national transit practices and applicable rules and guidelines, including any extensions of that life cycle achievable by reconstruction, rehabilitation or enhancements. The exceptions to this section are outlined below:

a. Except as otherwise set forth in this Section, State, or any other State-assignee public body acting on behalf of the CTC, shall be entitled to a refund or credit (collectively the Credit), at State's sole option, equivalent to the proportionate Project funding participation received by Recipient from State if Recipient, or a sub-recipient, as applicable, (i) ceases to utilize Project for the original intended public transportation purposes or (ii) sells or transfers title to or control over Project. If federal funds (meaning only those federal funds received directly by Recipient and not federal funds derived through or from the State) have contributed to the Project, Recipient shall notify both State and the original federal source of those funds of the disposition of the Project assets or the intended use of those sale or transfer receipts.

b. State shall also be entitled to an acquisition credit for any future purchase or condemnation of all or portions of Project by State or a designated representative or agent of State.

c. The Credit due State will be determined by the ratio of State's funding when measured against the Recipient's funding participation (the Ratio). For purposes of this Section, the State's funding participation includes federal funds derived through or from State. That Ratio is to be applied to the then present fair market value of Project property acquired or constructed as provided in (d) and (e) below.

d. For Mass Transit vehicles, this Credit [to be deducted from the then remaining equipment value] shall be equivalent to the percentage of the full extendable vehicle economic life cycle remaining, multiplied by the Ratio of funds provided for that equipment acquisition. For real property, this same funding Ratio shall be applied to the then present fair market value, as

determined by State, of the Project property acquired or improved under this Agreement.

e. Such Credit due State as a refund shall not be required if Recipient dedicates the proceeds of such sale or transfer exclusively to a new or replacement State approved public transit purpose, which replacement facility or vehicles will then also be subject to the identical use restrictions for that new public purpose and the Credit ratio due State should that replacement project or those replacement vehicles cease to be used for that intended described pre-approved public transit purpose.

i. In determining the present fair market value of property for purposes of calculating State's Credit under this Agreement, any real property portions of the Project site contributed by Recipient shall not be included. In determining State's proportionate funding participation, State's contributions to third parties (other than Recipient) shall be included if those contributions are incorporated into the Project.

ii. Once State has received the Credit as provided for above because Recipient, or a sub-recipient, as applicable, has (a) ceased to utilize the Project for the described intended public transportation purpose(s) for which State funding was provided and State has not consented to that cessation of services or (b) sold or transferred title to or control over Project to another party (absent State approval for the continued transit operation of the Project by that successor party under an assignment of Recipient's duties and obligations), neither Recipient, subrecipient, nor any party to whom Recipient or subrecipient, as applicable, has transferred said title or control shall have any further obligation under this Agreement to continue operation of Project and/or Project facilities for those described public transportation purposes, but may then use Project and/or any of its facilities for any lawful purpose.

iii. To the extent that Recipient operates and maintains Intermodal Transfer Stations as any integral part of Project, Recipient shall maintain each station and all its appurtenances, including, but not limited to, restroom facilities, in good condition and repair in accordance with high standards of cleanliness (Public Utilities Code section 99317.8). Upon request of State, Recipient shall also authorize State-funded bus services to use those stations and appurtenances without any charge to State or the bus operator. This permitted use will include the placement of signs and informational material designed to alert the public to the availability of the State-funded bus service (for the purpose of this paragraph, "State-funded bus service" means any bus service funded pursuant to Public Utilities Code section 99316).

G. *Disputes*

Parties shall develop a mutually agreed upon issue resolution process, as described below, and issues between the Parties are to be resolved in a timely manner. The Parties agree to the following:

1. If the Parties are unable to reach agreement on any particular issue relating to either Parties' obligations pursuant to this Agreement, the Parties agree to promptly follow the issue resolution process as outlined below:

a. The Department's project manager and the Recipient's equivalent may initiate the process of informal dispute resolution by providing the other Party with written notice of a dispute. The written notice shall provide a clear statement of the dispute and shall refer to the specific provisions of this Agreement or Program Supplement that pertain to the dispute. The Department's project manager and the Recipient's equivalent shall meet and attempt to resolve the dispute within five days from the written notice. If the dispute is resolved, the Parties shall create and sign a short description of the facts and the resolution that was agreed upon by the Parties.

b. If the dispute is not resolved by the fifth day from the written notice, the Department's senior project manager and the Recipient's equivalent shall meet and review the dispute within five days. The Department's senior project manager and the Recipient's equivalent manager shall attempt to resolve the dispute within ten days of their initial meeting. If the dispute is resolved, the Parties shall create and sign a short description of the facts and the resolution that was agreed upon by the Parties.

c. If the dispute is not resolved by the tenth day, the Department's Director or his designee and the Recipient's equivalent manager shall meet and review the dispute within five days. The Department's Director or his designee and the Recipient's equivalent manager shall attempt to resolve the dispute within ten days of the initial meeting. If the dispute is resolved, the Parties shall create and sign a short description of the facts and the resolution that was agreed upon by the Parties. If the dispute is not resolved by the tenth day by the Department's Director or his designee and the Recipient's equivalent manager, the Parties shall submit the matter to the Secretary of CalSTA for a final administrative determination.

H. *Hold Harmless and Indemnification*

1. Neither State nor any officer or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by Recipient, its agents and contractors under or in connection with any work, authority, or jurisdiction delegated to Recipient under this Agreement or any



Program Supplement or as respects environmental clean-up obligations or duties of Recipient relative to Project. It is also understood and agreed that, Recipient shall fully defend, indemnify and hold the CTC and State and their officers and employees harmless from any liability imposed for injury and damages or environmental obligations or duties arising or created by reason of anything done or imposed by operation of law or assumed by, or omitted to be done by Recipient under or in connection with any work, authority, or jurisdiction delegated to Recipient under this Agreement and all Program Supplements.

2. Recipient shall indemnify, defend and hold harmless State, the CTC and the State Treasurer relative to any misuse by Recipient of State funds, Project property, Project generated income or other fiscal acts or omissions of Recipient.

I. *Labor Code Compliance*

Recipient shall include in all subcontracts awarded using Project funds, when applicable, a clause that requires each subcontractor to comply with California Labor Code requirements that all workers employed on public works aspects of any project (as defined in California Labor Code §§ 1720-1815) be paid not less than the general prevailing wage rates predetermined by the Department of Industrial Relations as effective the date of Contract award by the Recipient.

J. *Non-Discrimination Clause*

1. In the performance of work under this Agreement, Recipient, its contractor(s) and all subcontractors, shall not unlawfully discriminate, harass or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability, mental disability, medical condition, age, marital status, family and medical care leave, pregnancy leave, and disability leave. Recipient, its contractor(s) and all subcontractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Recipient, its contractor(s) and all subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900 et seq.), and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, section 7285 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Agreement by reference and made a part hereof as if set forth in full. Each of Recipient's contractors and all subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreements, as appropriate.

2. Each of the Recipient's contractors, subcontractors, and/or subrecipients shall give written notice of their obligations under this clause to labor organizations with which they have collective bargaining or other labor agreements. The Recipient shall include the non-discrimination and compliance provisions hereof in all contracts and subcontracts to perform work under this Agreement.

3. Should federal funds be constituted as part of Project funding or compensation received by Recipient under a separate Contract during the performance of this Agreement, Recipient shall comply with this Agreement and with all federal mandated contract provisions as set forth in that applicable federal funding agreement.

4. Recipient shall include the non-discrimination and compliance provisions of this clause in all contracts and subcontracts to perform work under this Agreement.

5. The Recipient shall comply with the nondiscrimination program requirements of Title VI of the Civil Rights Act of 1964. Accordingly, 49 CFR 21 (Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of The Civil Rights Act of 1964) and 23 CFR Part 200 (Title VI Program and Related Statutes—Implementation and Review Procedures) are made applicable to this Agreement by this reference. Wherever the term "Contractor" appears therein, it shall mean the Recipient.

6. The Recipient shall permit, and shall require that its contractors, subcontractors, and subrecipients will permit, access to all records of employment, employment advertisements, application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission or any other agency of the State of California designated by Department to investigate compliance with this Section J.

K. *State Fire Marshal Building Standards Code*

The State Fire Marshal adopts building standards for fire safety and panic prevention. Such regulations pertain to fire protection design and construction, means of egress and adequacy of exits, installation of fire alarms, and fire extinguishment systems for any State-owned or State-occupied buildings per section 13108 of the Health and Safety Code. When applicable, Recipient shall request that the State Fire Marshal review Project PS&E to ensure Project consistency with State fire protection standards.

L. *Americans with Disabilities Act*

By signing this Master Agreement, Recipient assures State that Recipient shall comply with the Americans with Disabilities Act (ADA) of 1990, which prohibits

discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA (42 U.S.C. 12101 et seq.).

M. *Access for Persons with Disabilities*

Disabled access review by the Department of General Services (Division of the State Architect) is required for all publicly funded construction of buildings, structures, sidewalks, curbs and related facilities. Recipient will award no construction contract unless Recipient's plans and specifications for such facilities conform to the provisions of sections 4450 and 4454 of the California Government Code, if applicable. Further requirements and guidance are provided in Title 24 of the California Code of Regulations.

N. *Disabled Veterans Program Requirements*

1. Should Military and Veterans Code sections 999 et seq. be applicable to Recipient, Recipient will meet, or make good faith efforts to meet, the 3% Disabled Veterans Business Enterprises goals (or Recipient's applicable higher goals) in the award of every contract for Project work to be performed under these this Agreement.

2. Recipient shall have the sole duty and authority under this Agreement and each Program Supplement to determine whether these referenced code sections are applicable to Recipient and, if so, whether good faith efforts asserted by those contractors of Recipient were sufficient as outlined in Military and Veterans Code sections 999 et seq.

O. *Environmental Process*

Completion of the Project environmental process ("clearance") by Recipient (and/or State if it affects a State facility within the meaning of the applicable statutes) is required prior to requesting Project funds for right-of-way purchase or construction. No State agency may request funds nor shall any State agency, board or commission authorize expenditures of funds for any Project effort, except for feasibility or planning studies, which may have a significant effect on the environment unless such a request is accompanied with all appropriate documentation of compliance with or exemption from the California Environmental Quality Act (CEQA) (including, if as appropriate, an environmental impact report, negative declaration, or notice of exemption) under California Public Resources Code section 21080(b) (10), (11), and (12) provides an exemption for a passenger rail project that institutes or increases passenger or commuter services on rail or highway rights-of-way already in use.

P. *Force Majeure*

Each party will be excused from performance of its obligations where such non-performance is caused by any extraordinary event beyond its reasonable control, such as any non-appealable order, rule or regulation of any federal or state governmental body, fire, flood, earthquake, storm, hurricane or other natural disaster, epidemic, pandemic, war, invasion, act of foreign enemies, hostilities (regardless of whether war is declared), civil war, rebellion, revolution, insurrection, military or usurped power or confiscation, terrorist activities, nationalization, government sanction, blockage, embargo, labor dispute, strike, lockout or interruption, provided that the party excused hereunder shall use all reasonable efforts to minimize its non-performance and to overcome, remedy or remove such event in the shortest practical time.

Should a *force majeure* event occur which renders it impossible for a period of forty-five (45) or more consecutive days for either party to perform its obligations hereunder, the Parties agree to negotiate in good faith to amend the existing Master Agreement or Supplemental Agreement to deal with such event and to seek additional sources of funding to continue the operation of the Service.

## **ARTICLE IV – MISCELLANEOUS PROVISIONS**

### **Section 1. Miscellaneous Provisions**

A. *Successor Acts*

All statutes cited herein shall be deemed to include amendments to and successor statutes to the cited statutes as they presently exist.

B. *Successor and Assigns to the Parties*

Neither this Agreement nor any right, duty or obligation hereunder may be assigned, transferred, hypothecated or pledged by any party without the express written consent of the other party; provided, that unless otherwise expressly required herein, a party shall not be obligated to obtain the written consent of the other party with respect to any contract related to the Service for the provision of goods and/or services to the contracting party in the ordinary course of business.

C. *Notice*

Any notice which may be required under this Agreement shall be in writing, shall be effective when received, and shall be given by personal service, or by certified or registered mail, return receipt requested, to the addresses set forth below, or to

such other addresses as may be specified in writing and given to the other party in accordance herewith.

**If given to the Department:**

**State of California**

Department of Transportation

Division of Rail and Mass Transportation

P.O. Box 942874

Sacramento, CA 95834-0001

Attention: Division of Rail and Mass Transit TIRCP Contract Manager, Mail Stop 39

**with a copy to:**

**California State Transportation Agency**

915 Capitol Mall Suite 350 B

Sacramento, CA 95814

**If given to the Recipient:**

**San Diego Association of Governments**

1011 Union Street, Suite 400

San Diego, CA 92101-9998

Attention: Dawn Vettese

D. *Amendment*

This Agreement may not be changed, modified, or amended except in writing, signed by the parties hereto, and approved in advance in writing by the Secretary, and any attempt at oral modification of this Agreement shall be void and of no effect.

E. *Representation and Warranties of the Parties*

1. Recipient hereby represents and warrants to the Department that:

a. Recipient is in good standing under applicable law, with all requisite power and authority to carry on the activities for which it has been organized and proposed to be conducted pursuant to this Agreement.

b. Recipient has the requisite power and authority to execute and deliver this Agreement and to carry out its obligations hereunder. The execution and delivery of this Agreement by such entity, the performance by it of its obligations thereunder and the consummation of the transactions contemplated thereby have been duly authorized by the governing board of such entity and no other proceedings are necessary to authorize this Agreement or to consummate the transactions contemplated thereby. The Agreements have been duly and validly executed and delivered by such entity and constitute valid and binding obligations of such entity, enforceable against it in accordance with their terms, except to the extent that such enforceability may be subject to bankruptcy, insolvency, reorganization, moratorium or other laws now or hereinafter in effect relating to the creditor's rights and the remedy of specific enforcement and injunctive and other forms of equitable relief, and may be subject to equitable defenses and to the discretion of the court before which any proceeding therefore may be brought.

c. Neither the execution and delivery of this Agreement and the performance of its obligations thereunder nor the consummation of the transactions contemplated thereby will (i) conflict with or result in a breach of any provision of any agreement to which Recipient is a party; (ii) violate any write, order, judgment, injunction, decrees, statute, rule or regulation of any court or governmental authority applicable to such entity or its property or assets.

2. The Department does hereby represent and warrant with respect to each provision of this Agreement to the Recipient that:

a. It validly exists with all requisite power and authority to carry on the activities proposed to be conducted pursuant to this Agreement.

b. It has the requisite power and authority to execute and deliver this Agreement and to carry out its obligations thereunder. The execution and delivery of this Agreement, the performance by it of its obligations thereunder and the consummation of the transactions contemplated thereby have been duly authorized and no other proceedings are necessary to authorize this Agreement or to consummate the transactions contemplated thereby. The agreements have been duly and validly executed and delivered by it and constitute valid and binding obligations, enforceable against it in accordance with their terms, except to the extent that such enforceability may be subject to bankruptcy, insolvency, reorganization, moratorium or other laws now or hereinafter in effect relating to creditor's rights and other forms of equitable relief, and may be subject to equitable defenses and to the discretion of the court before which any proceeding therefore may be brought.

c. Neither the execution and delivery of this Agreement and the performance of its obligations thereunder nor the consummation of the transactions contemplated thereby will (i) conflict with or result in a breach of any provision of any agreement to which the Recipient is a party; (ii) violate any writ, order, judgment, injunction, decree, statute, rule or regulation of any court or governmental authority applicable to such entity or its property or assets.

F. *Construction, Number, Gender and Captions*

The Agreements have been executed in the State of California and shall be construed according to the law of said State. Numbers and gender as used therein shall be construed to include that number and/or gender which is appropriate in the context of the text in which either is included. Captions are included therein for the purposes of ease of reading and identification. Neither gender, number nor captions used therein shall be construed to alter the plain meaning of the text in which any or all of them appear.

G. *Complete Agreement*

This Agreement, including Appendices, constitutes the full and complete agreement of the parties, superseding and incorporating all prior oral and written agreements relating to the subject matter of this Agreement. All attached Appendices A and B are hereby incorporated and made an integral part of this Agreement by this reference.

H. *Partial Invalidity*

If any part of this Agreement is determined to be invalid, illegal or unenforceable, such determination shall not affect the validity, legality or enforceability of any other part of this Agreement and the remaining parts of this Agreement shall be enforced as if such invalid, illegal or unenforceable part were not contained herein.

I. *Conflicts*

To the extent that any provision of or requirement of this Agreement may conflict with a provision or requirement of any other agreement between the parties hereto, or between a party hereto and any other party, which is attached to this Agreement as an appendix, the priority of agreements shall be employed to resolve such conflict. In the event of a conflict, the Master Agreement controls the Program Supplement and any further Amendments.

J. *Counterparts*

This Agreement may be executed in one or more counterparts and may include multiple signature pages, all of which shall be deemed to be one instrument. Copies of this Agreement may be used in lieu of the original.

K. *Governing Law*

The Agreement shall be governed by and construed in accordance with the laws of the State of California.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement by their duly authorized officers.

**STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION**

**BY:** \_\_\_\_\_  
Dee Lam  
Chief, Division of Local Assistance

**DATE:** \_\_\_\_\_

**SAN DIEGO ASSOCIATION OF  
GOVERNMENTS**

**BY:** \_\_\_\_\_  
Dawn Vettese  
Chief Financial Officer

**DATE:** \_\_\_\_\_

APPROVED AS TO FORM AND PROCEDURE

**STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION**

**BY:** \_\_\_\_\_  
Deputy Attorney

**DATE:** \_\_\_\_\_



**APPENDIX A**  
**TIRCP PROGRAM GUIDELINES AND DEPARTMENT DELEGATION**  
**(INSERT GUIDELINES AND DEPARTMENT DELEGATION)**

**APPENDIX B**  
**RECIPIENT'S RESOLUTION**  
**(INSERT AGENCY BOARD RESOLUTION)**

## 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 as noted in the report.

### Fiscal Impact:

None.

### Schedule/Scope Impact:

None.

### [Audit Committee – March 7, 2025](#)

Approved the proposed revisions to the Office of the Independent Performance Auditor FY 2025 Annual Audit Plan.

### [Executive Committee – March 14, 2025](#)

Approved the draft March 28 and April 11, 2025, Board of Directors meeting agendas.

Authorized distribution of the Draft FY 2026 Program Budget to member agencies and other interested parties for review and comment.

### [Transportation Committee – March 21, 2025](#)

Approved a six-month time extension for the Home of Guiding Hands Section 5310 grant agreement.

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

- Attachments:
1. Audit Committee Report
  2. Executive Committee Reports
  3. Transportation Committee Report

March 7, 2025

## Proposed Revisions to the FY 2025 Annual Audit Plan

### Overview

In accordance with Assembly Bill 805 (Gonzalez, 2017) and SANDAG Board Policy No. 039: Audit Policy Advisory Committee and Audit Activities, Section 3.1.7, the Audit Committee approved the Office of the Independent Performance Auditor (OIPA) Annual Audit Plan (Plan) for the period of July 1, 2024, through June 30, 2025, on July 11, 2024. When necessary, the IPA presents the Audit Committee with a Plan revision for discussion and approval. Additionally, when needed, the Independent Performance Auditor (IPA) proposes changes to the IPA's annual performance goals and measures included in the Plan. These changes are mostly identified during the Audit Committee's annual performance evaluation process of the IPA.

#### Action: **Discussion/Possible Action**

The Independent Performance Auditor will propose revisions to the Office of the Independent Performance Auditor FY 2025 Annual Audit Plan for the Audit Committee to discuss and approve.

#### **Fiscal Impact:**

None

#### **Schedule/Scope Impact:**

None

### Key Considerations

The IPA is responsible for periodically reviewing the Plan to ensure auditing/investigative activities are on track to reach the approved milestones. When necessary, the IPA will propose Plan revisions to the Audit Committee.

The IPA is proposing revisions to the Plan for FY 2025 after examining the status of audits and investigations in progress, and audit and project work yet to be initiated against current staffing levels.

The IPA proposes postponing the following audits:

- Talent Management: Workforce Planning and Succession Management
- Project Management: Internal Projects and Capital Projects

And changing/adding:

- Departmental Risk Assessment changed to a Departmental Internal Control Training Series.
- Online Recommendation Dashboard and implementation of continuous recommendation follow-up process.
- Reducing investigation reports issued from four (4) to two (2).

Additionally, the following changes to the IPA's performance measures and goals were mostly identified during the Audit Committee's annual performance evaluation process of the IPA:

- Adding a fifth goal focused on "Administration" to include effective tracking of Audit Committee requests, along with the successful recruitment and retention of staff.
- Removing the target to "increase Whistleblower Hotline reporting by 50%" due to whistleblower hotline trends and program experience.

- Emphasizing timely reporting of Corrective Action Plans to Audit Committee and specifying quarterly cadence of verbal updates.

**Next Steps**

Once the Revised OIPA FY 2025 Annual Audit Plan is adopted, the updated plan will be posted to the OIPA website.

***Courtney Ruby, Independent Performance Auditor***

Attachment: 1. Revised OIPA FY 2025 Annual Audit Plan with Redline Changes

# Board of Directors

Friday, March 28, 2025

## Comments and Communications

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

Members of the public shall have the opportunity to address the Board of Directors 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 eight public speakers. If the number of public comments under this agenda item exceeds eight, 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

*Francesca Webb, SANDAG*

Approve

The Board of Directors is asked to approve the minutes from its March 14, 2025, meeting.

### +3. Chief Executive Officer Delegated Actions\*

*Jennie Sharp, SANDAG*

Information

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

### +4. ATGP Carlsbad and Tamarack Pedestrian Improvement Project Grant Amendment Request and Scope of Work Change

*Benjamin Gembler, SANDAG*

Approve

The Board of Directors is asked to consider the request by the City of Carlsbad for a 24-month time extension and removal of the Construction phase of the Project Scope of Work.

### +5. Regional Active Transportation Program Funding Recommendations

*Jenny Russo, SANDAG*

Approve

The Transportation Committee recommends that the Board of Directors (1) adopt Resolution No. 2025-XX, certifying the results of the San Diego Regional Active Transportation Program (ATP); and (2) recommend that the California Transportation Commission fund the San Diego Regional ATP projects consistent with Attachment 3.

### +6. Master Agreement for Transit and Intercity Rail Capital Program (TIRCP) with Caltrans

*Adrian Paniagua, SANDAG*

Adopt

The Transportation Committee recommends that the Board of Directors adopt Resolution No. 20XX-XX, authorizing the Chief Financial Officer to execute the Master Agreement for Transit and Intercity Rail Capital Program with Caltrans.

### +7. Policy Advisory Committee Actions

Approve

Francesca Webb, SANDAG

The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees as noted in the report.

### Reports

**+8. Draft FY 2026 Program Budget\***

Approve

*Susan Huntington, SANDAG*

The Executive Committee recommends that the Board of Directors approve the Draft FY 2026 Program Budget as presented, or direct staff to either make specified revisions to the draft budget or provide the Board with additional information regarding projected revenues or proposed expenditures in the draft budget.

**+9. Proposed Board Policy Amendments to Address OIPA and TransNet Findings and Related Recommendations\***

Approve

*Julie Wiley, SANDAG*

The Executive Committee recommends that the Board of Directors approve the proposed Board Policy amendments to address previous findings from several OIPA and TransNet Performance audits as well as other related recommendations.

### Adjournment

**10. Adjournment**

The next Board of Directors meeting is scheduled for Friday, April 11, 2025, at 10:30 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

# Board of Directors

Friday, April 11, 2025

## Comments and Communications

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

Members of the public shall have the opportunity to address the Board of Directors 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 eight public speakers. If the number of public comments under this agenda item exceeds eight, 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

*Francesca Webb, SANDAG*

Approve

The Board of Directors is asked to approve the minutes from its March 28, 2025, meeting.

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

*Francesca Webb, SANDAG*

Information

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

### +4. Policy Advisory Committee Actions

*Francesca Webb, SANDAG*

Approve

The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees as noted in the report.

### +5. Approval of Proposed Solicitations and Contract Awards

*Kelly Mikhail, SANDAG*

Approve

The Board of Directors is asked to authorize the Chief Executive Officer to conduct the proposed solicitation(s) and contract awards as identified in this report.

#### Reports

### +6. Coordinated Plan Update

*Rubi Morales, Tim Garrett, SANDAG*

Discussion

The Board of Directors is asked to provide feedback on the development of the Coordinated Plan, including preliminary results from the recently completed survey.

#### Adjournment

### 7. Adjournment

The next Board of Directors meeting is scheduled for Friday, April 25, 2025, at 9 a.m.

+ next to an agenda item indicates an attachment



March 14, 2025

## Draft FY 2026 SANDAG Program Budget

### Overview

The annual budget is the document that authorizes and provides funds for the work that SANDAG does. Development of the [FY 2026 Program Budget](#) is under way. As part of the budgeting process, staff considers work elements related to meeting federal, state, and local mandates (Attachment 3); the strategic direction of the agency (Attachment 4); and the funding environment and economic outlook for the region, state, and nation (Attachment 5); as well as recent legislative developments related to transportation funding.

The Draft FY 2026 SANDAG Program Budget, totaling \$1.3 billion, reflects comments received from the Board of Directors during the last year, and is summarized in Attachment 1.

### Key Considerations

The [FY 2026 Program Budget](#) allocates funding for the programs, projects, services, and activities that SANDAG intends to carry out in the upcoming year to support implementation of the agency's Strategic Planning Framework and the approved 2021 Regional Plan.

There are three primary components of the Program Budget: Overall Work Program (OWP), Regional Operations, and the Capital Budget.

### Action: Recommend

The Executive Committee is asked to:

1. Authorize distribution of the Draft FY 2026 Program Budget to member agencies and other interested parties for review and comment; and
2. Recommend the Board of Directors approve the Draft FY 2026 Program Budget.

### Fiscal Impact:

The [Draft FY 2026 Program Budget](#) includes \$1.3 billion in local, state, and federal funding for SANDAG activities, including \$685 million of capital project delivery and \$233 million of TransNet revenue which is passed through as Local System Improvement (\$133 million) and transit operation (\$100 million) allocations.

### Schedule/Scope Impact:

SANDAG Bylaws require Board of Directors to consider a draft budget no later than April 1 of each year, and again during the month of May, with the final budget adopted no later than June 30.

Budget Comparison	Draft FY 2026 (in \$millions)	FY 2025 (in \$millions)
Overall Work Program (Chapter 2)	\$105.3	\$80.9
Regional Operations and Services (Chapter 3)	\$86.0	\$79.9
Capital Budget (Chapter 5)*	\$685	\$683.2

\*The FY 2026 multi-year capital budget is \$9.2 billion.

Comparing year over year budgets, the \$24.4 million net increase in the OWP budget is primarily attributable to a \$21 million increase in state grant awards to local jurisdictions for planning and capital projects from the Regional Housing Acceleration Program (3321901 and 3321902). Additionally, \$4.5

million is budgeted for awarding and executing Flexible Fleet grants (3501000) to local jurisdictions through a competitive process in the next grant program cycle. Similarly, \$3.2 million is allocated in the FY 2026 budget for the Cycle 13 Specialized Transportation Grant Program (3321400), which provides funding to enhance mobility for seniors and individuals with disabilities. Updates will be made in the proposed Final FY 2026 Budget as more information becomes available.

The annual spending for the Capital Program remained relatively flat; however, the multiyear capital budget net increased by \$255 million due to new state and federal funding allocations:

1. Otay Mesa East Port of Entry (1201101) – \$119 million
  - State and federal grants for the construction early work package.
2. I-805 South: HOV Conversion to Express Lanes (1280521) – \$80 million
  - Federal funding to partially support future construction.
3. Eastbrook to Shell Double Track (1239809) – \$27 million
  - State Transit and Intercity Rail Capital Program (TIRCP) grant funding for the future construction phase.
4. Del Mar Bluffs V Stabilization (1147100) – \$13 million
  - State TIRCP grant funding for ongoing construction costs.
5. Bike Program – \$9 million
  - Additional funding to cover inflation-related cost increases for projects entering the construction phase.
6. SR 52 Improvements/Transit Priority (1205204) – \$7 million
  - Federal earmark funding to complete the environmental phase.

This additional funding supports critical regional infrastructure improvements, leveraging state and federal resources to advance key projects.

Attachment 6 provides an overview of the Staffing Resources, Compensation Program, and Employee Benefits.

### **Next Steps**

Upon action by the Executive Committee, the Board will be asked to approve the [Draft FY 2026 Program Budget](#) on March 28, 2025. The proposed Final FY 2026 SANDAG Program Budget is scheduled for review and adoption by the Executive Committee and Board in May 2025.

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

- Attachments:
1. Budget in Brief
  2. [Draft FY 2026 SANDAG Program Budget](#)
  3. Overall Authority, Responsibilities, and Mandates
  4. Strategic Planning Framework
  5. Current Funding Environment
  6. FY 2026 Program Budget: Staffing Resources, Compensation Program, and Employee Benefits



## Transportation Committee

Item: **3**

March 21, 2025

# SANDAG Grant Programs: Quarterly Status Update and Specialized Transportation Grant Program Amendment Request

### Overview

The [TransNet Extension Ordinance and Expenditure Plan](#) provides funding for various competitive regional grant programs available to local jurisdictions, transit agencies, and nonprofit organizations that help implement the 2021 Regional Plan. The Transportation Committee (TC) has oversight over three grant programs solely supported by TransNet funds: the [Active Transportation Grant Program \(ATGP\)](#), the [Environmental Mitigation Program Land Management Grant Program \(EMP LMG\)](#), and the [Smart Growth Incentive Program \(SGIP\)](#). Additionally, TC has oversight over the [Access for All \(AFA\) Grant Program](#) and the [Specialized Transportation Grant Program \(STGP\)](#). AFA program funding comes from the California Public Utilities Commission (CPUC) while funding for the STGP comes from two sources: the Federal Transit Administration (FTA) Section 5310 program and the TransNet Senior Mini-Grant Program

### Action: Approve

The Transportation Committee is asked to approve a six-month time extension for the Home of Guiding Hands Section 5310 grant agreement.

### Fiscal Impact:

None.

### Schedule/Scope Impact:

During the reporting period (October 1 to December 31, 2024), seven projects were completed, and eight were on the watch list.

If the Transportation Committee approves the Home of Guiding Hands' six-month time extension request, their Cycle 9 Section 5310 Procurement Project will be completed by September 30, 2025.

### Key Considerations

The Discussion Memo (Attachment 1) highlights grant project status changes during the reporting period (October 1 – December 31, 2024). A Performance Measures Report (Attachment 2) has been prepared in response to the Fiscal Year (FY) 2024 TransNet Triennial Performance Audit recommendation #19, which states, "Put practice in place to summarize grantee performance data, analyze the success of grant efforts, and report to ITOC." Attachment 2 is an inaugural Performance Measures Report that provides TransNet, CPUC, and FTA grant program data and grant accomplishments through the end of the reporting period. Staff will continue to update the Performance Measures Report and provide quarterly status updates.

The Home of Guiding Hands (HGH) requests a six-month extension for their Cycle 9 Section 5310 Vehicle Procurement project to determine the best option for the disposal of 7 vehicles purchased by the grant. The vehicles will remain in service while the decision is made. Additional details are included in Attachment 3.

## **Next Steps**

If approved, an amendment to the HGH grant agreement will be executed. The next quarterly status update on grant programs will be provided to the Transportation Committee in May 2025. The next biannual report to ITOC will be in September 2025, and the next RPC Grant Update will be in October 2025.

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

Attachments:   1. Discussion Memo  
                  2. Performance Measures Report  
                  3. HGH Amendment Request Letter

## Draft FY 2026 SANDAG Program Budget

### Overview

The annual budget is the document that authorizes and provides funds for the work that SANDAG does. Development of the [FY 2026 Program Budget](#) is under way. As part of the budgeting process, staff considers work elements related to meeting federal, state, and local mandates (Attachment 3); the strategic direction of the agency (Attachment 4); and the funding environment and economic outlook for the region, state, and nation (Attachment 5); as well as recent legislative developments related to transportation funding.

The Draft FY 2026 SANDAG Program Budget, totaling \$1.3 billion, reflects comments received from the Board of Directors during the last year, and is summarized in Attachment 1.

SANDAG's Bylaws require that the Board of Directors consider a draft budget for approval no later than April 1. The Bylaws allow the Board to approve the draft Budget as presented, or to direct staff to either make specified revisions to the draft budget or provide the Board with additional information regarding projected revenues or proposed expenditures in the draft budget.

The Executive Committee considered the Draft FY 2026 Program Budget at its meeting on March 7, 2025, and recommended approval.

### Key Considerations

The [FY 2026 Program Budget](#) allocates funding for the programs, projects, services, and activities that SANDAG intends to carry out in the upcoming year to support implementation of the agency's Strategic Planning Framework and the approved 2021 Regional Plan.

There are three primary components of the Program Budget: Overall Work Program (OWP), Regional Operations, and the Capital Budget.

### Action: Approve

The Executive Committee recommends that the Board of Directors approve the Draft FY 2026 Program Budget as presented.

### Fiscal Impact:

The [Draft FY 2026 Program Budget](#) includes \$1.3 billion in local, state, and federal funding for SANDAG activities, including \$685 million of capital project delivery and \$233 million of TransNet revenue which is passed through as Local System Improvement (\$133 million) and transit operation (\$100 million) allocations.

### Schedule/Scope Impact:

SANDAG Bylaws require Board of Directors to consider a draft budget no later than April 1 of each year, and again during the month of May, with the final budget adopted no later than June 30.

<b>Budget Comparison</b>	<b>Draft FY 2026 (in \$millions)</b>	<b>FY 2025 (in \$millions)</b>
Overall Work Program (Chapter 2)	\$105.3	\$80.9
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Comparing year over year budgets, the \$24.4 million net increase in the OWP budget is primarily attributable to a \$21 million increase in state grant awards to local jurisdictions for planning and capital projects from the Regional Housing Acceleration Program (3321901 and 3321902). Additionally, \$4.5 million is budgeted for awarding and executing Flexible Fleet grants (3501000) to local jurisdictions through a competitive process in the next grant program cycle. Similarly, \$3.2 million is allocated in the FY 2026 budget for the Cycle 13 Specialized Transportation Grant Program (3321400), which provides funding to enhance mobility for seniors and individuals with disabilities. Updates will be made in the proposed Final FY 2026 Budget as more information becomes available.

The annual spending for the Capital Program remained relatively flat; however, the multiyear capital budget net increased by \$255 million due to new state and federal funding allocations:

1. Otay Mesa East Port of Entry (1201101) – \$119 million
  - State and federal grants for the construction early work package.
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6. SR 52 Improvements/Transit Priority (1205204) – \$7 million
  - Federal earmark funding to complete the environmental phase.

This additional funding supports critical regional infrastructure improvements, leveraging state and federal resources to advance key projects.

Attachment 6 provides an overview of the Staffing Resources, Compensation Program, and Employee Benefits.

### **Next Steps**

Pending approval of the [Draft FY 2025 SANDAG Program Budget](#) by the Board of Directors, staff will incorporate feedback from the Board, member agencies, funding agencies and other interested parties.

Should the Board direct staff either make specified revisions to the draft budget or provide the Board with additional information regarding projected revenues or proposed expenditures in the draft budget, staff will return with the requested modifications or information. The proposed Final FY 2026 SANDAG Program Budget is scheduled for review and adoption by the Executive Committee and Board in May 2025.

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

- Attachments:
1. Budget in Brief
  2. [Draft FY 2026 SANDAG Program Budget](#)
  3. Overall Authority, Responsibilities, and Mandates
  4. Strategic Planning Framework
  5. Current Funding Environment
  6. FY 2026 Program Budget: Staffing Resources, Compensation Program, and Employee Benefits



FISCAL YEAR

2026

# PROGRAM BUDGET

SANDAG has several federal, state, and local designations that form the framework for what we do. Our annual Program Budget reflects the investments SANDAG is making in the San Diego region in FY 2026, and it includes three primary components: the Overall Work Program, Regional Operations and Services, and the Capital Program. Our projects and programs help to improve transportation, air quality, equity, the economy, public health, public safety, housing, and more. For more than three decades, TransNet has been the driving force for improving transportation infrastructure in the San Diego region. This revenue is crucial when competing for state and federal grant programs when a funding match is required.

## Overall Work Program

An inventory of regional planning projects and programs



Regional Plan

## Regional Operations and Services

Management of ongoing operational programs and customer services



Data Services

## Capital Program

Near-term and long-term infrastructure building, improvement, and maintenance projects



Regional Bikeways



Grants



Toll Operations



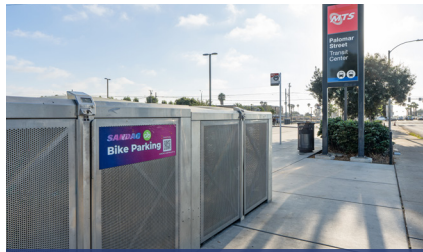
Major Corridors



Environmental Mitigation



Transit Planning



Transportation Services



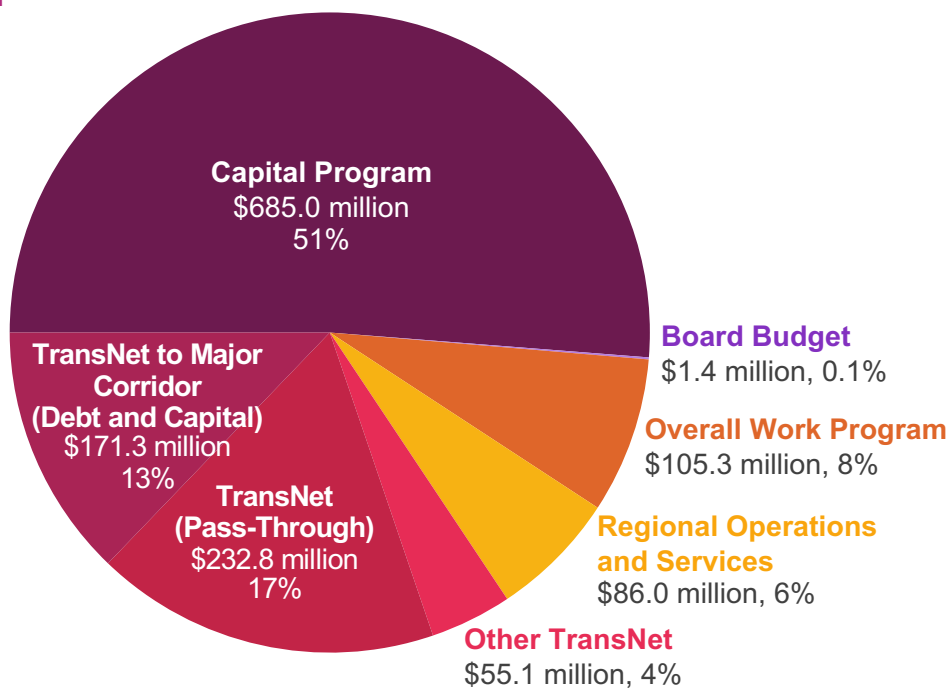
Rail Projects



# Budget Overview

## Total Budget Breakdown

SANDAG adopts the annual Program Budget, which is a comprehensive financial summary of the agency's activities and includes three primary components: the Overall Work Program, Regional Operations and Services, and the Capital Program. The budget sets out our planned activities, illustrates how our work aligns with the priorities of our member agencies, and positions us to serve the region through the delivery of major infrastructure projects, policy initiatives, and regional services. The administration budget is included in the totals for each budget component above. The Board budget stands alone.



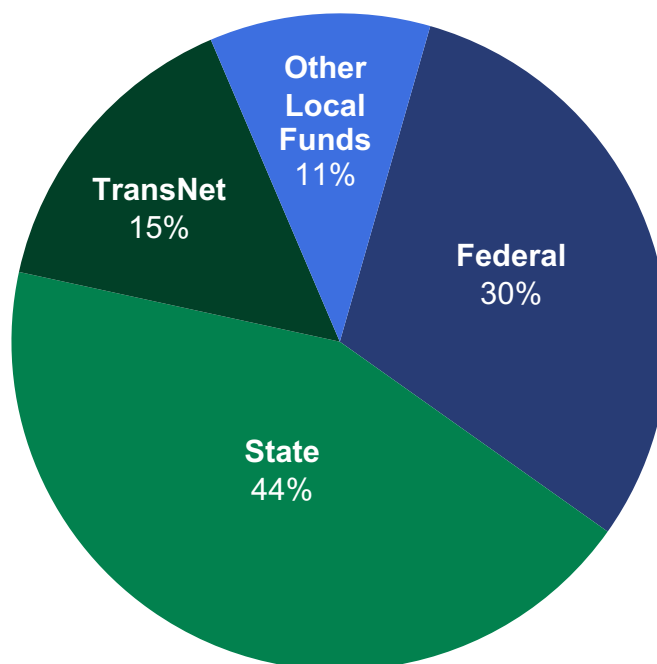
\* Pass-through funds go to local jurisdictions and transit operators.

NOTE: Totals include administration budget which is allocated to the above programs/projects.

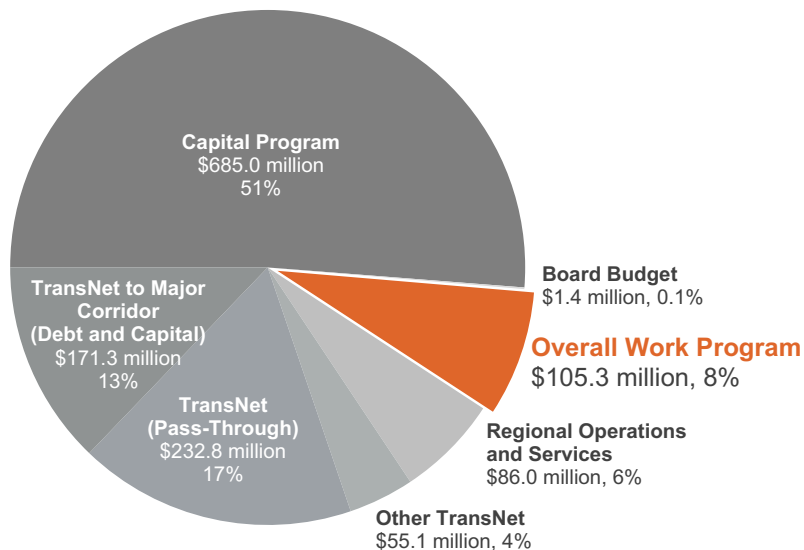
## Budget Revenue

*for Overall Work Program, Regional Operations and Services, and Capital Program*

State, federal, and local revenues represent the majority of the budget for the three primary budget components, with TransNet sales tax accounting for 15%. Most annual TransNet revenue flows directly through SANDAG to transit operators and local jurisdictions. Additionally, the 19 SANDAG member jurisdictions are assessed a fee according to population. Member agency assessments will account for \$1.7 million in FY 2026.



# Overall Work Program Projects

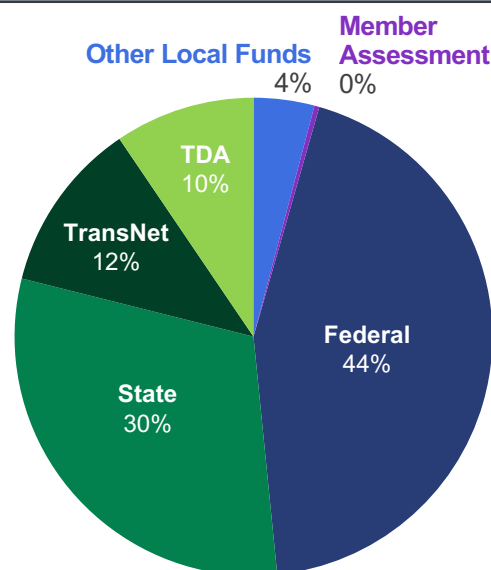


The Overall Work Program (OWP) is an inventory of the regional planning projects and programs that will be undertaken during the fiscal year. Planning, our core responsibility, is where everything begins. It encompasses budgeting, data and research, community engagement, and more. Examples of this work include the Regional Plan, transit planning, and grants. All of the OWP projects aim to improve quality of life for residents and visitors. TransNet is an important funding source for many grants, projects, and programs in the OWP.

**55 Total OWP Projects**

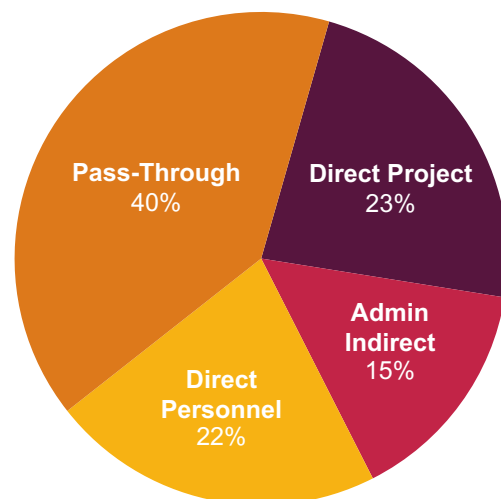
## Revenue

Federal	\$46,296,404
State	\$32,114,346
TransNet	\$12,218,483
TDA	\$10,008,021
Other Local Funds	\$4,302,362
Member Assessment	\$352,958
<b>TOTAL OWP Revenue</b>	<b>\$105,292,574</b>

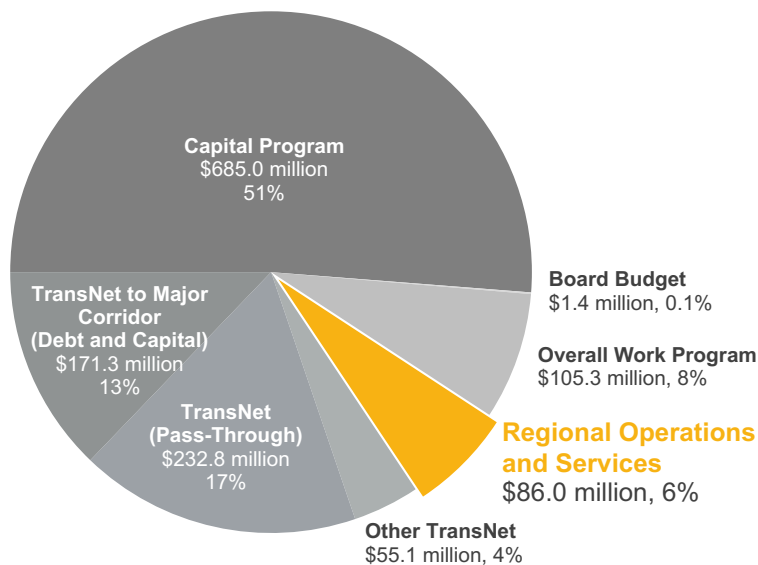


## Expenses

Direct Project	\$24,297,951
Admin Indirect	\$15,791,514
Direct Personnel	\$23,035,755
Pass-Through	\$42,167,354
<b>TOTAL OWP Expenses</b>	<b>\$105,292,574</b>



# Regional Operations and Services

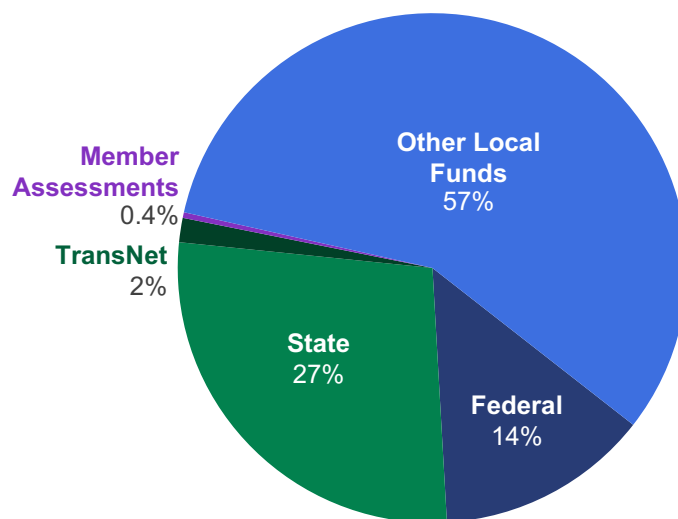


This component of the budget covers management of ongoing operational programs and customer services that deliver enhanced mobility and public safety services. It provides for maintenance and support of intelligent transportation and regional law enforcement data systems that support travelers and public safety agencies in the San Diego region.

## 32 Total Regional Operations and Services Projects

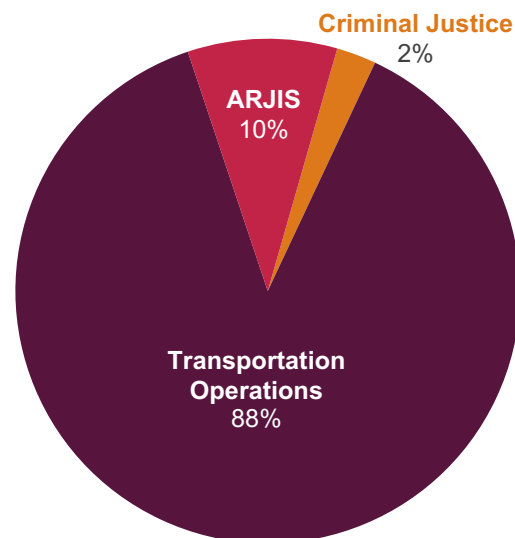
### Revenue

Federal	\$11,643,027
State	\$23,665,393
TransNet	\$1,323,887
Member Assessments	\$308,380
Other Local Funds	\$49,054,523
<b>TOTAL Operations Revenue</b>	<b>\$85,995,210</b>

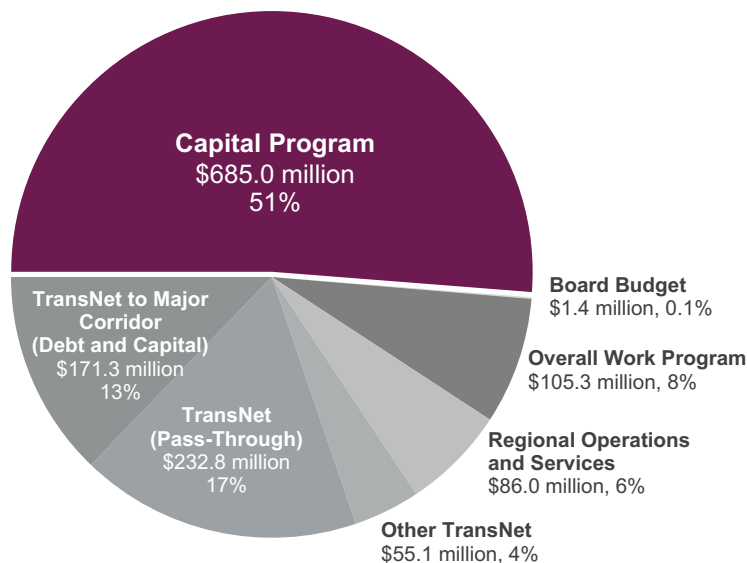


### Expenses

Criminal Justice	\$2,190,481
Transportation Operations	\$75,569,273
ARJIS	\$8,235,456
<b>TOTAL Operations Expenses</b>	<b>\$85,995,210</b>



# Capital Program

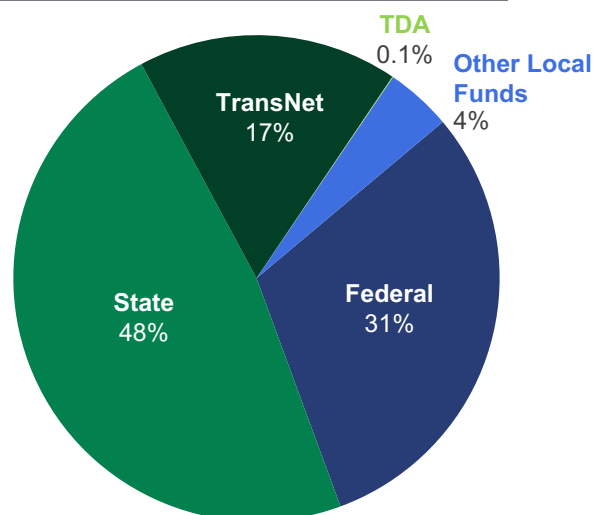


The Capital Program budget is the largest component of the SANDAG Program Budget. It includes the multiyear TransNet Major Corridors and Regional Bikeway Program and other transit and capital improvements. Capital projects include near-term and long-term infrastructure projects and encompass activities such as environmental clearance efforts, design, outreach, engineering, and construction. In addition to major corridor and bikeway projects, this component of the budget includes rail projects, mobility improvements at the border, environmental mitigation, and more.

## 112 Total Capital Projects

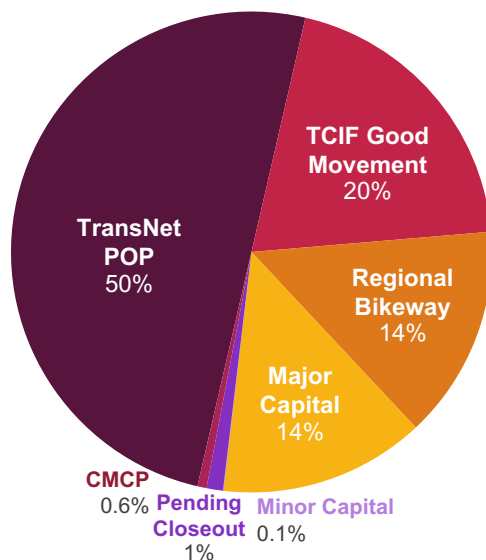
### Revenue

Federal	\$208,888,000
State	\$327,195,000
TransNet	\$118,508,000
TDA	\$396,000
Other Local Funds	\$30,038,000
<b>TOTAL Capital Revenue</b>	<b>\$685,025,000</b>



### Expenses

TransNet Program of Projects (POP)	\$342,471,000
TCIF Good Movement	\$137,321,000
Regional Bikeway	\$98,467,000
Major Capital	\$94,719,000
Minor Capital	\$277,000
Pending Closeout	\$7,565,000
CMCP	\$4,205,000
<b>TOTAL Capital Expenses</b>	<b>\$685,025,000</b>



# SANDAG

## Overall Authority, Responsibilities, and Mandates

SANDAG has several federal, state, and local designations that form the framework for what we do. Below are some of SANDAG's most important designations and critical responsibilities. You can find SANDAG's governing legislation and a complete list of our mandates and designations on our website at [SANDAG.org/bylaws](http://SANDAG.org/bylaws).

### Federal Designations

**Metropolitan Planning Organization (MPO):** Every major region throughout the country is required to have an MPO. As the San Diego region's MPO, SANDAG is one of 18 in California. In this role, we are required to have a long-range, comprehensive Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). This role also allows us to receive formula federal funds.

**Some of SANDAG's other federal designations include:**

- Co-Lead Agency for Air Quality Planning (federal and state)
- Area-Wide Clearinghouse (federal and state)

The Federal Land Management Agencies (FLMAs) in our region include the Bureau of Indian Affairs, U.S. Forest Service, National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, Bureau of Reclamation, and the Department of Defense (including the U.S. Army Corps of Engineers and Military Surface Deployment and Distribution Command). SANDAG and its member agencies coordinate with all applicable FLMAs in the San Diego region affected by the various transportation projects included in this budget. We anticipate that the Department of Defense and U.S. Fish and Wildlife will be contacted most frequently.

### State Designations

**Regional Transportation Planning and Fund Allocation Agency:** As the regional transportation planning agency, SANDAG adopts the RTP and RTIP, the five-year programming of state and federal transportation funds. The agency also allocates Transportation Development Act funds (local quarter-percent sales tax collected statewide and returned to the county based on the amount collected).

**San Diego Regional Consolidated Agency:** This designation consolidated regionally significant transit planning, programming, project development, and construction into SANDAG. Day-to-day operations responsibilities remain with the existing transit operators. SANDAG is also authorized by statute to place a ballot measure before the voters and use revenues from the sales tax to provide infrastructure that maintains and improves the region's quality of life. Examples include habitat conservation, shoreline preservation, water quality enhancement, and public transit.

**Some of SANDAG's other state designations include:**

- Co-Lead Agency for Air Quality Planning (federal and state)

- Area-Wide Clearinghouse (federal and state)
- Housing
- Otay Mesa East Toll Facility Act
- Congestion Management Agency (state and local)

## **Local Designations**

**Council of Governments:** This designation makes SANDAG the public forum for regional decision-making among the area's 18 cities and county government relating to a broad range of topics pertinent to the region's quality of life. Some of the regional topics include strategic planning, allocation of resources, and the creation of accurate, timely, and useful demographic, economic, transportation, planning, borders, environmental, and public safety information.

**San Diego County Regional Transportation Commission (Local and Voter Approval):** In this role, SANDAG administers the local half-cent sales tax, TransNet, for transportation purposes including oversight and funding.

**Regional Toll Authority (Congestion Management and Infrastructure Financing):** In this role, SANDAG is responsible for the delivery and operation of pricing programs such as the Interstate 15 Express Lanes and future managed lanes. Fees support the operation and maintenance of the program and provide additional funding for Rapid transit and vanpool services in the corridor.

**Automated Regional Justice Information System (ARJIS):** The purpose of the ARJIS Joint Powers Agency is to develop and maintain state-of-the-art criminal justice information technology that provides its members with seamless, cross-jurisdictional access to essential, accurate, real-time data via a secure criminal justice enterprise network. As the convening agency for regional justice technology, ARJIS enhances officer and public safety.

**Freeway Service Patrol Administration:** In this capacity, SANDAG provides rapid assistance to stranded motorists during peak traffic periods on various highways. This service reduces congestion and increases safety.

**Some of SANDAG's other local designations include:**

- Congestion Management Agency (state and local)
- Regional Census Data Center
- Regional Criminal Justice Clearinghouse

**Other designations:**

- North County Multiple Habitat Conservation Program
- Successor Agency for the San Diego Service Authority for Freeway Emergencies
- Regional Transportation Demand Management Program Administration
- State Route 125 Toll Facility
- Intergovernmental Review
- Regional Information System
- SANDAG Service Bureau
- Fee-for-Services
- Master Agreement with Caltrans
- Memoranda of Understanding with Member Agency(ies)
- Memoranda of Understanding with Metropolitan Transit System and North County Transit District
- Local, State, or Federal Grant Conditions
- Regional Beach Sand Replenishment Program

## Strategic Planning Framework

### Vision

*Pursuing a brighter future for all*

### Mission

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

## Strategic Initiatives

The following strategic initiatives establish a strong foundation to ensure our success as an organization, and build the capacity needed to effectively deliver projects.

Earning and maintaining the confidence of our residents and partners is the key to successfully bringing projects to life. Underlying this collaboration, three pillars serve as the foundation for our work:

- Oversight and Transparency: We are committed to strengthening public trust by being good stewards of taxpayer dollars and communicating clearly.
- Leadership and Structure: We are committed to making sure the organization of the agency sets us up to be efficient, agile, and aligned with our mandates.
- Focus on Fundamentals: We are committed to planning and delivering meaningful results through quality projects and programs.



# SANDAG

## Funding Sources

SANDAG's Program Budget has many revenue sources including those detailed below. Revenue estimates used in the Draft FY 2026 Program Budget are developed and updated between November 2024 and the end of January 2025.

About three-quarters of the revenue used to support the projects and programs in the budget comes from state and federal sources. Most of this money is in the form of dedicated grants for specific work efforts. Local TransNet revenue and other local sources, including member assessments, make up the remaining revenue which supports the agency's primary budget components: planning, delivery, operations and administration.

### Local Sales Tax Revenue

SANDAG has two revenue streams that are based on general sales tax – the Transportation Development Act (TDA) and TransNet. Each year, SANDAG updates its forecasts of these two revenue sources to reflect the latest data and economic conditions. The data reveal weakness in sales tax revenue growth despite a healthy economy. As a result, we downgraded our projections for both TDA and TransNet revenue. The update impacts expectations for the current year (FY 2025), as well as our short-term outlook (FY 2026 to FY 2030).

After experiencing extraordinary growth in the three years following the onset of the COVID-19 public health emergency (FY 2021–FY 2023), sales tax revenue recorded negative growth in FY 2024. TransNet collections were \$426.7 million (\$3 million—or 0.7%—lower than FY 2023). SANDAG initially anticipated the dip in FY 2024 to be a one-time occurrence. However, sales tax data in the first half of FY 2025 point to another year of negative growth. TransNet revenue in FY 2025 is predicted to be \$420.1 million (nearly \$14 million less than initially projected in the previous budget), so we have lowered our FY 2026 revenue projection to \$421 million. After FY 2026, TransNet revenue is forecast to gain momentum and converge on a long-term growth average that is slightly above 3% by FY 2029. TDA revenue generally follows a similar trajectory to TransNet. Its growth is more modest, with smaller up and down changes. As a result, TDA revenue is projected to be flat from FY2025 to FY2027, before returning to slow but positive year-over-year growth.

### Federal and State Revenue

SANDAG's revenue is subject to both the state and federal governments approving their annual budgets. Actual appropriation of metropolitan planning organization (MPO) planning funds will be announced in subsequent notices appearing in the Federal Register.

These funds flow to SANDAG through federal formulas that have historically been based on a combination of factors, such as population and air quality designation. Federal formula funds for capital projects increased in FY 2024 and FY 2025, because of the Infrastructure Innovation and Jobs Act (IIJA). The IIJA bill expires in 2026. SANDAG is currently expecting revenues to remain flat.

SANDAG and the transit agencies are also eligible for formula funds under several state programs that include planning, operations, and capital funding. Additional funds may become available through formula appropriation in FY 2026 depending on how the State of California decides to distribute them.

## **Other Revenue and Grants**

Dedicated grants, enterprise revenue, and ongoing multiyear state and federal grant programs provide funding for projects and programs in the OWP, Capital Program, and Regional Operations and Services budget components. In particular, SANDAG and local transit agencies are eligible for discretionary funds under many federal and state programs with awards continuing into FY 2026. We continuously compete for discretionary grants for our planning and capital projects. These revenues are added to the Program Budget as they are awarded.

The revenue generated on the SR 125 Toll Road and the I-15 Express Lanes has continued to show positive growth. Traffic and revenue on both roads increased during FY 2024 and the first half of FY 2025. Toll and Express Lane revenues will be updated for the Draft 2026 Program Budget along with the rest of the revenues discussed above.

## FY 2026 Program Budget: Staffing Resources, Compensation Program, and Employee Benefits

Two of the agency's FY 2026 strategic initiatives tie directly to ensuring that SANDAG has a strong team of dedicated employees, capable of delivering the work program commitments.

- **Leadership and Structure:** *redefining our organizational structure and systems to allow us to streamline work products and **resource teams appropriately** to advance and complete programs and projects effectively and efficiently.*
- **Focus on Fundamentals:** *continue practices that **attract and retain** highly qualified and motivated staff. Invest in training staff and succession planning.*

The focused evolution of policies, practices, and programs that establish SANDAG as a highly desirable employer of choice and improve the employee experience with elements such as competitive pay, benefits, and rewards, flexibility in work arrangements and schedules, an optimized work environment, and opportunities for professional development and advancement are among the highest priority goals. Organizationally, this work is underpinned with a team of effective leaders and managers, and strong performance management practices that establish priorities, provide clarity to each employee about their role and contributions, and support a work environment where innovation, collaboration, teamwork, and accountability are essential for success. The Draft Budget contains resources to support this priority.

### Staffing Resources

SANDAG relies on its talented and highly engaged team of planners, engineers, modelers and data scientists, finance, communications, and business professionals, and administrative and technical support staff to successfully deliver the agency's projects, programs, and services. Throughout the year and during development of the Draft FY 2026 Program Budget, staffing resources have been considered strategically in the context of program and project priorities. SANDAG has been successful in its staffing efforts, filling positions at all levels of the organization – through promotions and reclassifications of existing employees, and through recruitment activities that have brought new skills and experiences to the organization. The turnover rate in FY 2024 was 12% and is trending downward for this year. This is an indication that ongoing efforts have had a positive shift in employee retention. Management will continue a broad range of initiatives in FY 2026 to drive and support a high-performing culture.

The Draft FY 2026 Budget proposes three new full-time staff positions – two for the Office of the Independent Performance Auditor, and one for the agency.

### Compensation Program

SANDAG's goal is to maintain a fair, effective, and market-competitive compensation program to attract qualified candidates for job openings, minimize organizational disruption due to unwanted turnover, and retain the team of employees who are essential to the agency's success. The Draft Budget includes two preliminary recommendations that reflect current market and economic conditions; one pertains to maintenance of the agency's salary range structure, the other is a pool of resources to provide pay increases.

The SANDAG salary range structure is proposed to increase by 3% in FY 2026; this means the minimum and maximum of each salary range will increase by 3% at the beginning of the new fiscal year. This recommendation aligns with trends reported by compensation consultancies for the year ahead and will ensure the agency remains competitive with respect to the market. There are no costs associated with this action; the change in salary ranges does not translate to automatic increases to employee salaries. The proposed FY 2026 Classification/Salary Range Table can be found in Chapter 8: Personnel.

The Draft FY 2026 Budget includes a preliminary recommendation for a 3% compensation adjustment pool. The anticipated cost of the proposed 3% pool is approximately \$2,012,886. This includes \$1,539,089 in salary expenses and a corresponding increase to the benefits budget of \$473,797 due to

increased costs for salary-based benefits such as the agency's contribution to the CalPERS pension plan, workers compensation, and Medicare taxes.

### *Employee Benefits*

SANDAG intends to maintain the employee benefits program in FY 2026. No new benefits are being added. Costs for pension plan contributions and health insurance benefits have increased; costs for other benefits have remained reasonably stable. As discussed above, the Draft Budget also includes an increase of approximately \$473,797 for salary-based benefits associated with the proposed compensation adjustment pool.

The benefits budget also includes contributions to two IRC Section 115 tax-exempt trusts established as a means for saving for future pension costs and OPEB (Other Post-Employment Benefits/retiree health insurance contributions) obligations. The pension pre-funding trust was established in FY 2017 with an initial contribution of \$3.5 million. A \$1 million contribution has been made in each subsequent fiscal year, and as of December 31, 2024, the Trust had a balance of approximately \$17,300,000. In keeping with the commitment to contribute funds to this trust each year, a \$1,000,000 contribution is recommended as part of the FY 2026 Draft Program Budget. SANDAG also participates in the CERBT (California Employers' Retiree Benefit Trust), administered by CalPERS to fund its OPEB obligations. Since joining the CERBT in 2009, SANDAG has made the full, actuarially determined contribution each year. As of December 31, 2024, SANDAG's balance in the CERBT was approximately \$8,531,471.10; the recommended contribution for FY 2026 is \$391,647.



# Draft Program Budget

## FY 2026

Board of Directors | Item 8  
Dawn Vettese, Chief Financial Officer  
Susan Huntington, Director of Financial Planning, Budgets and Grants  
Antoinette Meier, Senior Director of Regional Planning  
Clint Peace, Director of Program/Project Management  
Lucinda Broussard, Director of Regional Transportation Services  
Josh Golter, Director of Human Resources  
Robyn Wapner, Acting Senior Director  
Friday, March 28, 2025

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## SANDAG Mandates

### FEDERAL

#### Metropolitan Planning Organization

- Regional Plan

### STATE

#### Regional Transportation Planning Agency

- Regional Plan

#### Council of Governments

- Regional Housing Needs Assessment (RHNA)

#### Consolidated Agency

- Plan and build transportation projects

### TRANSNET

#### Regional Transportation Commission

- TransNet program, oversight, and funding

### LOCAL

#### Automated Regional Justice Information System (ARJIS)

- Cross-jurisdictional criminal justice data



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# Planning and Budgeting Efforts

## Regional Plan

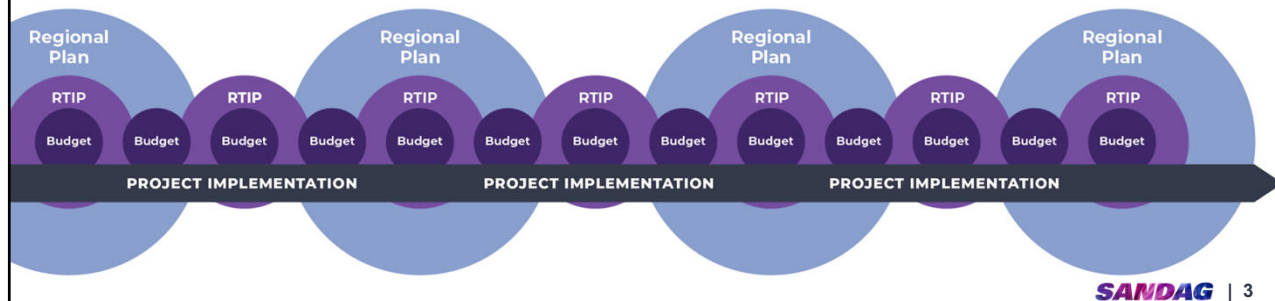
- Conceptual long-term vision (30 years); Updated every 4 years

## Budget

- Financial plan for projects with identified funding (planning projects: 1 year, capital projects: 10 years); Updated annually (fiscal year spans July 1 to June 30)

## Regional Transportation Improvement Program (RTIP)

- Near-term investment plan (5 years); Projects and programs that were identified through Regional Plan and Budget process with committed funding; Updated every 2 years



3

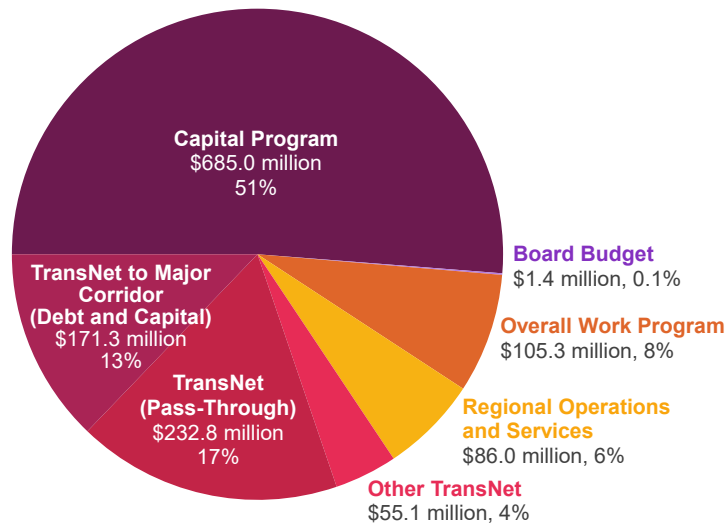
**SANDAG**

## CHAPTER 1

# Budget Overview

4

## FY 2026 Draft Program Budget – \$1.3 Billion



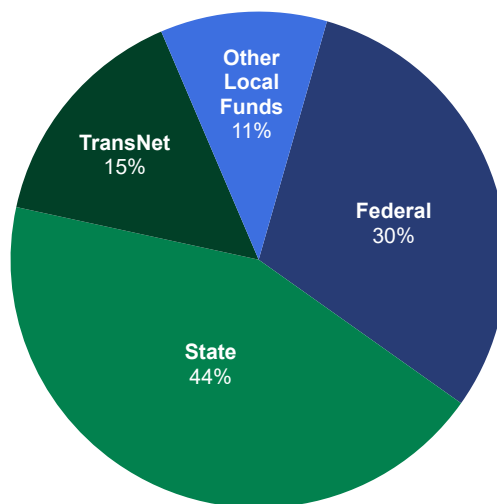
\*Pass-through funds go to local jurisdictions and transit operators

NOTE: Administration, Information Technology and Office of Independent Performance Auditor's budget of \$35 million is allocated to all major programs

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## FY 2026 Major Program Revenue (OWP, Capital, Operations)



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CHAPTER 2

# Overall Work Program

7

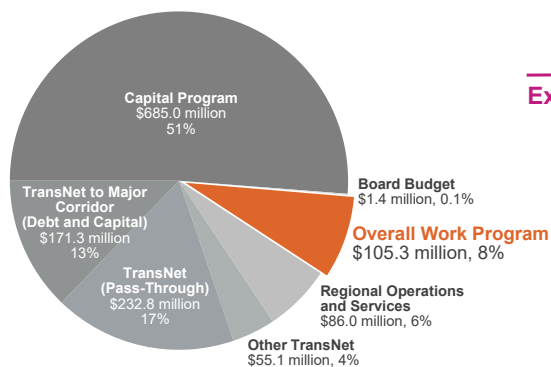
## Overall Work Program

- Regional planning
- Project implementation
- Data and analytics
- Community engagement
- Financial management and grant programs

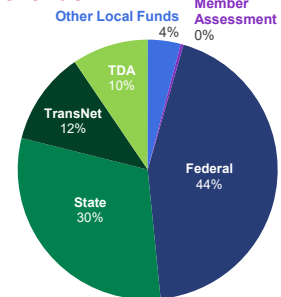
**55** Total OWP Projects

### OWP Budget Comparison

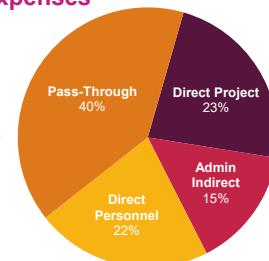
Draft FY 2026 (in \$millions)	<b>\$105.3</b>
FY 2025 (in \$millions)	<b>\$80.9</b>
Dollar Change	<b>\$24.4</b>
% Change	<b>30%</b>



### Revenue



### Expenses



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CHAPTER 3

# Regional Operations and Services

9

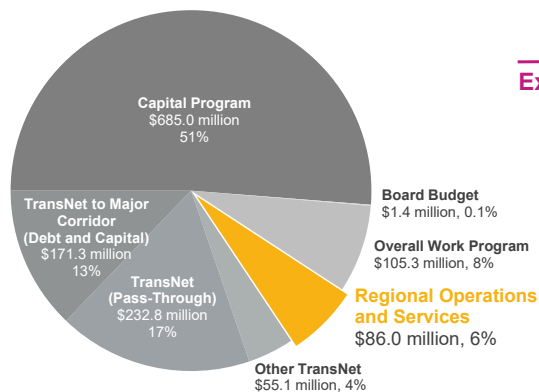
## Regional Operations and Services

- SR 125 FasTrak toll facilities
- I-15 FasTrak Managed Lanes
- Freeway Service Patrol
- ARJIS
- Criminal Justice

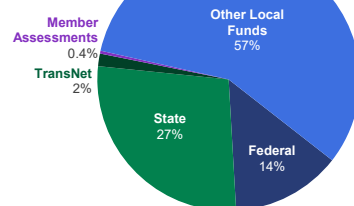
**32** Total Operations Projects

### Operations Budget Comparison

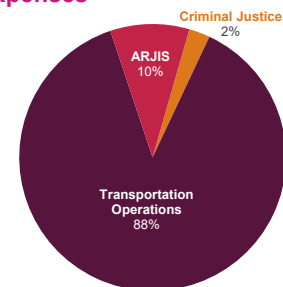
Draft FY 2026 (in \$millions)	<b>\$86.0</b>
FY 2025 (in \$millions)	<b>\$79.9</b>
Dollar Change	<b>\$6.1</b>
% Change	<b>8%</b>



### Revenue



### Expenses



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## CHAPTER 5

# Capital Program

11

## Capital Program

Capital projects encompass activities like environmental clearance, design, outreach, engineering, and construction.

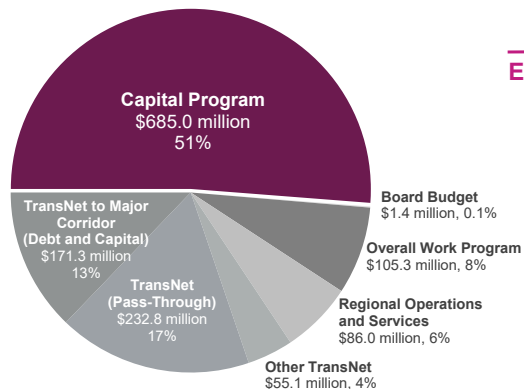
Projects include:

- TransNet Major Corridors
- Regional Bikeway Program
- Transit improvements
- Rail projects
- Mobility improvements at the border
- Environmental mitigation

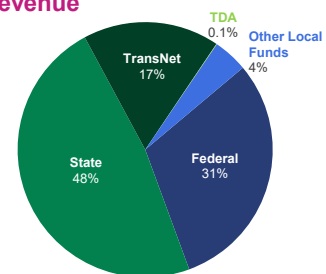
**112** Total Capital Projects

### Capital Budget Comparison

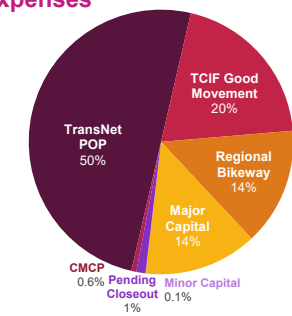
Draft FY 2026 (in \$millions)	\$684.2
FY 2025	\$683.2
Dollar Change	\$1
% Change	0%



### Revenue



### Expenses



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CHAPTERS 6 - 8

# Internal Operations, Office of the Independent Performance Auditor, and Human Resources

13

## Vision and Priorities



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## Human Resources Budget

- Staffing: 3 new positions
  - 2 OIPA
  - 1 within the agency
- Position Classification Table: 3% range adjustments (no associated costs)
- 3% Compensation Adjustment Pool
- Benefits: No changes

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## Administration and Board Budgets

Day-to-day operational costs: rent, insurance, computer equipment, network services

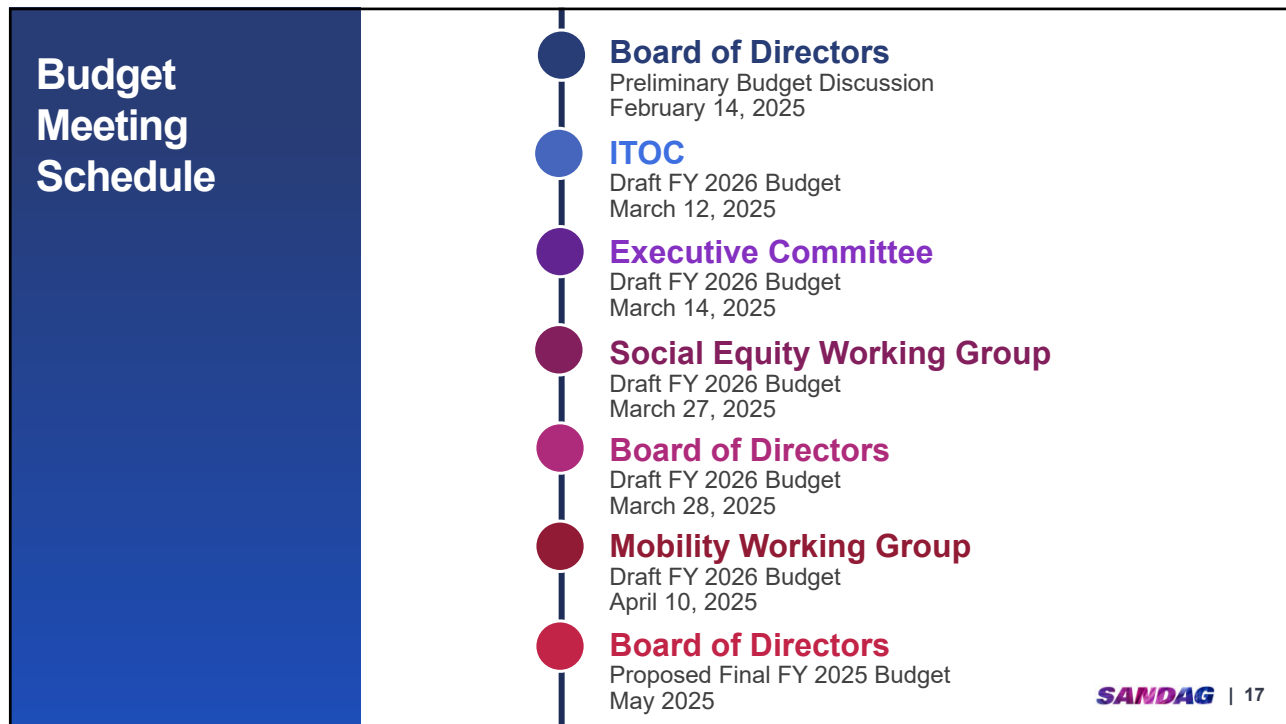
Support for regular Board and Policy Committee meetings including:

- Stipends
- Mileage reimbursements
- Interpretation services
- Security services
- Technology equipment and maintenance

- Office of the Independent Performance Auditor
- Office Move
- Outside Legal Counsel Services for Agency and Board
- ADA Compliance
- Finance Department Audit Implementation

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## Recommendation

The Board of Directors is asked to approve the draft FY 2026 Program Budget as presented, or to direct staff to either make specified revisions to the draft budget or provide the Board with additional information regarding projected revenues or proposed expenditures in the draft budget.

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