



## Executive Committee Agenda

Friday, December 6, 2024

9 a.m.

Welcome to SANDAG. The Executive Committee meeting scheduled for Friday, December 6, 2024, will be held in person in the SANDAG Board Room. While Executive Committee 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/89025008288>

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

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

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

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

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

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



# Executive Committee

Friday, December 6, 2024

## Comments and Communications

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

Members of the public shall have the opportunity to address the Executive Committee on any issue within the jurisdiction of the Executive Committee that is not on this agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Executive Committee 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 Executive Committee is asked to approve the minutes from its November 8, 2024, meeting.

[Meeting Minutes](#)

### +3. Review of Draft Board Agenda

Approve

*Ariana Galvan, SANDAG*

The Executive Committee is asked to approve the draft agenda for the December 13, 2024, Board of Directors meeting.

[Draft Board Agenda - December 13, 2024](#)

## Reports

### +4. Legislative Status Report

Approve

*Ryan Williams, Jose Alvarez, Hector Vanegas, SANDAG*

The Executive Committee is asked to approve a “support” position on the Border Water Quality Restoration and Protection Act of 2024 (S. 5075 / H.R. 9640).

[Legislative Status Report](#)

[Att. 1 - State Report from Ellison Wilson Advocacy, LLC](#)

[Att. 2 - Federal Report from Peter Peyser Associates, LLC](#)

## Adjournment

### 5. Adjournment

The next meeting of the Executive Committee is scheduled for Friday, January 10, 2025, at 9 a.m.

+ next to an agenda item indicates an attachment

December 6, 2024

## **November 8, 2024, Meeting Minutes**

### [View Meeting Video](#)

Vice Chair Sean Elo-Rivera (City of San Diego) called the meeting of the Executive Committee to order at 9:03 a.m.

#### **1. Public Comments/Communications/Member Comments**

Public Comments: Truth, Mark, Paul the Bold, Blair Beekman, and Phone #813.

Member Comments: None.

#### **Consent**

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

The Executive Committee was asked to approve the minutes from its October 11, 2024, meeting.

#### **3. Review of Draft Board Agendas**

The Executive Committee was asked to approve the draft agendas for its November 22, 2024, and December 6, 2024, Board of Directors meetings.

Public Comments: Truth, Mark, Paul the Bold, Phone #813, and Blair Beekman.

Action: Upon a motion by Second Vice Chair Lesa Heebner (North County Coastal), and a second by Mayor Rebecca Jones (North County Inland), the Executive Committee voted to approve the Consent Agenda.

The motion passed.

Yes: Chairwoman Nora Vargas (County of San Diego), Vice Chair Elo-Rivera, Second Vice Chair Heebner, Mayor Racquel Vasquez (East County), Mayor Jones, and Councilmember Luz Molina (South County).

No: None.

Abstain: None.

Absent: None.

#### **Reports**

#### **4. FY 2025 Annual Working Groups Review and Charter Amendment Overview**

Associate Government Relations Analyst Ariana Galvan and Associate Administrative Analyst Ashley Wiley presented the item. The Executive Committee (EC) was asked to review the FY 2025 Working Groups for feedback on possible revisions to membership or scope. The EC also was asked to approve the proposed revision to the Mobility Working Group Charter.

Public Comments: Truth, Mark, Paul the Bold, and Phone #813.

Action: Upon a motion by Second Vice Chair Heebner, and a second by Mayor Jones, the Executive Committee voted to approve the revisions to the Mobility Working Group Charter.

The motion passed.

Yes: Chairwoman Vargas, Vice Chair Elo-Rivera, Second Vice Chair Heebner, Mayor Vasquez, Mayor Jones, and Councilmember Molina.

No: None.

Abstain: None.

Absent: None.

## **5. Legislative Status Report**

Senior Government Relations Analysts Ryan Williams and Jose Alvarez and Borders Program Manager Hector Vanegas presented an update on SANDAG legislative and policy activities.

Public Comments: Truth, Mark, Paul the Bold, and Phone #813.

Action: Information.

## **6. Adjournment**

The next meeting of the Executive Committee is scheduled for Friday, December 6, 2024, at 9 a.m.

Chairwoman Vargas adjourned the meeting at 9:51 a.m.

## Confirmed Attendance at Executive Committee Meeting

Jurisdiction	Name	Member/ Alternate	Attend
City of San Diego	Vice Chair Sean Elo-Rivera	Primary	Yes
	Councilmember Raul Campillo	Alternate	No
	Councilmember Vivian Moreno	Alternate	No
County of San Diego	Chairwoman Nora Vargas	Primary	Yes
	Supervisor Monica Montgomery Steppe	Alternate	No
East County	Mayor Racquel Vasquez	Primary	Yes
	Councilmember Jack Shu	Alternate	Yes
North County Coastal	Mayor Lesa Heebner, 2nd Vice Chair	Primary	Yes
	Councilmember Melanie Burkholder	Alternate	Yes
North County Inland	Mayor Rebecca Jones	Primary	Yes
	Mayor Steve Vaus	Alternate	Yes
South County	Councilmember Luz Molina	Primary	Yes
	Councilmember John Duncan	Alternate	No
Ex-Officio Members	Name		Attend
Chair, Transportation Committee	Councilmember Jack Shu		Yes
Chair, Public Safety Committee	Councilmember Jose Rodriguez		No
Chair, Borders Committee	Supervisor Jesus Eduardo Escobar		No
Chair, Audit Committee	Councilmember David Zito		No
Chair, Regional Planning Committee	Council President Pro Tem Joe LaCava		No

# Board of Directors

Friday, December 13, 2024

## Comments and Communications

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

Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on the agenda. Public speakers are limited to three minutes or less per person. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Board members and SANDAG staff also may present brief updates 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 December 6, 2024, meeting.

#### +3. 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.

#### +4. Regional Safety Planning Updates

*Sam Sanford, Rachel Forseth, SANDAG*

Information

This report provides an update on the Regional Vision Zero Action Plan.

#### +5. FY 2024 Transportation Development Act Audit Extension Requests

*Marcus Pascual, SANDAG*

Approve

The Board of Directors is asked to approve Transportation Development Act (TDA) audit extension requests for the City of Santee and SANDAG TDA Agreed Upon Procedures until March 27, 2025, as permitted by the California Public Utilities Code and the California Code of Regulations.

#### +6. Conflict of Interest Code Updates

*Francesca Webb, SANDAG*

Approve

The Board of Directors is asked to approve the proposed updates to the SANDAG Conflict of Interest Code.

#### +7. Review of Draft Board Agenda

*Ariana Galvan, SANDAG*

Approve

The Board of Directors is asked to approve the draft agenda for the January 10, 2025, Board of Directors meeting.

### Chair's Report

- +8. Chief Executive Officer FY 2025 Performance Goals and Objectives** Approve  
*Chairwoman Nora Vargas, Mario Orso, SANDAG*

The Board of Directors is asked to approve the proposed FY 2025 Performance Goals and Objectives for the Chief Executive Officer.

### Reports

- +9. Year in Review\*** Information  
*Mario Orso, SANDAG*

An update on the delivery of key projects and programs in 2024 will be presented.

- +10. Independent Performance Auditor's Annual Performance Evaluation and Audit Committee's Recommended Compensation Adjustment** Approve  
*Councilmember David Zito, Audit Committee Chair*

The Board of Directors is asked to discuss the Independent Performance Auditor's annual performance evaluation results and approve the salary adjustment as recommended by the Audit Committee.

- +11. TransNet Smart Growth Incentive Program\*** Approve  
*Jenny Russo, SANDAG*

The Board of Directors is asked to consider the recommendations from Transportation Committee, Regional Planning Committee and the Independent Taxpayer Oversight Committee concerning the evaluation criteria and release of the Cycle 6 Call for Projects for the Smart Growth Incentive Program.

### Adjournment

- 12. Adjournment**  
The next Board of Directors meeting is scheduled for Friday, January 10, 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



December 6, 2024

## Legislative Status Report

### Overview

Each year, the SANDAG legislative team brings forward bills that advance SANDAG priorities and projects and align with the latest approved SANDAG Legislative Program.

**Action: Approve**

The Executive Committee is asked to approve a “support” position on the Border Water Quality Restoration and Protection Act of 2024 (S. 5075 / H.R. 9640).

### Key Considerations

SANDAG staff is proposing a “support” position on the U.S. Senate Bill 5075, (Padilla, 2024) and U.S. House of Representatives Bill 9640 (Vargas, 2024) Border Water Quality Restoration and Protection Act of 2024). Support of a bill means that SANDAG and its advocates will work to pursue passage of the legislation through submittal of letters of support, participation in hearings, and related activities.

**Fiscal Impact:**

None

**Schedule/Scope Impact:**

None

### Border Water Quality Restoration and Protection Act of 2024 (S. 5075 / H.R. 9640)

The S. 5075 / H.R. 9640, introduced by U.S. Senator Alex Padilla and U.S. Representatives Juan Vargas and Scott Peters, would appoint the Environmental Protection Agency (EPA) as the lead agency to coordinate efforts across federal, state, Tribal, and local levels to address water infrastructure and pollution issues in the Tijuana River and New River watershed. It would also establish a new Geographic Program within the EPA to oversee a comprehensive water quality management plan for the watershed.

The legislation directs the EPA, in coordination with federal, state, tribal, and local governments, to implement a comprehensive water quality management program for the Tijuana and New River watersheds within 180 days of enactment. The EPA and its partners will identify a consensus list of priority projects, including those from the [2022 United States-Mexico-Canada Agreement implementation plan](#), with detailed construction, operations, and maintenance costs. The EPA is granted transfer authority to accept and distribute funds to support these projects and provide technical assistance for restoration and protection activities to stakeholders.

The Act also codifies the U.S.-Mexico Border Water Infrastructure Program (BWIP) to fund water infrastructure projects benefiting U.S. communities. It requires the IBWC Commissioner to participate in the construction of projects outlined in the comprehensive plans for the Tijuana and New Rivers, and authorizes the IBWC to address stormwater quality and accept funding made available by the bill.

The S. 5075 / H.R. 9640 is consistent with SANDAG Legislative Program Goal No. 17 – Support for efforts assisting in the implementation and funding of key environmental issues, including environmental mitigation, climate resiliency, habitat conservation, planning, beach restoration and replenishment, and water quality-related issues.

**Next Steps**

Pending approval by the Executive Committee, SANDAG will notify the authors of its position and advocate on behalf of the passage of this legislation.

***Robyn Wapner, Director of Public Affairs***

Attachments:

1. State Report from Ellison Wilson Advocacy, LLC
2. Federal Report from Peter Peyser Associates, LLC



**TO:** SANDAG BOARD OF DIRECTORS  
**FROM:** ELLISON WILSON ADVOCACY, LLC  
**SUBJECT:** SANDAG LEGISLATIVE REPORT – NOVEMBER 2024

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### **Legislative Overview**

The Legislature adjourned the 2023-24 Legislative Session on August 31<sup>st</sup> and the Governor had until September 30<sup>th</sup> to sign or veto all bills sent to him. The Governor called a special session to address California's gas prices, which brought legislators back to Sacramento throughout September and October, and resulted in the passage of ABX2 1, which authorized the California Energy Commission (CEC) to require petroleum refiners to maintain a minimum inventory of refined fuel throughout the distribution chain to avoid supply shortages that create higher prices at the pump for consumers.

On December 2<sup>nd</sup>, the Legislature will convene for an Organizational Session for the 2025-26 Regular Session.

The tentative legislative calendar for 2025 includes:

- January 6: Legislature reconvenes
- January 24: Last day to submit bill requests to Leg. Counsel
- February 21: Last day for bills to be introduced
- May 2: Last day for policy committees to hear first house fiscal bills
- May 23: Last day for fiscal committees to hear first house bills
- June 6: Last day for each house to pass first house bills
- June 15: Last day for Budget bill to be passed
- July 18: Last day for policy committees to hear all bills
- July 18-August 18: Summer Recess
- August 29: Last day for fiscal committees to hear all bills
- September 5: Last day to amend bills on the Floor
- September 12: Last day for each house to pass bills
- October 12: Last day for the Governor to sign or veto all bills

### **November Election Update – Statewide Races**

As of November 15<sup>th</sup>, California Secretary of State Shirley Weber has not yet finalized the election results, however, we're starting to see the likely outcomes. All Assembly seats were up for election, as well as half of the Senate seats. Of note, 23 incumbent members of the Assembly and 11 incumbent Senators were not re-running for their seats, due to either term limits or running for a different office. As such, we're expecting to see a large turnover, likely nearing a quarter of the entire California Legislature will either be

entirely new to Sacramento or in new positions. Democrats are expected to retain their 2/3 supermajority in both the Assembly and Senate.

Below is the current status of San Diego region statewide races (as of November 15, 2024):

**Assembly District 74**

Laurie Davies (R)\* – 50.8%

Chris Duncan (D) – 49.2%

**Assembly District 75**

Carl DeMaio (R) – 57.2%

Andrew Hayes (R) – 42.8%

(seat currently occupied by Marie Waldron, who has termed out)

**Assembly District 76**

Darshana Patel (D) – 53.8%

Kristie Bruce-Lane (R) – 46.2%

(seat currently occupied by Brian Maienschein, who has termed out)

**Assembly District 77**

Tasha Boerner (D)\* – 60.2%

James Browne (R) – 39.8%

**Assembly District 78**

Chris Ward (D)\* – 100%

(unopposed)

**Assembly District 79**

LaShae Sharp-Collins (D) – 54.0%

Colin Parent (D) – 46.0%

(seat currently occupied by Akilah Weber)

**Assembly District 80**

David A. Alvarez (D)\* – 61.0%

Michael W. Williams (R) – 39.0%

**Senate District 39**

Akilah Weber (D) – 63.1%

Bob Divine (R) – 36.9%

(seat currently occupied by Toni Atkins, who has termed out)

\*incumbent

# PEYSER ASSOCIATES LLC

Peter A. Peyser

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November 15, 2024

## **Transportation Update from Peyser Associates**

### **House GOP To Meet on Picks for Committee Leaders**

The House GOP Steering Committee is meeting today to begin deciding on chairs for House committees. Among the issues to be discussed today is the request from Rep. Sam Graves for a waiver to the GOP caucus term-limit on leadership of committees. Without the waiver, he will need to step down as Chair of the House Committee on Transportation and Infrastructure. If he does, he is likely to be replaced by Rep. Rick Crawford (R-AR), current Chair of the Highways and Transit Subcommittee.

### **DOT Grant Awards**

This morning, on the third anniversary of the enactment of the Bipartisan Infrastructure Law, Secretary of Transportation Pete Buttigieg announced grant awards from four programs totalling \$3.4 billion in federal funding.

The awards came from the Federal-State Partnership for Intercity Passenger Rail – Northeast Corridor, Safe Streets and Roads for All, Port Infrastructure Development and Low Carbon Transportation Materials programs.

Click [HERE](#) to see the press releases on today's awards with links to more details on the projects receiving funding.

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November 8, 2024

## **What Does it Mean for Transportation?**

In the first Trump Administration, surface transportation programs endured modest cuts but, for the most part, they were managed along the lines of previous administrations. Transit and rail projects and programs moved forward by and large, but there were notable exceptions.

In the FTA CIG program, the Trump Administration proposed deep cuts in the CIG program budget – essentially proposing to limit funding only to projects with existing FFGA's. Congress, even while under full GOP control for the first two years, did not go along and enacted only modest cuts. On the program administration side, there were initial efforts to change the interpretation of previous guidance to make the proceeds of TIFIA or RRIF loans part of the federal funding of CIG projects, not as part of the non-CIG match as had been the case before. Congress intervened in appropriations bills to block that move. There was also an attempt, also blocked by Congress, to require project sponsors in the CIG

program to request no more than 40% of their project costs be covered by the program. That, too, was shot down on Capitol Hill.

Apart from those moves, the FTA under President Trump did advance CIG projects through the process, as did the Build America Bureau with regard to TIFIA and RRIF loans. One notable exception was the Hudson Tunnels Project in New York/New Jersey. The Administration proposed a drastic change in project plans and effectively held up its progress for four years.

On rail programs, the Trump Administration consistently proposed deep cuts in Amtrak funding – especially for the Northeast Corridor. However, as with the transit program, Congress moderated those cuts. For the most part, they operated rail discretionary grant programs and managed federal grants along previous lines. The most notable exception to that was the cancellation in 2019 of a \$929 million FY 2010 grant to the California High Speed Rail Authority. The State of California sued the Federal government over that move and during the pendency of the lawsuit, Congress assured through appropriations language that funds would not be allocated elsewhere. (The Biden Administration reinstated the grant in 2021).

This history suggests that a second Trump term may not mean upheaval in the funding and management of federal surface transportation programs. However, with a high-stakes reauthorization of the Bipartisan Infrastructure Law and all surface transportation programs on tap for 2026 or 2027, the Administration's position on future funding may increase significantly the difficulty of preserving current funding levels on Capitol Hill.

**The 119<sup>th</sup> Congress** – A Republican shift in the Senate portends difficulties for transit and rail programs if reauthorization occurs during the upcoming congress. Your October 11 report presaged some of the anticipated changes. Foremost among them are the advent of new Chairs at the Senate Commerce and Banking committees who are very skeptical of federal support for Amtrak and transit respectively. Senator Ted Cruz (R-TX), who was just re-elected, will chair Commerce and Sen. Tim Scott (R-SC) will chair Banking. One wrinkle not anticipated in the October 11 report was the defeat of Sen. Sherrod Brown (D-OH), who has been Banking Committee chair and would have been ranking member if he was re-elected. Depending on how they sort out their roles on other committees, likely candidates to be the Ranking Member in the next congress include Sens. Mark Warner (D-VA), Elizabeth Warren (D-MA) or Chis Van Hollen (D-MD). All three are strong public transit advocates. Sen. Maria Cantwell (D-WA) will continue as the leading Democrat on the Senate Commerce committee.

As noted in the aforementioned October 11 report, the least jarring change in the Senate will be at the Appropriations Committee. Senators Susan Collins(R-ME) and Patty Murray(D-WA) have worked collaboratively to advance the goals of the Bipartisan Infrastructure Law and transit and rail programs at the committee. Swapping their roles as Chair and Ranking Member should not affect that collaboration and the Senate is likely to continue as a more friendly venue for surface transportation than the House in terms of appropriations.

On the House side, there will be little change in the approach to surface transportation programs. The House is likely to follow the Trump Administration lead in advancing potential spending cuts. The reauthorization of surface transportation programs – should it occur in the next Congress – is likely to see a continuation of the programs but with the House proposing significant reductions from the Bipartisan Infrastructure Law-fueled levels.

The major leadership changes in the House on transportation may include a new Chair at the Transportation & Infrastructure Committee. Rep. Sam Graves (R-MO) is seeking a waiver of House GOP caucus term limit rules to stay on as the Chair of the committee. If he does not receive it, Rep. Rick Crawford (R-AR) is likely to be the new Chair. Crawford's profile on transportation policy is not much different from Graves' – strong on highways and tolerant of the needs of some of his GOP committee members to support transit and rail.

As noted above, Democrats will likely seek to delay the reauthorization until after the 2026 elections. The history of late enactment of surface transportation reauthorizations, and the need for 60 votes in the Senate to pass them, suggests it may not be terribly difficult to accomplish that.

### **Congress Returns Next Week to Take Up Emergency Funding and Annual Appropriations**

Congress will return to a new landscape in Washington that will affect the agenda for the post-election session. Given the greatly increased leverage the GOP will have after January 1<sup>st</sup>, it is almost a certainty the resolution of annual spending bills for FY 2025 will be postponed until the new year. That means a Continuing Resolution until February or March is the most likely outcome in the next six weeks.

Apart from that, appropriators appear poised to advance an emergency spending measure to replenish the disaster relief funds for FEMA, the SBA, the Federal Highway Administration and potentially the Federal Transit Administration and other agencies as well. This could be accomplished through a separate appropriations bill or as an attachment to the CR.

### **FHWA Releases PROTECT NOFO**

The Federal Highway Administration on Wednesday released a NOFO for Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program. The NOFO will make available \$876 million from fiscal years 2024 through 2026. The PROTECT program provides support to help make surface transportation systems, including highways, public transportation, pedestrian facilities, ports, and intercity passenger rail, more resilient to climate change, sea level rise, flooding, extreme weather events, and other natural hazards. Applications are due February 24.

Click [HERE](#) to see the NOFO.

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November 1, 2024

### **Transportation Update from Peyser Associates**

#### **FRA Releases CRISI Awards for FY 2023-2024**

The Federal Railroad Administration on Tuesday released the awards for grants from the Consolidated Railroad Infrastructure and Safety Improvement (CRISI) program for fiscal years 2023 and 2024. The total amount awarded was \$2.47 billion.

Of the total amount awarded, \$1.08 billion went to projects in rural areas, \$53.6 million was for workforce programs, \$218.6 million was for new intercity passenger rail service projects and the balance of \$1.12 billion was for other projects.

The bulk of the new intercity passenger rail funds were for a \$157.1 million grant to Springfield, Illinois for track realignment, track installation and a new Amtrak station. There were 104 freight and existing

passenger rail service projects that received funding, for an average grant for those projects of \$10.8 million. The largest grant, for \$215 million, went to New York State DOT to replace a rail bridge over the Hudson River at Albany to benefit the state-supported Amtrak Empire Corridor service. The second largest grant was to the Orange County Transportation Authority in California for \$100 million for coastal resiliency projects to benefit Pacific Surfliner service on the LOSSAN Corridor. Five other projects received \$50 million or more.

Click [HERE](#) to see summary information on the awarded projects.

### **FTA Announces TOD Planning Grant Awards**

The Federal Transit Administration on Tuesday released the awards for fiscal year 2024 Transit Oriented Development Planning grants. Awards totaling \$10.5 million went to 11 projects.

As indicated in the Notice of Funding Opportunity for the program, the FTA placed a strong emphasis on projects with an affordable housing component.

While the award amounts under this program are relatively small – averaging less than \$1 million – the awards confer validation on the projects that can be beneficial when they apply for future DOT grants for ongoing work.

Click [HERE](#) to see the full list of awards.