



Regional Planning Committee Agenda

September 6, 2024

1 p.m.

Welcome to SANDAG. The Regional Planning Group meeting scheduled for Friday, September 6, 2024, will be held in person in the SANDAG Board Room. While Regional Planning 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/82374516545>

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Public Comments: Members of the public may speak to the Regional Planning Committee on any item at the time the Regional Planning Committee 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 (please reference Regional Planning 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.

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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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 Regional Planning Committee – Agency Affiliations

The noted affiliations represent reasonably foreseeable applicants under SANDAG’s various grants programs and are to the best of staff’s knowledge. Members should notify the Clerk of the Board if any information is incomplete or incorrect.

Subregion	Title, Jurisdiction <small>Error! Bookmark not defined.</small>	Name	Additional Affiliation
City of San Diego	Chair, Council President Pro Tem, City of San Diego	Joe LaCava (Primary)	
	Councilmember, City of San Diego	Vivian Moreno (Alternate)	
North County Coastal	Vice Chair, Councilmember, City of Del Mar	Tracy Martinez (Primary)	North County Transit District (NCTD) ²
	Deputy Mayor, City of Encinitas	Joy Lyndes (Alternate)	
County of San Diego	Supervisor, County of San Diego	Terra Lawson-Remer (Primary)	
	Supervisor, County of San Diego	Joel Anderson (Alternate)	
East County	Mayor, City of El Cajon	Bill Wells (Primary)	
	Councilmember, City of La Mesa	Patricia Dillard (Alternate)	Metropolitan Transit System (MTS) ²
North County Inland	Mayor, City of San Marcos	Rebecca Jones (Primary)	
	Councilmember, City of San Marcos	Ed Musgrove (Alternate)	
South County	Councilmember, City of Coronado	Mike Donovan (Primary)	Metropolitan Transit System (MTS) ²
	Deputy Mayor, City of Chula Vista	Alonso Gonzalez (Alternate)	North County Transit District (NCTD) ²

¹ Eligible recipient of salary, per diem, or reimbursement of expenses from the listed member agency

² Eligible recipient of salary, per diem, or reimbursement of expenses from the listed government entity

³ Non-salaried members of the listed nonprofit corporation

Advisory Agencies ^{Error!} Bookmark not defined.	Title	Name	Additional Affiliation
Caltrans	Director	Everett Townsend (Primary)	
	Deputy Director	Roy Abboud (Alternate)	
Metropolitan Transit System	Councilmember, City of La Mesa	Patricia Dillard (Primary)	Metropolitan Transit System (MTS) ²
	Councilmember, City of Lemon Grove	George Gastil (Alternate)	Metropolitan Transit System (MTS) ² Facilitating Access to Coordinated Transportation (FACT) ³
North County Transit District	Councilmember, City of Escondido	Joe Garcia (Primary)	North County Transit District (NCTD) ²
	Councilmember, City of Oceanside	Rick Robinson (Alternate)	North County Transit District (NCTD) ²
Port of San Diego	Commissioner	Michael Zucchet (Primary)	
	Assistant Vice President of Planning	Lesley Nishihira (Alternate)	
San Diego County Water Authority (SDCWA)	Director, Sweetwater Authority Vice Mayor, National City	Ditas Yamane (Primary)	
	Director, Vallecitos Water District	Craig Elitharp (Alternate)	
SCTCA	Chairwoman, Manzanita Band of the Kumeyaay Nation	Angela Elliott- Santos (Primary)	
	Chairman, Sycuan Band of the Kumeyaay Nation	Cody Martinez (Alternate)	

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Regional Planning Committee

Friday, September 6, 2024

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Regional Planning Committee on any issue within the jurisdiction of the Regional Planning 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. Regional Planning 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 Regional Planning Committee is asked to review and approve the minutes from its May 3, 2024, meeting.

[RPC Meeting Minutes 050324.pdf](#)

+3. SANDAG Grant Programs: Quarterly Status Update

Information

Goldy Herbon, Lauren Lee, SANDAG

This report provides a quarterly update on the progress and performance of projects funded through SANDAG's grant programs from April 1 through June 30, 2024.

[SANDAG Grant Pgrms Qrtly Status Update.pdf](#)

[Att. 1 - Glossary of Terms.pdf](#)

[Att. 2 - Discussion Memo.pdf](#)

Reports

+4. TransNet Smart Growth Incentive Program (SGIP) Criteria

Discussion

Susan Huntington, Antoinette Meier, Goldy Herbon, Lizzy Havey, SANDAG

Staff will present an overview of Smart Growth Incentive Program and request feedback on evaluation criteria for the Cycle 6 Call for Projects.

[TransNet SGIP Criteria.pdf](#)

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

[Supporting Materials.pdf](#)

+5. Regional Housing Needs Allocation (RHNA) Update

Information

Antoinette Meier, Stacey Cooper, SANDAG

Staff will present an overview of the Housing and Community Development (HCD) report: *CA Housing Future 2040: The Next RHNA Report* published in April, and an update on the agency's next steps.

[RHNA Update.pdf](#)

[Supporting Materials.pdf](#)

+6. 2025 Regional Plan: Draft Sustainable Communities Strategy Land Use

Information

Antoinette Meier, Tuere Fa'aola, Carrie Simmons, SANDAG

Staff will present an overview of the 2025 Regional Plan Draft: Sustainable Communities Strategy Land Use.

[2025 Regional Plan Draft SCS Land Use.pdf](#)
[Supporting Materials.pdf](#)

7. Adjournment

The next regular meeting of the Regional Planning Committee is Friday, November 1, 2024, at 1 p.m.

+ next to an agenda item indicates an attachment

September 6, 2024

May 3, 2024, Regional Planning Committee Meeting Minutes

[View Meeting Video](#)

Chair Joe LaCava (City of San Diego) called the Regional Planning Committee (RPC) meeting to order at 1 p.m.

1. Public Comments/Communications/ Member Comments

Public Comments: The Original Dra.

Member Comments: None.

Consent

2. Approval of Meeting Minutes

The RPC was asked to review and approve the minutes from its March 1, 2024, meeting.

Public Comments: The Original Dra.

Action: Upon a motion by Mayor Bill Wells (East County), and a second by Councilmember Ed Musgrove (North County Inland), the RPC voted to approve the meeting minutes.

The motion passed.

Yes: Chair LaCava, Vice Chair Tracy Martinez (North County Coastal), Mayor Wells, Councilmember Musgrove, and Councilmember Donovan.

No: None.

Abstain: None.

Absent: County of San Diego.

Reports

3. Working Groups Reporting to the Regional Planning Committee

Deputy Director of Regional Planning Keith Greer and Senior Regional Planners Stacey Cooper, Sara Toma, Paula Zamudio, Kim Smith, and April DeJesus presented an overview of the Working Groups that report to the Regional Planning Committee and their respective agenda topics for 2024.

Public Comments: The Original Dra.

Action: Information.

4. 25 Years of Conservation Planning: Successes, Challenges, and What's Next?

Kim Smith presented an overview of regional habitat conservation planning efforts, the region's successes, emerging challenges, and next steps in implementation.

Public Comments: The Original Dra.

Action: Information.

5. Housing Acceleration Program Update

Stacey Cooper and Regional Planner Thomas DeFranco presented an update on the Housing Acceleration Program funded through the state's Regional Early Action Planning Grants of 2019 (REAP 1.0).

Public Comments: The Original Dra.

Action: Information.

6. Regional Climate Action Planning

Regional Planning Program Manager Susan Freedman and Senior Regional Planner Anna Bettis presented an overview of the regional Priority Climate Action Plan, implementation grant proposal, and forthcoming regional Comprehensive Climate Action Plan.

Public Comments: The Original Dra.

Action: Information.

7. Upcoming Meetings

The next meeting of the Regional Planning Committee is a joint meeting with Transportation and Border Committees scheduled for Friday, June 21, 2024, at 9 a.m.

The next regular meeting of the Regional Planning Committee is Friday, July 5, 2024, at 1 p.m.

8. Adjournment

Chair LaCava adjourned the meeting at 2:29 p.m.

Confirmed Attendance Regional Planning Committee Meeting

Jurisdiction	Name	Member/ Alternate	Attend
City of San Diego	Chair Joe LaCava	Member	Yes
	Vivian Moreno	Alternate	No
County of San Diego	Supervisor Terra Lawson-Remer	Member	No
	Supervisor Joel Anderson	Alternate	No
East County	Mayor Bill Wells	Member	Yes
	Councilmember Patricia Dillard	Alternate	Yes
North County Coastal	Vice Chair Tracy Martinez	Member	Yes
	Deputy Mayor Joy Lyndes	Alternate	No
North County Inland	Mayor Rebecca Jones	Member	No
	Councilmember Ed Musgrove	Alternate	Yes
South County	Councilmember Mike Donovan	Member	Yes
	Deputy Mayor Alonso Gonzalez	Alternate	No
Advisory Members			
Caltrans, District 11	Everett Townsend	Member	No
	Roy Abboud	Alternate	No
Metropolitan Transit System	Patricia Dillard	Member	Yes
	George Gastil	Alternate	Yes
North County Transit District	Joe Garcia	Member	No
	Rick Robinson	Alternate	No
Port of San Diego	Michael Zucchet	Member	No
	Lesley Nishihira	Alternate	No
San Diego County Water Authority	Elsa Saxod	Member	No
	Craig Elitharp	Alternate	No
Southern California Tribal Chairmen's Association	Angela Elliott-Santos	Member	No
	Cody Martinez	Alternate	No
U.S. Department of Defense	Muska Laiq	Member	Yes
	Anna Shepard	Alternate	No
California Department of Fish and Wildlife	Vacant	Member	No
	David Mayer	Alternate	No
Wildlife Conservation Board	John Donnelly	Member	No
	Vacant	Alternate	No
U.S. Army Corps of Engineers	Michelle Lynch	Member	No
	Kyle Dahl	Alternate	No
U.S. Fish and Wildlife Service	Vacant	Member	No
	Susan Wynn	Alternate	No

September 6, 2024

SANDAG Grant Programs: Quarterly Status Update

Overview

The *TransNet* Extension Ordinance and Expenditure Plan provides funding for various regional competitive grant programs available to local jurisdictions, transit agencies, and nonprofit organizations that help implement the 2021 Regional Plan. Grant programs include the Environmental Mitigation Program Land Management Grant Program (EMP LMG), Smart Growth Incentive Program (SGIP), Active Transportation Grant Program (ATGP), and Senior Mini-Grant Program (SMG). Additionally, SANDAG receives Regional Early Action Program (REAP) funding through the California Department of Housing and Community Development, which is distributed through the Housing Acceleration Program (HAP).

Action: **Information**

This report provides a quarterly update on the progress and performance of projects through SANDAG's grant programs from April 1 through June 30, 2024.

Fiscal Impact:

None.

Schedule/Scope Impact:

During the reporting period, 11 projects were completed, two were on the watch list, and three requested amendments.

SANDAG Board Policy No. 035 applies to all competitive grant programs administered through SANDAG and outlines competitive grant program procedures. SANDAG awards grant funds on a competitive basis that considers the grantees' ability to perform their proposed projects on time. SANDAG intends to hold grantees accountable for completing the project to ensure fairness in the competitive process and to encourage grantees toward implementation for public benefit on project deliverables as soon as possible. Projects are placed on a watch list if a grantee has not made timely progress toward its milestones or key project deliverables or has not implemented any SANDAG-issued corrective actions.

Status reporting on the grant projects is provided biannually to the ITOC and quarterly to one or more policy advisory committees based on which bodies provide oversight for each grant program. For a listing of policy advisory committees and grant project oversight, see "Policy Committee Oversight" in Attachment 1. This status update provides an overview of the progress and performance of projects funded through these grant programs.

TransNet Environmental Mitigation Program Land Management Grants

Through the EMP LMG, SANDAG provides land managers with funding to help maintain and enhance the integrity and size of regional habitat preserves and protect endangered species. Eligible applicants include land managers from private nonprofit organizations, local jurisdictions, and other government agencies. Examples of land management projects include habitat restoration, habitat preservation, and non-native plant species eradication. As of the end of the reporting period, SANDAG has awarded more than \$18 million to 136 projects throughout the San Diego region, and 119 grant-funded projects have been completed and closed out.

TransNet Smart Growth Incentive Program

The SGIP provides funding to local jurisdictions for transportation-related infrastructure improvements and planning efforts that support smart growth and transit-oriented development in Smart Growth Opportunity Areas. As of the end of the reporting period, SANDAG has awarded approximately \$59 million to 72 projects throughout the San Diego region, with 59 projects completed.

Housing Acceleration Grant Program

To address the housing crisis, SANDAG launched the Housing Acceleration Program (HAP), which is funded through the state's Regional Early Action Planning (REAP) program funds. The HAP program will address San Diego's regional challenges and goals to support accelerating housing production and promote fair and equitable housing for all. HAP funds can be used to promote activities that accelerate housing production, support development in and around Mobility Hubs, and create a climate-resilient region while reducing greenhouse gas emissions and vehicle miles traveled. As of the end of the reporting period, SANDAG has awarded \$14.2 million to 22 projects throughout the San Diego region, with seven projects completed.

Due to state-proposed budget changes released in early 2024, SANDAG paused entering into grant agreements with the HAP Cycle 2 awardees until the Governor signed the final state budget in June 2024. Since then, the funding for the HAP program has been fully restored, and SANDAG staff has been working with the Cycle 2 awardees to reaffirm their project details and prepare the grant agreements and notices to proceed.

Key Considerations

During the reporting period, 11 projects were completed, two were on the watch list, and three requested amendments. Attachment 1 includes a glossary of key terms for the grant programs. Attachment 2 is a discussion memo containing status highlights for each grant program and additional details on the items under consideration below.

Next Steps

The next quarterly status update on these grant programs will be provided to the Transportation Committee in September 2024, the Regional Planning Committee in January 2025, and the next biannual report to the ITOC in January 2025.

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

Attachments: 1. Glossary of Terms
2. Discussion Memo

Glossary of Terms

Term	Applicable Grant Program(s)	Definition
Active Project	All	An ongoing project that is neither complete nor pending and will continue being funded and reported on during the next quarter.
Actual Performance	All	Refers to the grantee's performance of the project during the project term, which contrasts with the proposed performance (see definition below).
AFA	AFA	Acronym for the Access for All Program.
Amendment (AM)	All	Refers to no-cost, schedule-only extensions and scope modifications brought about by extenuating circumstances such as COVID-19. The Chief Executive Officer can approve time extension requests of up to twelve months aggregate or that do not miss Project Milestones (see definition). All such amendments are subsequently reported as a delegated action to the SANDAG Board of Directors. Amendments exceeding twelve months aggregate or that miss Project Milestones are considered by the following Policy Advisory Committees: <ul style="list-style-type: none"> • SGIP, HAP, and EMP - Regional Planning Committee (RPC) • ATGP, SGIP, STGP, EMP, AFA - Transportation Committee (TC)
Americans with Disabilities Act (ADA)	All	A federal law that prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, state and local government services, public accommodations, commercial facilities, and transportation.
ARPA	STGP	Acronym for the American Rescue Plan Act, which allocated additional funding to Section 5310.
ATGP	ATGP	Acronym for the TransNet Active Transportation Grant Program.
Capital Project	All	A project to purchase or construct real or personal property such as vehicles, computers, software, sidewalks, bulb-outs, and bike lanes that provide or enhance transportation services.
Closed Project	All	A project has been closed when SANDAG staff has processed the final invoice, retention has been released, and a Grant Project Closeout Checklist has been completed and signed. This marks the end of SANDAG's administration of the project.

Completed Project	All	<p>A grantee has completed its project after providing all required deliverables in the grant agreement. Board Policy No. 035 further defines completion as:</p> <ul style="list-style-type: none"> • Capital Project: the prime construction contractor has been relieved from its maintenance responsibilities • Planning Project: the grantee has approved the final project deliverable <p>A project that is shaded blue in the quarterly status report connotes a project that was completed in the reporting quarter. Once a project is completed, Grants staff will begin the close out activities.</p>
Consolidated Transportation Services Agency (CTSA)	STGP	<p>CTSAs were created under the Social Service Transportation Improvement Act of 1979 to promote the consolidation of state social service transportation. In 2006, SANDAG selected Facilitating Access to Coordinated Transportation (FACT) as the CTSA for the San Diego region after a competitive selection process. In 2020, the SANDAG Board of Directors approved the dedication of 25% of STGP Cycle 11 funding to the CTSA for mobility management activities.</p>
Cost per Trip	STGP	<p>Used as a performance measure for Operating and some Capital STGP Projects. Cost Per Trip refers to the Net Project Cost (grant plus required matching funds) divided by the number of One-Way Passenger Trips provided in the reporting period.</p>
Cost per Unit	STGP	<p>Used as a performance measure for Mobility Management projects. Cost per Unit is the Net Project Cost (grant plus required matching funds) divided by the number of Units provided in the reporting period, such as the number of ride referrals.</p>
CRRSAA	STGP	<p>Acronym for Coronavirus Response and Relief Supplemental Appropriations Act of 2021, which allocated additional funding to Section 5310.</p>
Education Encouragement and Awareness (EEA)	ATGP	<p>Refers to a Non-Capital ATGP Project Category. These projects or programs raise awareness about biking and walking as viable transportation alternatives for trips to work, school, shopping, and other daily activities.</p>
EMP	EMP	<p>Acronym for the TransNet Environmental Mitigation Program.</p>
HAP	HAP	<p>Acronym for the Housing Acceleration Program.</p>
Individuals with Disabilities	All	<p>Individuals with disabilities as defined by the Americans with Disabilities Act.</p>
Minimum Match Requirement	STGP	<p>The minimum matching funds required of a grantee is represented as a percentage of the total project cost. The Minimum Match requirement varies by funding source (e.g., Section 5310 or SMG) and by project type (e.g., Capital, Operating, or Mobility Management).</p>

Mobility Management Project	STGP	A project that improves coordination among public transportation and other transportation service providers. Mobility Management does not include operating a public transportation service and is measured in Units of Service.
Net Project Cost	STGP	The Total Project Cost less any revenue generated through the project. The Net Project Cost is paid through grant and matching funds.
Older Adult	STGP	For SMG-funded projects, refers to individuals 60 years or older. For Section 5310-funded projects, refers to individuals 65 years or older.
On-Demand Transportation	AFA	A transportation service that does not follow a fixed route or schedule, and the provider can fulfill trip requests within twelve hours.
One-Way Passenger Trip (OWPT)	STGP	Refers to one rider making a one-way trip from origin to destination, calculated each time a passenger boards a vehicle.
Operating Project	STGP	Refers to an STGP Project Category. The project operates a transportation service that provides trips to seniors and individuals with disabilities.
Performance Threshold	STGP	Refers to 130% of the proposed Cost per Trip or Cost per Unit.
Policy Committee Oversight	All	<ul style="list-style-type: none"> Independent Taxpayer Oversight Committee (ITOC): TransNet-funded grant programs. Regional Planning Committee (RPC): EMP, SGIP, and HAP grant programs. Transportation Committee (TC): ATGP, SGIP, EMP, AFA, and STGP grant programs.
Pre-Scheduled Transportation	AFA	A transportation service where the provider can only fulfill trip requests over 12 hours.
Project Milestone and Completion Deadlines	All	<p>Refers to milestone and completion deadlines following the issuance of the Notice to Proceed on the project that are required per Board Policy No. 035 and vary based on project type:</p> <ul style="list-style-type: none"> Capital Projects: completed within three and a half years if a construction contract is necessary; or open to the public within eighteen months if no construction contract is necessary. Planning Projects: completed within three years if a consultant contract is necessary; or completed within two years if no consultant contract is necessary. Operations Projects: operations commence within eighteen months if a service contract is necessary; or operations commence within one year if no service contract is necessary. Equipment or Vehicle Projects: purchase contract awarded within six months and use of the equipment or vehicles for public benefit within three months of acceptance of the equipment or vehicles from the supplier.

Proposed Performance	STGP	Refers to the level of performance a grantee proposed in its application and is required to maintain through its grant agreement.
REAP	HAP	Acronym for the Regional Early Action Program, the funding source for the HAP program.
Recovery Plan	STGP	A detailed plan and implementation schedule submitted by a grantee whose project is on a Watch List or is otherwise not in compliance with its grant agreement. The Recovery Plan includes how the grantee intends to achieve the Performance Threshold or comply with the grant agreement. If performance does not improve, SANDAG staff notifies the relevant Policy Advisory Committee, which may decide to discontinue project funding.
Section 5310	STGP	Refers to the Federal Transit Administration Section 5310 Program: Enhanced Mobility of Seniors & Individuals with Disabilities.
SGIP	SGIP	Acronym for the TransNet Smart Growth Incentive Program.
SMG	STGP	Acronym for the TransNet Senior Mini-Grant Program.
Specialized Transportation Grant Program	STGP	Refers to the SMG and Section 5310 grant programs collectively.
Total Project Cost	All	The sum of the funds provided by the grantee (matching funds plus revenue) and the amount of grant funding awarded.
TransNet-Funded Grant Programs	All	Competitive grant programs funded through the TransNet Extension Ordinance and Expenditure Plan . The status of these grant programs is reported to the Independent Taxpayer Oversight Committee on a biannual basis. Grant programs funded through TransNet include ATGP, EMP, SGIP, and SMG.
Transportation Brokerage	STGP	A member organization that provides negotiated competitive rates to facilitate trips based on the lowest price.
Units of Service	STGP	Used as a performance measure for Mobility Management projects. Examples of units of Service include web hits, referrals, and training provided to inform riders of their transportation options or facilitate coordination among specialized transportation providers.
Vehicle Trip	STGP	One vehicle makes one or more one-way trips from origin to destination with one or multiple riders.

Watch List	All	<p>SANDAG places a project on the Watch List for the following reasons:</p> <ul style="list-style-type: none"> • Cost Efficiency (STGP): If the actual, cumulative Cost per Trip or Cost per Unit exceeds the Performance Threshold. If this occurs, SANDAG requires the grantee to complete a Recovery Plan. • Schedule (ALL): If the grantee will be unable to fully draw down funds or complete the project scope of work without the approval of an extension request by a Policy Advisory Committee. • Compliance (ALL): If the grantee is failing to comply with the terms of their grant agreement.
WAV	STGP/AFA	<p>Acronym for Wheelchair Accessible Vehicle, which provides a lift or lamp to help transport individuals with disabilities with mobility devices such as a non-foldable wheelchair or mobility scooter.</p>

Discussion Memo

This Discussion Memo highlights grant project status changes during the reporting period. The detailed status of each program's projects is located on the [SANDAG Grants webpage](#). For this report, please view the table entitled FY2024 Grant Reporting, Q4.

Environmental Mitigation Program – Land Management Grant Program

Completed Projects

- San Diego Audubon Society - Silverwood-Anstine
 - The Grantee was awarded \$34,311, and the grant began on October 30, 2018.
 - This project was placed on the Watch List and reported to the DIR in March 2022 due to potential Labor Code violations. In February 2024, the Department of Industrial Relations (DIR) provided a letter closing out the project and investigation. The DIR noted that they closed the case because there was insufficient evidence to confirm that California Public Work Law was violated. The subconsultants who were reported to the DIR received courtesy warnings and have been noted in the DIR system.
 - The Project constructed approximately 935 feet of wire fence and 225 feet of lodge pole fencing. The project also replaced a degraded fence, limited unauthorized access to the property, and reduced illegal dumping onto the preserve.
 - The Grantee has completed all project tasks and provided all project deliverables. The total grant funding the Grantee received was \$34,294.29.
- City of San Diego - Lower Otay Reservoir
 - The Grantee was awarded \$243,142, and the grant began on February 25, 2019.
 - This Grantee provided weed management and planted over 5,382 cacti at a minimum density of 40 cacti per acre to restore 12 acres of habitat for coastal cactus wren.
 - The Grantee has completed all project tasks and provided all project deliverables. The total grant funding the Grantee received was \$ 117,130.81.

Projects on the Watch List & Reasoning

- None

Amendment Requests

- None

Smart Growth Incentive Program

Completed Projects

- City of National City – Sweetwater Road Protected Bikeway (Capital Project)
 - The Grantee was awarded \$2,500,000, and the grant began on February 14, 2019.
 - The project constructed 1.2 miles of protected bike facilities along Sweetwater Road and extended the Class I bike path on Plaza Bonita Road 0.4 miles to Sweetwater Road.
 - The Grantee has completed all project tasks and provided all project deliverables. A site visit was performed on August 8, 2024 to verify that the entire project was completed.
 - The Grantee has submitted grant reimbursement requests up to the total grant award amount.
- City of San Diego – Downtown San Diego Wayfinding Signage-Cycle Network (Capital Project)
 - The Grantee was awarded \$220,000, and the grant began on March 12, 2019.

- The project delivered directional and destination signage for residents, visitors, and workers to access the City of San Diego's new cycle network.
- The Grantee has completed all project tasks and provided all project deliverables. A site visit was performed on August 1, 2024 to verify the entire project was completed.
- The Grantee received the total grant award of \$220,000.
- City of National City – Together We Plan National City (Planning Project)
 - The Grantee was awarded \$294,477, and the grant began on August 18, 2022.
 - The project produced a Focused General Plan Update, including Land Use and Community Character, Circulation (transportation), Safety, and Housing elements. The project also included a Climate Action Plan Update.
 - The Grantee has completed all project tasks and provided all project deliverables. The total grant funding received by the Grantee was the total grant award of \$294,477.

Projects on the Watch List & Reasoning

- City of El Cajon - Main Street - Green Street Gateway Project (Capital Project)
 - The Grantee was awarded \$2,500,000, and the grant began on August 2, 2019.
 - The project was placed on the Watch List in June 2024 due to potential Labor Code violations. SANDAG has been working with the City to try to resolve the matter with the City's contractor, but the contractor has not been responsive to the City. On July 30, 2024, a third party filed a Public Works Complaint with the DIR.
 - It typically takes approximately two years for the DIR to complete its investigation and close the matter.
- City of San Diego - Downtown Mobility Cycle Way Improvement Phase I & II (Capital Project)
 - The Grantee was awarded \$2,500,000 and the grant began on March 5, 2019.
 - This project was placed on the Watch List in December 2021 due to the Grantee's contractor not meeting prevailing wage requirements. The Grantee filed a complaint with the DIR in August 2022 and received a case assignment by the DIR in November 2022. The investigation is ongoing, and the DIR has not indicated a timeline for resolution.
 - This project is complete and will be closed once the DIR resolves the labor compliance issues.

Amendment Requests

- City of El Cajon - Main Street - Green Street Gateway Project (Capital Project)
 - The grant agreement has a current expiration date of October 2, 2024.
 - Grants staff is requesting a two-year extension to keep the grant open while the DIR completes its investigation. The amendment will be brought to the Transportation Committee for consideration at its September meeting.
- City of San Diego - Downtown Mobility Cycle Way Improvement Phase I & II (Capital Project)
 - The grant agreement has a current expiration date of October 25, 2024.
 - Grants staff is requesting a two-year extension to keep the grant open while the DIR completes its investigation. The amendment will be brought to the Transportation Committee for consideration at their September meeting.
- City of Lemon Grove – Connect Main Street Phase I & II (Capital Project)
 - The Grantee was awarded \$2,500,000, and the grant began on July 20, 2020. The agreement expired on August 20, 2024, and the grantee notified SANDAG on August 8, 2024, that it would not be able to complete the project before the expiration date and would need an amendment.

- The project is in active construction, and the Grantee's contractor is experiencing delays due to long lead times related to electrical equipment and delays in receiving the necessary permits from MTS.
- The Grantee is requesting a second amendment to extend the contract termination date seven months. The amendment will be brought to the Transportation Committee for consideration at their September meeting.

Housing Acceleration Grant Program (HAP)

At its October 13, 2023 meeting, the SANDAG Board of Directors approved the proposed funding recommendations for the HAP Cycle 2 Call for Projects. \$12.3 million in funding was awarded to 15 projects from eight local jurisdictions and the County of San Diego. Due to state-proposed budget changes released in early 2024, SANDAG paused entering into grant agreements with the HAP Cycle 2 awardees until the Governor signed the final state budget in June 2024. Since then, the HAP program funding has been fully restored, and SANDAG staff has been working with the Cycle 2 awardees to reaffirm their project details and prepare the grant agreements and notices to proceed. During the reporting period, the remaining six active HAP Cycle 1 projects reached their expiration dates and were completed.

Completed Projects

- City of Chula Vista - Chula Vista ADU Assistance Program (Planning Project)
 - The Grantee was awarded \$180,720, and the grant project began on May 13, 2022.
 - The project developed pre-approved designs and plans for Accessory Dwelling Unit (ADU)s for residents interested in constructing ADUs.
 - The Grantee has completed all project tasks and provided all project deliverables.
 - The Grantee has received \$142,052.69 in reimbursements.
- City of Encinitas - Housing Production Assistance (Planning Project)
 - The Grantee was awarded \$310,000, and the grant project began on April 14, 2022.
 - The project updated the City's Permit Ready ADU (PRADU) plans to meet the City's green building code update for 100% all-electric new unit developments. The project also retained the contracted principal planner discretionary plan review services to expedite housing production and conducted a Displacement Risk Analysis Study to identify the local conditions that lead to displacement.
 - The Grantee has completed all project tasks and provided all project deliverables.
 - The total grant funding the Grantee received is \$266,933.68. Staff is working with the City to reconcile the City's match amount to enable reimbursement of the full grant award.
- City of National City - Together We Plan National City (Planning Project)
 - The Grantee was awarded \$205,523, and the grant project began on April 26, 2022.
 - The National City Project completed a Focused General Plan and Climate Action Plan Update.
 - The Grantee has completed all project tasks and provided all project deliverables.
 - The Grantee submitted a reimbursement request for the full grant award amount of \$205,523.
- City of San Diego - San Diego Housing Acceleration Program (Planning Project)
 - The Grantee was awarded \$500,000, and the grant project began on June 2, 2022.
 - The project accelerated the production of housing in transit-rich areas by improving building permit processes and evaluating city-owned sites to evaluate the feasibility of housing development.
 - The Grantee has completed all project tasks, but project deliverables have not yet been submitted.
 - The Grantee has received \$481,959.53 in grant reimbursements. No additional reimbursements will be made, and the project will not be closed until all project deliverables have been received.
- County of San Diego - Objective Design Standards (Planning Project)
 - The Grantee was awarded \$250,000, and the grant project began on April 19, 2022.

- This project researched best practices related to Objective Design Standards (ODS) implemented in other jurisdictions and reviewed current County documents and permitting and design review processes for housing projects. The project prepared eleven ODS Review checklists for eligible communities through this effort.
- The Grantee has completed all project tasks and provided all project deliverables.
- The Grantee has received \$190,750.28 in reimbursements.
- City of Santee - Project-Level CEQA Analysis for Town Center Multi-family Housing Sites (Planning Project)
 - The Grantee was awarded \$264,000, and the grant project began on May 25, 2022.
 - The project rezoned four large strategic sites consisting of approximately 37.5 undeveloped acres within the City's Town Center. The project also supported enhanced connectivity to the non-automotive transportation network that allowed for the creation of an interior network of streets and trails with access to Trolley Square, the terminus of the Green Line trolley.
 - The Grantee has completed all project tasks and provided all project deliverables.
 - The Grantee has received \$244,836.99 in reimbursements.

Projects on the Watch List & Reasoning

- None

Amendment Requests

- None

September 6, 2024

TransNet Smart Growth Incentive Program (SGIP) Criteria

Overview

The TransNet Extension Ordinance funds several competitive grant programs that help implement the SANDAG Regional Plan, including the Smart Growth Incentive Program (SGIP). The SGIP provides funding to the region's 18 cities and the County of San Diego for transportation-related infrastructure and planning projects that catalyze compact, mixed-use development focused near public transit, jobs, services, and public facilities to maximize the use of existing infrastructure, preserve open space and natural resources, and increase housing and transportation choices around the region. Since 2009, the SGIP has invested approximately \$60 million in planning and capital projects throughout our region.

Action: **Discussion**

Staff will present an overview of the Smart Growth Incentive Program and request feedback on the evaluation criteria for the Cycle 6 Call for Projects.

Fiscal Impact:

Up to \$35 million could be made available through the Cycle 6 call for projects through OWP No. 3300100: TransNet Smart Growth & Active Transportation Grant Programs.

Schedule/Scope Impact:

Pending Board approval, staff anticipates releasing the SGIP Cycle 6 Call for Projects in November 2024.

Key Considerations

Similar to previous funding cycles, staff proposes two funding categories: planning and capital projects. Additionally, a third category to fund new or updated climate action plans is included consistent with the commitment made in the 2021 Regional Plan Environmental Impact Report. The majority of funds would be made available in the capital category of funding.

Previous SGIP cycles only funded projects within Smart Growth Opportunity Areas. To provide greater flexibility and better alignment with the Regional Plan, staff is proposing to remove this geographic requirement and prioritize funding for projects that further the goals and objectives of the Regional Plan and Sustainable Communities Strategy.

The draft evaluation criteria (Attachment 1) were brought to the Mobility, Sustainable Communities, and Social Equity working groups for discussion at their June meetings, and the Transportation Committee at its July meeting. Feedback included a greater consideration for equity and investing in underserved communities; raising the maximum award amount to account for inflation; reducing the administrative burden on grantees; and funding projects in descending score order without consideration of the number of awards an applicant could receive. This feedback, along with feedback received from the Regional Planning Committee, is being incorporated into the final call for projects.

Next Steps

Based on feedback received, staff will update the evaluation criteria and bring the final call for projects to the TransNet Independent Taxpayer Oversight, Regional Planning, and Transportation Committees for a recommendation by the SANDAG Board of Directors to release the call for projects in November 2024.

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

Attachment: 1. Draft Evaluation Criteria

I. Capital Scoring Criteria and Rubric

Capital projects will be scored based on the Applicant's responses to the Capital Project Scoring Criteria below. The Capital Project Scoring Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Scoring Criteria. The Objective criteria (points calculated by SANDAG's Department of Data Science or Grants staff) are marked with an asterisk (*).

A. Capital Project Scoring Criteria

No.	CRITERIA	POINTS POSSIBLE
1.	RELATIONSHIP TO REGIONAL TRANSIT	10
	The project area includes or is within 0.5 miles of a major transit stop as defined as Transit Priority Area (TPA) OR	10
	The project area includes or is within 0.5 miles of any other existing or planned transit stop	5
2.	FURTHERS REGIONAL PLAN AND SUSTAINABLE COMMUNITIES IMPLEMENTATION STRATEGIES	15
A.	The degree to which the project furthers the Sustainable Communities Strategy	5
B.	The degree to which the project furthers safety and the Regional Vision Zero Resolution	5
C.	The degree to which the project furthers equity and benefits disadvantaged communities	5
3.	SMART GROWTH POLICY IMPLEMENTATION	15
	The degree to which the project furthers smart growth policy implementation	
4.	PROJECT FEASIBILITY	30
A.	Project development milestones that are completed on or before the Application Deadline. <ul style="list-style-type: none"> Neighborhood level plan, corridor study, or community active transportation strategy. (1 point) Environmental clearance (CEQA) or evidence that environmental clearance is not required. (2 points) Completed right-of-way acquisition and all necessary entitlements or evidence that right-of-way acquisition is not required. (3 points) Progress toward the project being ready to bid for construction. (4 points) 	10
B.	The degree to which the project will efficiently use program funds, as demonstrated by the proposed project scope, schedule, and budget.	15

C.	The degree to which community members have been engaged and outreach is incorporated throughout the project.	5
5.	BOARD POLICY No. 033	25
A.	ProHousing Policies (Favorable Zoning and Land Use, Acceleration of Housing Production Timeframes, Reduction of Construction and Development Costs, Providing Financial Subsidies)	12.5
B.	Housing Equity/Affirmatively Furthering Fair Housing	12.5
6.	MATCHING FUNDS	5
	Points will be awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	
	TOTAL	100

B. Capital Scoring Rubric

Below is a general scoring guide that provides more specific language based on a project's ability to meet the evaluation criteria.

Term	Definition
Clearly and convincingly	to a considerable extent with substantive documentation or evidence
Sufficiently	to a satisfactory extent with adequate documentation or evidence
Mostly	to a large extent with general documentation or evidence
Partially	to a limited extent with incomplete documentation or evidence
Minimally	to a small extent and without documentation or evidence
Does Not Demonstrate	unable to address criterion, even to a minimal extent

1. Relationship To Regional Transit

*NOTE: The SANDAG Data Science staff will calculate the points awarded for these criteria. Points will be awarded based on the proposed project's proximity to existing or programmed transit facilities included in the [2035 Transit Priority Areas identified in the SANDAG 2021 Regional Plan](#).

A regional transit station is defined as any station served by COASTER, SPRINTER, Trolley, *Rapid*, or *Rapid Express* Routes. A local transit stop is defined as any stop served by MTS bus routes or NCTD BREEZE services. A list of MTS transit services and stations is available here:

<https://www.sdmts.com/transit-services>. A list of NCTD services and stations is available here: <https://gonctd.com/services/transit-centers/>. Distance refers to walking distance based on actual available pathways. **Up to 10 points possible**

Applicant Response	Points
The project area includes or is within 0.5 miles of a major transit stop as defined as Transit Priority Area	10 points
The project area includes or is within 0.5 miles of any other existing or planned transit stop	5 points
The project does not include or is not within 0.5 miles of an existing or planned transit stop	0 points

2. Furthers Regional Plan and Sustainable Communities Implementation Strategies (Up to 15 points possible)

A. Sustainable Communities Strategy (Up to 5 points possible)

i. Proximity to Mobility Hub

*NOTE: The SANDAG Data Science staff will calculate the points awarded for these criteria. Points will be awarded based on the proposed project's proximity to one or more Mobility Hubs included in the [SANDAG 2021 Regional Plan](#). An interactive map that identifies the Mobility Hubs can be found here: <https://sandag.maps.arcgis.com/apps/Cascade/index.html?appid=897af882e8c14b1e996c33e48bc15347>. **Up to 2 points possible**

Applicant Response	Points
The project includes or is within a Mobility Hub	2 points
The project does not include nor is within a Mobility Hub	0 points

ii. Furthers the Sustainable Communities Strategy

The primary purpose of the Sustainable Communities Strategy is to show how development patterns and our transportation system will work together to reduce greenhouse gas (GHG) emissions for cars and light trucks, providing a more sustainable future for our region. Ways to do this include implementing a land use strategy that facilitates VMT reduction, zoning for a higher density of housing than is currently allowed, improving jobs-housing balance, and planning for transportation/mobility improvements to better connect housing to the existing/planned regional transportation network. Applicants will receive points based on the degree to which the project furthers the Sustainable Communities Strategy. **Up to 3 points possible**

Applicant Response	Points
Clearly and convincingly demonstrates how it furthers the SCS and provides substantive documentation or evidence.	3 points

Sufficiently demonstrates how it furthers the SCS and provides adequate documentation or evidence.	2 points
Partially demonstrates how it furthers the SCS and provides incomplete documentation or evidence.	1 point
Unable to address criterion, even to a minimal extent	0 points

B. Furthers Safety and Region Vision Zero Resolution

The SANDAG Board of Directors adopted a [Regional Vision Zero Resolution](#) that includes steps toward eliminating all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility options for all. Applicants will receive points based on the degree to which the project furthers safety and the Region Vision Zero Resolution. **Up to 5 points possible**

i. Proximity to Safety Focus Network or Systemic Safety Network

*NOTE: The SANDAG Data Science staff will calculate the points awarded for this criterion. Points will be awarded based on the proposed project's proximity to the Safety Focus Network or Systemic Safety Network. Data can be obtained from the [SANDAG Traffic Safety Dashboard](#). **Up to 2 points possible**

Applicant Response	Points
The project is on or within .25 miles of the Safety Focus Network (SFN) or Systemic Safety Network (SSN).	2 points
The project is not on or within .25 miles of the Safety Focus Network (SFN) or Systemic Safety Network (SSN).	0 points

ii. Proposed Safety Improvements

The applicant will receive points if the project includes proven bicycle, pedestrian, and traffic calming safety countermeasures. Applicants should review the [FHWA's Proven Safety Countermeasures](#) and the NHTSA's [Countermeasures That Work](#) for examples and additional guidance. **Up to 3 points possible**

Applicant Response	Points
The project includes proven bicycle, pedestrian, and traffic calming safety countermeasures.	3 points
The project does not include proven bicycle, pedestrian, and traffic calming safety countermeasures.	0 points

C. Furthers Equity and Benefits Disadvantaged Communities (Up to 5 points possible)

i. Project Location

Points are available based on the degree to which the project furthers equity and benefits disadvantaged communities. The Applicant will receive points if the project is within a disadvantaged community as identified in the SANDAG 2021 Regional Plan.

Up to 2 points possible

Applicant Response	Points
The project includes or is located in a disadvantaged community.	2 points
The project does not include or is not located in a disadvantaged community	0 points

ii. Benefit to a Disadvantaged Community

Applicants will receive points based on the degree to which the project furthers equity and benefits disadvantaged communities. **Up to 3 points possible**

Applicant Response	Points
Sufficiently demonstrates that it furthers equity and benefits disadvantaged communities	3 points
Partially demonstrates that it furthers equity and benefits disadvantaged communities	1 point
Does not demonstrate that it furthers equity and benefits disadvantaged communities	0 points

3. Smart Growth Policy Implementation (Up to 15 points possible)

SANDAG seeks to promote a pattern of development with whole communities that feature a convenient mix of travel choices, safer streets, and support amenities. The Federal Environmental Protection Agency defines smart growth as an overall approach to development and conservation strategies that can help protect our health and natural environment and make our communities more attractive, economically stronger, socially diverse, and [resilient to climate change](#).

Based on the experience of communities around the nation, the [Smart Growth Network](#) developed a set of ten (10) basic principles to guide smart growth strategies:

- Mix land uses.
- Take advantage of compact building design.
- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.

- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, farmland, natural beauty, and critical environmental areas.
- Strengthen and direct development towards existing communities.
- Provide a variety of transportation choices.
- Make development decisions predictable, fair, and cost effective.
- Encourage community and stakeholder collaboration in development decisions

Applicants will receive points based on the degree to which the proposed project furthers smart growth policy implementation and strategies. **Up to 15 points possible**

Applicant Response	Points
Clearly and convincingly demonstrates smart growth policy implementation and directly furthers the basic principles of smart growth strategies by providing substantive documentation or evidence.	13-15 points
Sufficiently demonstrates smart growth policy implementation and furthers the basic principles of smart growth strategies by providing sufficient documentation or evidence.	10-12 points
Mostly demonstrates smart growth policy implementation and furthers the basic principles of smart growth strategies by providing adequate documentation or evidence.	7-9 points
Partially demonstrates smart growth policy implementation and furthers the basic principles of smart growth strategies by providing some documentation or evidence.	4-6 points
Minimally demonstrates smart growth policy implementation and furthers the basic principles of smart growth strategies but provides no documentation or evidence.	1-3 points
Unable to address criterion, even to a minimal extent.	0 points

4. Project Feasibility (Up to 30 Points Possible)

A. Completion of Major Milestones

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Points will be awarded for project development milestones that are completed on or before the Application Deadline, based on the dates that the applicant provides in the Application. **Up to 10 points possible**

Applicant Response	Points
Planning Document	
The neighborhood-level plan, corridor study, or community active transportation strategy is completed on or before the Application Deadline.	1 point
The neighborhood-level plan, corridor study, or community active transportation strategy will be completed after the Application Deadline.	0 points
Environmental Clearance	
Environmental clearance under the California Environmental Quality Act, or evidence that environmental clearance is not required is completed on or before the Application Deadline.	2 points
Environmental clearance under the California Environmental Quality Act, or evidence that environmental clearance is not required will be completed after the Application Deadline.	0 points
Right-Of-Way Acquisition and All Necessary Entitlements	
Right-of-way acquisition and all necessary entitlements or evidence that right-of-way acquisition is not required are completed on or before the Application Deadline.	3 points
Right-of-way acquisition and all necessary entitlements or evidence that right-of-way acquisition is not required will be completed after the Application Deadline.	0 points
Ready To Bid for Construction	
The project will be ready to bid for construction within 6 months or less of the Application Deadline.	4 points
The project will be ready to bid for construction within 12 months or less of the Application Deadline.	3 points
The project will be ready to bid for construction within 18 months or less of the Application Deadline.	2 points
The project will be ready to bid for construction within 24 months or less of the Application Deadline.	1 point
The project will be ready to bid for construction in 24 months or greater of the Application Deadline.	0 points

B. Efficient Use of Program Funds

There are never enough grant funds to pay for all of the projects worthy of funding in the San Diego region. For this reason, SANDAG awards grant funds on a competitive basis that takes the Applicant's ability to perform their proposed project on a timely basis into account. SANDAG holds grantees accountable to the project schedules they have proposed in their application in order to ensure fairness in the competitive process and encourage grantees to implement projects quickly so the public can benefit from project deliverables as soon as possible.

Applicants will receive points based on the degree to which the project will efficiently use program funds, as demonstrated by the proposed project scope, schedule, and budget and the following factors. **Up to 15 points possible**

- The scope of work should identify all major tasks and subtasks that are necessary to complete the project. The Applicant should take into consideration any tasks or subtasks that may be necessary, even if, during project implementation, those tasks are deemed unnecessary. Projects currently in the planning phase should consider the steps it will take to complete the planning work, including robust stakeholder engagement. Projects that have not yet obtained environmental clearance should consider the work necessary to achieve CEQA compliance. Projects that are not within the right-of-way owned by the Applicant should consider all right-of-way acquisition and entitlement requirements and the effort required to complete those steps, including subtasks when appropriate. Applicants are strongly encouraged to consider any regulatory influence on the project (e.g. the Public Utilities Commission, California Coastal Commission, etc.). Any tasks that require approval or input from another public agency should also be included. All projects should consider the effort necessary to prepare a public works project for competitive bidding and ensure that their agency's procurement requirements will be met before putting the project out to bid. The scope of work should also consider the approvals needed to enter into the contract with the construction contractor and any other consultant or support services (e.g., design support, construction management, and labor compliance) needed during project construction.
- The project schedule should include start dates that are reasonable, taking into account any work that has already been completed before the NTP has been issued, and any other tasks or subtasks that might impact the start date. Project durations and completion dates should be reasonable and take into account timeframes that the Applicant can actually achieve. Applicants should keep in mind that they will be required to adhere to the schedule listed in their application, and that all schedules must meet the Project Milestone and Completion Deadlines that are listed in [SANDAG Board Policy No. 035](#). Applicants are strongly discouraged from including timeframes that are not reasonable, and Applicants should be aware that any awarded project that cannot meet the Project Milestone and Completion Deadlines will be put on the watch list and subject to scrutiny by the TransNet Independent Taxpayer Oversight Committee, and Regional Planning and Transportation Committees.
- The project budget should consider all of the tasks and subtasks listed in the scope of work. Each task and subtask should identify reasonable costs to complete the task or subtask, and any matching funds should be included. Please note that all dates in the schedule are starting from the date SANDAG will issue the Notice to Proceed to the Applicant, which is typically within 30-45 days of the funding awards being approved by the Board of Directors.

Applicant Response	Points
Clearly and convincingly demonstrates that the project will efficiently use the grant funding.	13-15 points
Sufficiently demonstrates the project will efficiently use the grant funding by providing sufficient documentation or evidence.	10-12 points
Mostly demonstrates the project will efficiently use the grant funding by providing adequate documentation or evidence.	7-9 points

Partially demonstrates the project will efficiently use the grant funding by providing some documentation or evidence.	4-6 points
Minimally demonstrates the project will efficiently use the grant funding but provides no documentation or evidence.	1-3 points
Unable to address criterion, even to a minimal extent.	0 points

C. Community Engagement

Applicants will receive points based on the degree to which community members have been engaged and outreach to the community is incorporated throughout the project.

Factors to be considered are the inclusiveness of the planning process, evidence that key stakeholders will be active participants in the process, and community priorities will be reflected in the proposed project. The highest-scoring projects will demonstrate strong community support for the project, substantial community input will be sought or has been included in the planning or other process, key stakeholders have been identified, including underserved and limited English proficiency populations, and the Applicant will ensure that the community has a meaningful role in the project.

Lower scoring projects will have minimal opportunities for community engagement in the scope of work, include generic letters of support that fail to demonstrate substantive stakeholder involvement, outreach or involvement to the community is or will be done at a minimal level, or the Applicant fails to account for limited English proficiency populations. **Up to 5 points possible**

Applicant Response	Points
Clearly and convincingly demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	5 points
Partially demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	3 points
Minimally demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	1 point
Does not demonstrate that the project has or will have strong community support and opportunity for input and a meaningful role in the project, or excludes underserved and/or limited English proficiency populations.	0 points

5. Board Policy No. 033

Points will be awarded based on the Applicant's adoption of ProHousing policies and demonstrated commitment to advancing housing equity. **(Up To 25 points possible)**

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion based on the Applicant's responses in the Application.

A. ProHousing Policies

Applicants will be awarded 2.5 or 5 points, as indicated below, by demonstrating that the Applicant has implemented policies that accelerate the production of housing in the four categories listed below. An Applicant that has received a ProHousing Designation from HCD will receive 12.5 points. A maximum of 5 points can be earned per category for Applicants without a ProHousing Designation and no Applicant can receive more than 12.5 points when all subcriteria scores are added together. **(Up to 12.5 points possible)**

i. Favorable Zoning and Land Use (Up to 5 points)

Applicant Response	Points
<ul style="list-style-type: none">Housing element plan for zoned capacity of >150% of RHNAPermitting missing middle uses (e.g., duplexes, triplexes, fourplexes, townhomes) in existing low-density single-family zonesEliminating minimum parking requirementsAllowing residential in commercial zones	5 points
<ul style="list-style-type: none">Housing element plan for zoned capacity of >150% of RHNAPermitting missing middle uses (e.g., duplexes, triplexes, fourplexes, townhomes) in existing low-density single-family zonesEliminating minimum parking requirementsAllowing residential in commercial zones	2.5 points
The Applicant has not implemented any of the above policies.	0 points

ii. Acceleration of Housing Production Timeframes (Up to 5 points)

Applicant Response	Points
<ul style="list-style-type: none">Ministerial approval of housingStreamlined/program-level California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for general plans/specific plans etc.Permit process that is less than two monthsElimination of public hearings for projects consistent with zoning/general planOne-stop shop permitting processes or single point of contactPriority permit processing or reduced plan check times for ADUs/junior ADUs, multifamily, or affordable housing	5 points
<ul style="list-style-type: none">Streamlined housing development at the project levelPermit process that is less than four months	2.5 points

<ul style="list-style-type: none"> • Three public hearings limit for projects consistent with zoning/general plan • Eliminated or replaced subjective design standards with objective standards that simplify zoning • Standard entitlement application • Publicly posting online status updates on permit approvals 	
The Applicant has not implemented any of the above policies.	0 points

iii. Reduction of Construction and Development Costs (Up to 5 points)

Applicant Response	Points
<ul style="list-style-type: none"> • Waived development impact fees for housing • Adopted universal design ordinances • Preapproved prototype plans for missing middle housing (e.g., duplexes, triplexes, fourplexes, townhomes) 	5 points
<ul style="list-style-type: none"> • Measures that reduce costs for transportation-related infrastructure or that encourage active transit or other alternatives to cars • Reduced development impact fees for housing • Less restrictive ADU standards than state requirements • Fee reduction, including deferrals or reduced fees for housing with people with special needs • Promoting innovative housing types that reduced development costs 	2.5 points
The Applicant has not implemented any of the above policies.	0 points

iv. Providing Financial Subsidies (Up to 5 points)

Applicant Response	Points
<ul style="list-style-type: none"> • Local housing trust fund or collaboration on regional fund • Program to comply with Surplus Lands Act and make publicly owned land available for affordable housing • Enhanced Infrastructure Financing District (EIFD) • Prioritization of local general funds for affordable housing 	5 points
<ul style="list-style-type: none"> • Grants/low-interest loans for affordable ADUs • Direct residual redevelopment funds to affordable housing • Development and regular use of housing subsidy pool, local/regional trust, or similar funding source 	2.5 points

The Applicant has not implemented any of the above policies.	0 points
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B. Housing Equity

In February 2021, the SANDAG Board of Directors adopted a statement demonstrating its [Commitment to Equity](#). Following Government Code section 8899.50 and SANDAG's Commitment to Equity, SANDAG encourages development in jurisdictions with Housing Equity policies. Applicants will be awarded 2.5 or 5 points, as indicated below, for each policy that advances housing equity and affirmatively furthers fair housing. A maximum of 5 points can be earned per category for Applicants without a ProHousing Designation, and no Applicant can receive more than 12.5 points when all subcriteria scores are added together. **(Up to 12.5 points possible)**

Applicant Response	Points
<ul style="list-style-type: none"> An adopted inclusionary housing ordinance Rent stabilization policies Anti-displacement policies in conjunction with transit improvements Strategies or funds to preserve naturally occurring affordable housing Tenant protection policies such as access to counsel, just cause eviction policy, etc. Rezoning and other policies that result in a net gain of low- and moderate-income housing while concurrently mitigating development impacts on or from environmentally sensitive or hazardous areas. Programs, and land use plans and policies that are intended to result in increased investment (such as infrastructure, housing, open space, etc.) in lower opportunity areas. Such areas include but are not limited to, Low Resource and High Segregation & Poverty areas designated in the 2021 California Tax Credit Allocation Committee (TCAC)/HCD Opportunity Maps and disadvantaged communities pursuant to California Senate Bill 535 (2012). Zone changes or other policies (other than those listed above) that increase low- and moderate-income housing and affordability in High Resource and Highest Resource areas, as designated in the 2021 TCAC/HCD Opportunity Maps. 	5 points
<ul style="list-style-type: none"> Displacement risk studies Publicly available database of affordable housing properties at risk of losing affordability restrictions through the expiration of rent restrictions or tenant voucher programs Proactive monitoring of housing at risk of losing affordability restrictions and proactive enforcement of state-mandated tenant notification provisions 	2.5 points
The Applicant has not implemented any of the above policies.	0 points

6. Matching Funds

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost. **Up to 5 points possible**

Percentage of Matching Funds	Points
20.01% - 25.00% and above of the total project cost	5 points
15.01% - 20.00% of total project cost	4 points
10.01% - 15.00% of total project cost	3 points
5.01% - 10.00% of total project cost	2 points
0.01% - 5.00% of total project cost	1 point
0% of total project cost	0 points

II. Planning Scoring Criteria and Rubric

Planning projects will be scored based on the Applicant's responses to the Planning Project Scoring Criteria below. The Planning Project Scoring Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Scoring Criteria. The Objective criteria (points calculated by SANDAG's Department of Data Science or Grants staff) are marked with an asterisk (*).

A. Planning Project Scoring Criteria

No.	CRITERIA	POINTS POSSIBLE
1.	RELATIONSHIP TO REGIONAL TRANSIT	10
	The project includes or is within 0.5 miles of a major transit stop as defined as Transit Priority Area (TPA)	10
	The project area includes or is within 0.5 miles of an existing or planned major transit stop (non-Rapid/non-Rail)	5
2.	FURTHERS REGIONAL PLAN AND SUSTAINABLE COMMUNITIES IMPLEMENTATION STRATEGIES	20
A.	The degree to which the project furthers the Sustainable Communities Strategy	10
B.	The degree to which the project furthers Vision Zero policies and goals	5
C.	The degree to which the project furthers equity and benefits disadvantaged communities	5
3.	SMART GROWTH POLICY IMPLEMENTATION	15
	Land Use, Urban Design, Mobility, Climate and Resilience Policies	
4.	PROJECT FEASIBILITY	25
A.	The degree to which the project will efficiently use program funds, as demonstrated by the proposed project scope, schedule, and budget.	15
B.	The degree to which community members have been engaged and outreach is incorporated throughout the project.	10
5.	BOARD POLICY No. 033	25
A.	ProHousing Policies (Favorable Zoning and Land Use, Acceleration of Housing Production Timeframes, Reduction of Construction and Development Costs, Providing Financial Subsidies)	12.5
B.	Housing Equity/Affirmatively Furthering Fair Housing	12.5

6.	MATCHING FUNDS	5
	Points will be awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	
	TOTAL	100

B. Planning Scoring Rubric

Below is a general scoring guide that provides more specific language based on a project's ability to meet the evaluation criteria.

Term	Definition
Clearly and convincingly	to a considerable extent with substantive documentation or evidence
Sufficiently	to a satisfactory extent with adequate documentation or evidence
Mostly	to a large extent with general documentation or evidence
Partially	to a limited extent with incomplete documentation or evidence
Minimally	to a small extent and without documentation or evidence
Does Not Demonstrate	unable to address criterion, even to a minimal extent

1. Relationship To Regional Transit

*NOTE: The SANDAG Data Science staff will calculate the points awarded for these criteria. Points will be awarded based on the proposed project's proximity to existing or programmed transit facilities included in the [2035 Transit Priority Areas identified in the SANDAG 2021 Regional Plan](#).

A regional transit station is defined as any station served by COASTER, SPRINTER, Trolley, *Rapid*, or *Rapid Express* Routes. A local transit stop is defined as any stop served by MTS bus routes or NCTD BREEZE services. A list of MTS transit services and stations is available here: <https://www.sdmts.com/transit-services>. A list of NCTD services and stations is available here: <https://gonctd.com/services/transit-centers/>. Distance refers to walking distance based on actual available pathways. **Up to 10 points possible**

Applicant Response	Points
The project area includes or is within 0.5 miles of a major transit stop as defined as Transit Priority Area	10 points
The project area includes or is within 0.5 miles of any other existing or planned transit stop	5 points
The project does not include or is not within 0.5 miles of an existing or planned transit stop	0 points

2. Furthers Regional Plan and Sustainable Communities Implementation Strategies (Up to 20 points possible)

A. Sustainable Communities Strategy (Up to 10 points possible)

i. Proximity to Mobility Hub

*NOTE: The SANDAG Data Science staff will calculate the points awarded for these criteria. Points will be awarded based on the proposed project's proximity to one or more Mobility Hubs included in the [SANDAG 2021 Regional Plan](#). An interactive map that identifies the Mobility Hubs can be found here: <https://sandag.maps.arcgis.com/apps/Cascade/index.html?appid=897af882e8c14b1e996c33e48bc15347>. **Up to 3 points possible**

Applicant Response	Points
The project includes or is within a Mobility Hub	3 points
The project does not include nor is within a Mobility Hub	0 points

ii. Furthers the Sustainable Communities Strategy

The primary purpose of the Sustainable Communities Strategy is to show how development patterns and our transportation system will work together to reduce greenhouse gas (GHG) emissions for cars and light trucks, providing a more sustainable future for our region. Ways to do this include implementing a land use strategy that facilitates VMT reduction, zoning for a higher density of housing than is currently allowed, improving jobs-housing balance, and planning for transportation/mobility improvements to better connect housing to the existing/planned regional transportation network. Applicants will receive points based on the degree to which the project furthers the Sustainable Communities Strategy.

Up to 7 points possible

Applicant Response	Points
Clearly and convincingly demonstrates how it furthers the SCS and provides substantive documentation or evidence.	7 points
Sufficiently demonstrates how it furthers the SCS and provides adequate documentation or evidence.	5-6 points

Mostly demonstrates how it furthers the SCS and provides general documentation or evidence.	3-4 points
Partially demonstrates how it furthers the SCS and provides incomplete documentation or evidence.	1-2 points
Unable to address criterion, even to a minimal extent	0 points

B. Furthers Safety and Region Vision Zero Resolution

The SANDAG Board of Directors adopted a [Regional Vision Zero Resolution](#) that includes steps toward eliminating all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility options for all. Applicants will receive points based on the degree to which the project furthers safety and the Region Vision Zero Resolution. **Up to 5 points possible**

i. Proximity to Safety Focus Network or Systemic Safety Network

*NOTE: The SANDAG Data Science staff will calculate the points awarded for this criterion. Points will be awarded based on the proposed project's proximity to the Safety Focus Network or Systemic Safety Network. Data can be obtained from the [SANDAG Traffic Safety Dashboard](#). **Up to 2 points possible**

Applicant Response	Points
The project is on or within .25 miles of the Safety Focus Network (SFN) or Systemic Safety Network (SSN).	2 points
The project is not on or within .25 miles of the Safety Focus Network (SFN) or Systemic Safety Network (SSN).	0 points

ii. Proposed Safety Improvements

The applicant will receive points if the project includes proven bicycle, pedestrian, and traffic calming safety countermeasures. Applicants should review the [FHWA's Proven Safety Countermeasures](#) and the NHTSA's [Countermeasures That Work](#) for examples and additional guidance. **Up to 3 points possible**

Applicant Response	Points
The project includes proven bicycle, pedestrian, and traffic calming safety countermeasures.	3 points
The project does not include proven bicycle, pedestrian, and traffic calming safety countermeasures.	0 points

C. Furthers Equity and Benefits Disadvantaged Communities (Up to 5 points possible)

i. Project Location

Points are available based on the degree to which the project furthers equity and benefits disadvantaged communities. The Applicant will receive points if the project is within a disadvantaged community as identified in the SANDAG 2021 Regional Plan.

Up to 2 points possible

Applicant Response	Points
The project includes or is located in a disadvantaged community.	2 points
The project does not include or is not located in a disadvantaged community	0 points

ii. Benefit to a Disadvantaged Community

Applicants will receive points based on the degree to which the project furthers equity and benefits disadvantaged communities. **Up to 3 points possible**

Applicant Response	Points
Sufficiently demonstrates that it furthers equity and benefits disadvantaged communities	3 points
Partially demonstrates that it furthers equity and benefits disadvantaged communities	1 point

3. Smart Growth Policy Implementation (Up to 15 points possible)

SANDAG seeks to promote a pattern of development with whole communities that feature a convenient mix of travel choices, safer streets, and support amenities. The Federal Environmental Protection Agency defines smart growth as an overall approach to development and conservation strategies that can help protect our health and natural environment and make our communities more attractive, economically stronger, socially diverse, and [resilient to climate change](#).

Based on the experience of communities around the nation, the [Smart Growth Network](#) developed a set of ten (10) basic principles to guide smart growth strategies:

- Mix land uses.
- Take advantage of compact building design.
- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.

- Preserve open space, farmland, natural beauty, and critical environmental areas.
- Strengthen and direct development towards existing communities.
- Provide a variety of transportation choices.
- Make development decisions predictable, fair, and cost effective.
- Encourage community and stakeholder collaboration in development decisions

A. Smart Growth Activities

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion based on the Applicant's responses in the Application.

Applicants will be awarded 2 points for each smart growth activity, and no Applicant can receive more than 10 points maximum. **Up to 10 points possible**

Applicant Response	Points
<ul style="list-style-type: none"> • Increasing density within a Transit Priority Area (TPA) • Planning Transit Oriented Development (TOD) zones with incentives for affordable housing • Creating Smart Growth & Housing Overlay Zones — A set of zoning ordinances specifying land use and/or design standards for a designated district; to ensure architectural character and urban form align with best practices in Smart Growth and support the development of a range of housing options including moderate and affordable housing options • Establishing density minimums • Develop Smart Growth Design Guidelines — A set of standards that aims to promote walkability, active transportation, multimodal transportation options, • Developing Smart Growth Street Design Standards to promote walking and multimodal transit options. Plans may include narrowing travel-lane width, increasing bicycle lanes, decreasing on-street parking, medians, sidewalks, landscaping, lighting, crosswalks, pedestrian refuge islands, bulbouts, and accessibility ramps. • Creating zoning districts that allow mixed-use, mixed-income development by right (i.e., without the need for a rezoning or special discretionary approval process). • Design guidelines to promote street-oriented buildings, with reduced or eliminated setbacks, building heights at least 50 percent of the street width, and locating vehicle entrances behind or on the sides of buildings. • Design guidelines that promote attractive building entrances and frontages through requiring awnings, canopies, or arcades that offer shade and weather protection for pedestrians and other standards to enhance the pedestrian realm. 	2 points

<ul style="list-style-type: none"> • Walkability or Bike Plans that include design improvements to the public realm such as street trees, increased crosswalk visibility, wider sidewalks, street benches, wayfinding signage, provisions for bicycle parking near building entrances using racks that can support the bicycle's frame at two points, protected bikeways, reduced vehicle speed limits, etc. • Developing a comprehensive active transportation plan citywide, or within a targeted transit-rich neighborhood • Implementing Vision Zero plan city-wide • The project will offer people access to shared, on-demand transportation services that provide convenient and personalized travel options • Measures that reduce costs for transportation-related infrastructure or that encourage active transit or other alternatives to cars • Increasing transportation options (such as bus/rail service, micromobility, active transit, etc.) that connect existing or planned housing to other land uses • The project will connect all adjacent roads to its internal street network and provide for future connection with adjacent properties, and street network is a highly connected grid, with street spaces no further than 350 feet apart on average • Plan to provide amenities to improve mobility such as trip-planning kiosks, complimentary WiFi, mobile device charging options, electric vehicle charging options, parcel delivery lockers, mobile retail services, passenger loading areas, and secure parking and charging for bikes, scooters, and rideable electric vehicles. • The project includes plans to minimize the impacts of climate change, such as actions identified by the EPA (e.g., building compactly and using energy-efficient, green building techniques). • Project includes measures to reduce greenhouse gas emissions and implement a jurisdiction's Climate Action Plan 	
Project does not include any of the above smart growth activities.	0 points

B. Furthers Smart Growth Policy Implementation and Strategies

Applicants will receive points based on the degree to which the proposed project furthers smart growth policy implementation and strategies. **Up to 5 points possible**

Applicant Response	Points
Clearly and convincingly demonstrates smart growth policy implementation and directly furthers the basic principles of smart growth strategies by providing substantive documentation or evidence.	5 points
Sufficiently demonstrates smart growth policy implementation and furthers the basic principles of smart growth strategies by providing sufficient documentation or evidence.	4 points

Mostly demonstrates smart growth policy implementation and furthers the basic principles of smart growth strategies by providing adequate documentation or evidence.	3 points
Partially demonstrates smart growth policy implementation and furthers the basic principles of smart growth strategies by providing some documentation or evidence.	2 points
Minimally demonstrates smart growth policy implementation and furthers the basic principles of smart growth strategies but provides no documentation or evidence.	1 point
Unable to address criterion, even to a minimal extent.	0 points

4. Project Feasibility (Up to 25 points possible)

A. Efficient Use of Program Funds

There are never enough grant funds to pay for all of the projects worthy of funding in the San Diego region. For this reason, SANDAG awards grant funds on a competitive basis that takes the Applicant's ability to perform their proposed project on a timely basis into account. SANDAG holds grantees accountable to the project schedules they have proposed in their application in order to ensure fairness in the competitive process and encourage grantees to implement projects quickly so the public can benefit from project deliverables as soon as possible.

Applicants will receive points based on the degree to which the project will efficiently use program funds, as demonstrated by the proposed project scope, schedule, and budget and the following factors. **Up to 15 points possible**

- The scope of work should identify all major tasks and subtasks that are necessary to complete the project. The Applicant should take into consideration any tasks or subtasks that may be necessary, even if, during project implementation, those tasks are deemed unnecessary. Applicants with projects currently in the planning phase should consider the steps necessary to complete the planning work, including robust stakeholder engagement. Projects that have not yet obtained environmental clearance should consider the work necessary to achieve CEQA compliance. Projects that are not within the right-of-way owned by the Applicant should consider all right-of-way acquisition and entitlement requirements and the effort required to complete those steps, including subtasks when appropriate. Applicants are strongly encouraged to consider any regulatory influence on the project (e.g. the Public Utilities Commission, California Coastal Commission, etc.). Any tasks that require approval or input from another public agency should also be included. All projects should consider the effort necessary to prepare a public works project for competitive bidding and ensure that their agency's procurement requirements will be met before putting the project out to bid. The scope of work should also consider the approvals needed to enter into the contract with the construction contractor and any other consultant or support services (e.g., design support, construction management, and labor compliance) needed during project construction.
- The project schedule should include start dates that are reasonable, taking into account any work that has already been completed before the NTP has been issued, and any other tasks or subtasks that might impact the start date. Project durations and completion dates should be reasonable and take into account timeframes that the

Applicant can actually achieve. Applicants should keep in mind that they will be required to adhere to the schedule listed in their application and that all schedules must meet the Project Milestone and Completion Deadlines that are listed in [SANDAG Board Policy No. 035](#). Applicants are strongly discouraged from including timeframes that are not reasonable, and Applicants should be aware that any awarded project that cannot meet the Project Milestone and Completion Deadlines will be put on the watch list and subject to scrutiny by the TransNet Independent Taxpayer Oversight Committee, and Regional Planning and Transportation Committees.

- The project budget should consider all of the tasks and subtasks listed in the scope of work. Each task and subtask should identify reasonable costs to complete the task or subtask, and any matching funds should be included. Please note that all dates in the schedule start from the date SANDAG will issue the Notice to Proceed to the Applicant, which is typically within 30-45 days of the funding awards being approved by the Board of Directors.

Applicant Response	Points
Clearly and convincingly demonstrates the project will efficiently use the grant funding.	13-15 points
Sufficiently demonstrates the project will efficiently use the grant funding by providing sufficient documentation or evidence.	10-12 points
Mostly demonstrates the project will efficiently use the grant funding by providing adequate documentation or evidence.	7-9 points
Partially demonstrates the project will efficiently use the grant funding by providing some documentation or evidence.	4-6 points
Minimally demonstrates the project will efficiently use the grant funding but provides no documentation or evidence.	1-3 points

B. Community Engagement

Applicants will receive points based on the degree to which community members have been engaged and outreach to the community is incorporated throughout the project.

Factors to be considered are the inclusiveness of the planning process, evidence that key stakeholders will be active participants in the process, and community priorities will be reflected in the proposed project. The highest-scoring projects will demonstrate strong community support for the project, substantial community input will be sought or has been included in the planning or other process, key stakeholders have been identified, including underserved and limited English proficiency populations, and the Applicant will ensure that the community has a meaningful role in the project.

Lower scoring projects will have minimal opportunities for community engagement in the scope of work, include generic letters of support that fail to demonstrate substantive stakeholder involvement, outreach or involvement to the community is or will be done at a minimal level, or the Applicant fails to account for limited English proficiency populations. **Up to 10 points possible**

Applicant Response	Points
Clearly and convincingly demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	10 points
Sufficiently demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	8-9 points
Mostly demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	5-7 points
Partially demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	3-4 points
Minimally demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	1-2 points
Does not demonstrate that the project has or will have strong community support and opportunity for input and a meaningful role in the project, or excludes underserved and/or limited English proficiency populations.	0 points

5. Board Policy No. 033

Points will be awarded based on the Applicant's adoption of ProHousing policies and demonstrated commitment to advancing housing equity. **(Up To 25 points possible)**

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion based on the Applicant's responses in the Application.

A. ProHousing Policies

Applicants will be awarded 2.5 or 5 points, as indicated below, by demonstrating that the Applicant has implemented policies that accelerate the production of housing in the four categories listed below. An Applicant that has received a ProHousing Designation from HCD will receive 12.5 points. A maximum of 5 points can be earned per category for Applicants without a ProHousing Designation and no Applicant can receive more than 12.5 points when all subcriteria scores are added together. **(Up to 12.5 points possible)**

i. Favorable Zoning and Land Use (Up to 5 points)

Applicant Response	Points
<ul style="list-style-type: none"> Housing element plan for zoned capacity of >150% of RHNA Permitting missing middle uses (e.g., duplexes, triplexes, fourplexes, townhomes) in existing low-density single-family zones Eliminating minimum parking requirements 	5 points

<ul style="list-style-type: none"> • Allowing residential in commercial zones 	
<ul style="list-style-type: none"> • Housing element plan for zoned capacity of >150% of RHNA • Permitting missing middle uses (e.g., duplexes, triplexes, fourplexes, townhomes) in existing low-density single-family zones • Eliminating minimum parking requirements • Allowing residential in commercial zones 	2.5 points
The Applicant has not implemented any of the above policies.	0 points

ii. Acceleration of Housing Production Timeframes (Up to 5 points)

Applicant Response	Points
<ul style="list-style-type: none"> • Ministerial approval of housing • Streamlined/program-level California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for general plans/specific plans etc. • Permit process that is less than two months • Elimination of public hearings for projects consistent with zoning/general plan • One-stop shop permitting processes or single point of contact • Priority permit processing or reduced plan check times for ADUs/junior ADUs, multifamily, or affordable housing 	5 points
<ul style="list-style-type: none"> • Streamlined housing development at the project level • Permit process that is less than four months • Three public hearings limit for projects consistent with zoning/general plan • Eliminated or replaced subjective design standards with objective standards that simplify zoning • Standard entitlement application • Publicly posting online status updates on permit approvals 	2.5 points
The Applicant has not implemented any of the above policies.	0 points

iii. Reduction of Construction and Development Costs (Up to 5 points)

Applicant Response	Points
<ul style="list-style-type: none"> • Waived development impact fees for housing • Adopted universal design ordinances 	5 points

<ul style="list-style-type: none"> • Preapproved prototype plans for missing middle housing (e.g., duplexes, triplexes, fourplexes, townhomes) 	
<ul style="list-style-type: none"> • Measures that reduce costs for transportation-related infrastructure or that encourage active transit or other alternatives to cars • Reduced development impact fees for housing • Less restrictive ADU standards than state requirements • Fee reduction, including deferrals or reduced fees for housing with people with special needs • Promoting innovative housing types that reduced development costs 	2.5 points
The Applicant has not implemented any of the above policies.	0 points

iv. Providing Financial Subsidies (Up to 5 points)

Applicant Response	Points
<ul style="list-style-type: none"> • Local housing trust fund or collaboration on regional fund • Program to comply with Surplus Lands Act and make publicly owned land available for affordable housing • Enhanced Infrastructure Financing District (EIFD) • Prioritization of local general funds for affordable housing 	5 points
<ul style="list-style-type: none"> • Grants/low-interest loans for affordable ADUs • Direct residual redevelopment funds to affordable housing • Development and regular use of housing subsidy pool, local/regional trust, or similar funding source 	2.5 points
The Applicant has not implemented any of the above policies.	0 points

B. Housing Equity

In February 2021, the SANDAG Board of Directors adopted a statement demonstrating its [Commitment to Equity](#). Following Government Code section 8899.50 and SANDAG's Commitment to Equity, SANDAG encourages development in jurisdictions with Housing Equity policies. Applicants will be awarded 2.5 or 5 points, as indicated below, for each policy that advances housing equity and affirmatively furthers fair housing. A maximum of 5 points can be earned per category for Applicants without a ProHousing Designation, and no Applicant can receive more than 12.5 points when all subcriteria scores are added together. **(Up to 12.5 points possible)**

Applicant Response	Points
<ul style="list-style-type: none"> An adopted inclusionary housing ordinance Rent stabilization policies Anti-displacement policies in conjunction with transit improvements Strategies or funds to preserve naturally occurring affordable housing Tenant protection policies such as access to counsel, just cause eviction policy, etc. Rezoning and other policies that result in a net gain of low- and moderate-income housing while concurrently mitigating development impacts on or from environmentally sensitive or hazardous areas. Programs, and land use plans and policies that are intended to result in increased investment (such as infrastructure, housing, open space, etc.) in lower opportunity areas. Such areas include but are not limited to, Low Resource and High Segregation & Poverty areas designated in the 2021 California Tax Credit Allocation Committee (TCAC)/HCD Opportunity Maps and disadvantaged communities pursuant to California Senate Bill 535 (2012). Zone changes or other policies (other than those listed above) that increase low- and moderate-income housing and affordability in High Resource and Highest Resource areas, as designated in the 2021 TCAC/HCD Opportunity Maps. 	5 points
<ul style="list-style-type: none"> Displacement risk studies Publicly available database of affordable housing properties at risk of losing affordability restrictions through the expiration of rent restrictions or tenant voucher programs Proactive monitoring of housing at risk of losing affordability restrictions and proactive enforcement of state-mandated tenant notification provisions 	2.5 points
The Applicant has not implemented any of the above policies.	0 points

6. Matching Funds

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost. **Up to 5 points possible**

Percentage of Matching Funds	Points
20.01% - 25.00% and above of the total project cost	5 points
15.01% - 20.00% of total project cost	4 points

10.01% - 15.00% of total project cost	3 points
5.01% - 10.00% of total project cost	2 points
0.01% - 5.00% of total project cost	1 point
0% of total project cost	0 points

IV. Climate Action Plan Scoring Criteria and Rubric

Climate Action Plan projects will be scored based on the Applicant's responses to the Climate Action Plan Scoring Criteria below. The Climate Action Plan Scoring Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Scoring Criteria. The Objective criteria (points calculated by SANDAG's Department of Data Science or Grants staff) are marked with an asterisk (*).

A. Climate Action Plan Scoring Criteria

No.	CRITERIA	POINTS POSSIBLE
1.	CLIMATE ACTION PLAN OR UPDATE CONTENTS	20
A.	The project will develop a new CAP or update a CAP that was adopted three or more years ago.	4
B.	The new CAP or CAP Update includes a greenhouse gas (GHG) emissions inventory for an appropriate recent baseline year, in accordance with adopted protocols, and includes near- and long-term GHG emissions forecasts and reduction targets (e.g., 2035 and 2050).	8
C.	The new CAP or CAP Update includes specific, quantifiable GHG reduction measures to achieve the GHG reduction targets.	8
2.	IMPLEMENTATION AND MONITORING	25
A.	<p>The new CAP or CAP Update describes the plan for implementing each GHG emissions reduction measure, including, but not limited to, the identification of responsible parties, key actions, timeline, costs, and funding sources.</p> <p>OR</p> <p>The project will develop an implementation plan for an existing CAP, including but not limited to the identification of responsible parties, key actions, timeline, costs, and funding sources.</p>	10
B.	<p>New CAP or CAP Update clearly describes how progress toward achievement of the GHG emissions reduction target(s) will be monitored, including but not limited to metrics for tracking progress, periodic updates to the GHG emissions inventory, regular reporting of progress, and timing of future CAP updates.</p> <p>OR</p> <p>The project will establish monitoring measures for an existing CAP including but not limited to metrics for tracking progress, periodic updates to the GHG emissions inventory, regular reporting of progress, and timing of future CAP updates.</p>	15

3.	PROJECT FEASIBILITY	25
A.	The degree to which the project will efficiently use program funds, as demonstrated by the proposed project scope, schedule, and budget.	15
B.	The degree to which community engagement will be incorporated into the development, implementation, and/or monitoring of the CAP.	10
4.	BOARD POLICY No. 033	25
A.	ProHousing Policies (Favorable Zoning and Land Use, Acceleration of Housing Production Timeframes, Reduction of Construction and Development Costs, Providing Financial Subsidies)	12.5
B.	Housing Equity/Affirmatively Furthering Fair Housing	12.5
5.	MATCHING FUNDS	5
	Points will be awarded based on a scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost.	
	TOTAL	100

B. Climate Action Plan Scoring Rubric

Below is a general scoring guide that provides more specific language based on a project's ability to meet the evaluation criteria.

Term	Definition
Clearly and convincingly	to a considerable extent with substantive documentation or evidence
Sufficiently	to a satisfactory extent with adequate documentation or evidence
Mostly	to a large extent with general documentation or evidence
Partially	to a limited extent with incomplete documentation or evidence
Minimally	to a small extent and without documentation or evidence
Does Not Demonstrate	unable to address criterion, even to a minimal extent

1. Climate Action Plan or Update Contents (Up to 20 points possible)

A. New CAP or CAP Update Timeline

The California Office of Planning and Research recommends that a CAP be updated every 3-5 years. It is encouraged that jurisdictions apply that are looking to develop a new CAP,

or an update to a CAP adopted in the last three or more years by the governing agency. Applicants are still eligible to apply if the proposal is for an update to an adopted CAP that was completed within less than three years. **Up to 4 points possible**

Applicant Response	Points
The project will develop a new CAP or update to a CAP that was adopted three or more years ago.	4 points
The project will develop an update to a CAP that was adopted less than three years ago.	2 points
The project will develop an update to a CAP that was adopted within the last year.	0 points

B. GHG Emissions Inventory and Near- and Long-Term GHG Emissions Forecasts and Reduction Targets

The new CAP or CAP Update includes a greenhouse gas (GHG) emissions inventory for an appropriate recent baseline year, in accordance with adopted protocols. It also includes near- and long-term GHG emissions forecasts and reduction targets (e.g., for 2035 and 2050). For new CAPs and CAP updates, the inventory baseline year is requested to be 2022 or newer. **Up to 8 points possible**

A GHG emissions inventory is a snapshot reference of the annual emissions associated with a jurisdiction's community-wide activities. GHG emissions inventories are a critical component of the CAP process used to establish emissions targets/goals and monitor emissions over time. Inventories are developed based on the best available data and methods, which change over time and should be accounted for when comparing inventory years.

Applicant Response	Points
Clearly and convincingly demonstrates that the CAP or CAP update has or will have an inventory with established protocols, and includes near- and long-term GHG emissions forecasts and reduction targets (e.g., 2035 and 2050).	8 points
Sufficiently demonstrates that the CAP or CAP update has or will have an inventory with established protocols, and includes near- and long-term GHG emissions forecasts and reduction targets (e.g., 2035 and 2050).	6 points
Partially demonstrates that the CAP or CAP update has or will have an inventory with established protocols, and includes near- and long-term GHG emissions forecasts and reduction targets (e.g., 2035 and 2050).	4 points
Minimally demonstrates that the CAP or CAP update has or will have an inventory with established protocols, and includes near- and long-term GHG emissions forecasts and reduction targets (e.g., 2035 and 2050).	2 points
Does not demonstrate that the CAP or CAP update has or will have an inventory with established protocols, and includes near- and long-term GHG emissions forecasts and reduction targets (e.g., 2035 and 2050).	0 points

C. GHG Reduction Measures

The new CAP or CAP update includes specific, quantifiable GHG reduction measures to achieve the GHG reduction targets. **Up to 8 points possible**

Local CAP measures represent a jurisdiction's commitment to reduce GHG emissions. While there are similarities in GHG reduction strategies across local CAPs, the measures within each CAP are uniquely crafted based on local needs and conditions. There are many considerations for selecting local reduction measures, including:

- GHG reduction potential
- ability, time, and cost to implement
- available funding
- equity
- community priorities
- co-benefits (positive external impacts)
- ability to monitor

Applicant Response	Points
Clearly and convincingly demonstrates that the proposed CAP or CAP Update will include specific, quantifiable GHG reduction measures to achieve the GHG reduction targets.	8 points
Sufficiently demonstrates that the proposed CAP or CAP Update will include specific, quantifiable GHG reduction measures to achieve the GHG reduction targets.	5-7 points
Partially demonstrates that the proposed CAP or CAP Update will include specific, quantifiable GHG reduction measures to achieve the GHG reduction targets.	3-4 points
Minimally demonstrates that the proposed CAP or CAP Update will include specific, quantifiable GHG reduction measures to achieve the GHG reduction targets.	1-2 points
Does not demonstrate that the proposed CAP or CAP Update will include specific, quantifiable GHG reduction measures to achieve the GHG reduction targets.	0 points

2. IMPLEMENTATION AND MONITORING (Up to 25 points possible)

A. CAP Implementation

The new CAP or CAP Update describes the plan for implementing each GHG emissions reduction measure, including, but not limited to, the identification of responsible parties, key actions, timeline, costs, and funding sources.

OR

The project will develop an implementation plan for an existing CAP, including but not limited to the identification of responsible parties, key actions, timeline, costs, and funding sources.

CAP implementation involves coordinating various activities across many agencies and departments. While implementation is considered during CAP development, many jurisdictions develop an implementation plan following CAP adoption. An implementation plan lays out the process for implementing each GHG reduction measure of the CAP, including the staff roles and responsibilities, key actions, timelines, costs, and potential funding opportunities. **Up to 10 points possible**

Applicant Response	Points
Clearly and convincingly demonstrates that the project's implementation plan identifies responsible parties, key actions, timeline, costs, and funding sources.	10 points
Sufficiently demonstrates that the project's implementation plan identifies responsible parties, key actions, timeline, costs, and funding sources.	7-8 points
Mostly demonstrates that the project's implementation plan identifies responsible parties, key actions, timeline, costs, and funding sources.	5-6 points
Partially demonstrates that the project's implementation plan identifies responsible parties, key actions, timeline, costs, and funding sources.	3-4 points
Minimally demonstrates that the project's implementation plan identifies responsible parties, key actions, timeline, costs, and funding sources.	1-2 points
Does not demonstrate that the project's implementation plan identifies responsible parties, key actions, timeline, costs, and funding sources.	0 points

B. CAP Monitoring

New CAP or CAP Update clearly describes how progress toward achievement of the GHG emissions reduction target(s) will be monitored, including but not limited to metrics for tracking progress, periodic updates to the GHG emissions inventory, regular reporting of progress, and timing of future CAP updates.

OR

The project will establish monitoring measures for an existing CAP including but not limited to metrics for tracking progress, periodic updates to the GHG emissions inventory, regular reporting of progress, and timing of future CAP updates.

Monitoring CAP implementation is a key part of the iterative climate planning process. Regular monitoring allows a jurisdiction to evaluate progress toward reaching its GHG emissions target, alter strategies or goals based on performance, and reassess future emissions projections. Early in the development of a CAP, staff should consider what data will be necessary to best monitor the CAP after it is adopted. CAP implementation can be monitored by overall emissions and by reduction strategies, measures, and actions. GHG inventories may not reflect the impacts of all local CAP measures. Monitoring local activity

may provide a way to demonstrate progress on specific measures. **Up to 15 points possible**

Applicant Response	Points
Clearly and convincingly demonstrates that the project includes metrics for tracking progress, periodic updates to the GHG emissions inventory, regular reporting of progress, and timing of future CAP updates.	15 points
Sufficiently demonstrates that the project includes metrics for tracking progress, periodic updates to the GHG emissions inventory, regular reporting of progress, and timing of future CAP updates.	10-12 points
Mostly demonstrates that the project includes metrics for tracking progress, periodic updates to the GHG emissions inventory, regular reporting of progress, and timing of future CAP updates.	7-9 points
Partially demonstrates that the project includes metrics for tracking progress, periodic updates to the GHG emissions inventory, regular reporting of progress, and timing of future CAP updates.	4-6 points
Minimally demonstrates that the project includes metrics for tracking progress, periodic updates to the GHG emissions inventory, regular reporting of progress, and timing of future CAP updates.	1-3 points
Does not demonstrate that the project includes metrics for tracking progress, periodic updates to the GHG emissions inventory, regular reporting of progress, and timing of future CAP updates.	0 points

3. Project Feasibility (Up to 20 points possible)

A. Efficient Use of Program Funds

There are never enough grant funds to pay for all of the projects worthy of funding in the San Diego region. For this reason, SANDAG awards grant funds on a competitive basis that takes the Applicant's ability to perform their proposed project on a timely basis into account. SANDAG holds grantees accountable to the project schedules they have proposed in their application in order to ensure fairness in the competitive process and encourage grantees to implement projects quickly so the public can benefit from project deliverables as soon as possible.

Applicants will receive points based on the degree to which the project will efficiently use program funds, as demonstrated by the proposed project scope, schedule, and budget and the following factors. **Up to 15 points possible**

- The scope of work should identify all major tasks and subtasks that are necessary to complete the project. The Applicant should take into consideration any tasks or subtasks that may be necessary, even if, during project implementation, those tasks are deemed unnecessary. Applicants with projects currently in the planning phase should consider the steps necessary to complete the planning work, including robust stakeholder engagement. Projects that have not yet obtained environmental clearance should consider the work necessary to achieve CEQA compliance. Projects that are not within the right-of-way owned by the Applicant should consider all right-of-way acquisition and entitlement requirements and the effort required to complete those steps, including

subtasks when appropriate. Applicants are strongly encouraged to consider any regulatory influence on the project (e.g. the Public Utilities Commission, California Coastal Commission, etc.). Any tasks that require approval or input from another public agency should also be included. All projects should consider the effort necessary to prepare a public works project for competitive bidding and ensure that their agency's procurement requirements will be met before putting the project out to bid. The scope of work should also consider the approvals needed to enter into the contract with the construction contractor and any other consultant or support services (e.g., design support, construction management, and labor compliance) needed during project construction.

- The project schedule should include start dates that are reasonable, taking into account any work that has already been completed before the NTP has been issued, and any other tasks or subtasks that might impact the start date. Project durations and completion dates should be reasonable and take into account timeframes that the Applicant can actually achieve. Applicants should keep in mind that they will be required to adhere to the schedule listed in their application and that all schedules must meet the Project Milestone and Completion Deadlines that are listed in [SANDAG Board Policy No. 035](#). Applicants are strongly discouraged from including timeframes that are not reasonable, and Applicants should be aware that any awarded project that cannot meet the Project Milestone and Completion Deadlines will be put on the watch list and subject to scrutiny by the TransNet Independent Taxpayer Oversight Committee, and Regional Planning and Transportation Committees.
- The project budget should consider all of the tasks and subtasks listed in the scope of work. Each task and subtask should identify reasonable costs to complete the task or subtask, and any matching funds should be included. Please note that all dates in the schedule start from the date SANDAG will issue the Notice to Proceed to the Applicant, which is typically within 30-45 days of the funding awards being approved by the Board of Directors.

Applicant Response	Points
Clearly and convincingly demonstrates that the project will efficiently use the grant funding.	13-15 points
Sufficiently demonstrates that the project will efficiently use the grant funding by providing sufficient documentation or evidence.	10-12 points
Mostly demonstrates that the project will efficiently use the grant funding by providing adequate documentation or evidence.	7-9 points
Partially demonstrates that the project will efficiently use the grant funding by providing some documentation or evidence.	4-6 points
Minimally demonstrates that the project will efficiently use the grant funding but provides no documentation or evidence.	1-3 points

B. Community Engagement

Applicants will receive points based on the degree to which community members have been engaged and outreach to the community is incorporated throughout the project.

Factors to be considered are the inclusiveness of the planning process, evidence that key stakeholders will be active participants in the process, and community priorities will be reflected in the proposed project. The highest-scoring projects will demonstrate strong community support for the project, substantial community input will be sought or has been included in the planning or other process, key stakeholders have been identified, including underserved and limited English proficiency populations, and the Applicant will ensure that the community has a meaningful role in the project.

Lower scoring projects will have minimal opportunities for community engagement in the scope of work, include generic letters of support that fail to demonstrate substantive stakeholder involvement, outreach or involvement to the community is or will be done at a minimal level, or the Applicant fails to account for limited English proficiency populations. **Up to 5 points possible**

Applicant Response	Points
Clearly and convincingly demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	5 points
Sufficiently demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	4 points
Mostly demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	3 points
Partially demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	2 points
Minimally demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	1 point

4. Board Policy No. 033

Points will be awarded based on the Applicant's adoption of ProHousing policies and demonstrated commitment to advancing housing equity. **(Up To 25 points possible)**

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion based on the Applicant's responses in the Application.

C. ProHousing Policies

Applicants will be awarded 2.5 or 5 points, as indicated below, by demonstrating that the Applicant has implemented policies that accelerate the production of housing in the four categories listed below. An Applicant that has received a ProHousing Designation from HCD will receive 12.5 points. A maximum of 5 points can be earned per category for Applicants without a ProHousing Designation and no Applicant can receive more than 12.5 points when all subcriteria scores are added together. **(Up to 12.5 points possible)**

i. Favorable Zoning and Land Use (Up to 5 points)

Applicant Response	Points
<ul style="list-style-type: none">• Housing element plan for zoned capacity of >150% of RHNA• Permitting missing middle uses (e.g., duplexes, triplexes, fourplexes, townhomes) in existing low-density single-family zones• Eliminating minimum parking requirements• Allowing residential in commercial zones	5 points
<ul style="list-style-type: none">• Housing element plan for zoned capacity of >150% of RHNA• Permitting missing middle uses (e.g., duplexes, triplexes, fourplexes, townhomes) in existing low-density single-family zones• Eliminating minimum parking requirements• Allowing residential in commercial zones	2.5 points
The Applicant has not implemented any of the above policies.	0 points

ii. Acceleration of Housing Production Timeframes (Up to 5 points)

Applicant Response	Points
<ul style="list-style-type: none">• Ministerial approval of housing• Streamlined/program-level California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for general plans/specific plans etc.• Permit process that is less than two months• Elimination of public hearings for projects consistent with zoning/general plan• One-stop shop permitting processes or single point of contact• Priority permit processing or reduced plan check times for ADUs/junior ADUs, multifamily, or affordable housing	5 points
<ul style="list-style-type: none">• Streamlined housing development at the project level• Permit process that is less than four months• Three public hearings limit for projects consistent with zoning/general plan• Eliminated or replaced subjective design standards with objective standards that simplify zoning• Standard entitlement application• Publicly posting online status updates on permit approvals	2.5 points

The Applicant has not implemented any of the above policies.	0 points
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iii. Reduction of Construction and Development Costs (Up to 5 points)

Applicant Response	Points
<ul style="list-style-type: none"> • Waived development impact fees for housing • Adopted universal design ordinances • Preapproved prototype plans for missing middle housing (e.g., duplexes, triplexes, fourplexes, townhomes) 	5 points
<ul style="list-style-type: none"> • Measures that reduce costs for transportation-related infrastructure or that encourage active transit or other alternatives to cars • Reduced development impact fees for housing • Less restrictive ADU standards than state requirements • Fee reduction, including deferrals or reduced fees for housing with people with special needs • Promoting innovative housing types that reduced development costs 	2.5 points
The Applicant has not implemented any of the above policies.	0 points

iv. Providing Financial Subsidies (Up to 5 points)

Applicant Response	Points
<ul style="list-style-type: none"> • Local housing trust fund or collaboration on regional fund • Program to comply with Surplus Lands Act and make publicly owned land available for affordable housing • Enhanced Infrastructure Financing District (EIFD) • Prioritization of local general funds for affordable housing 	5 points
<ul style="list-style-type: none"> • Grants/low-interest loans for affordable ADUs • Direct residual redevelopment funds to affordable housing • Development and regular use of housing subsidy pool, local/regional trust, or similar funding source 	2.5 points
The Applicant has not implemented any of the above policies.	0 points

D. Housing Equity

In February 2021, the SANDAG Board of Directors adopted a statement to demonstrate its [Commitment to Equity](#). Following Government Code section 8899.50 and SANDAG's Commitment to Equity, SANDAG encourages development in jurisdictions with Housing Equity policies. Applicants will be awarded 2.5 or 5 points, as indicated below, for each

policy that advances housing equity and affirmatively furthers fair housing. A maximum of 5 points can be earned per category for Applicants without a ProHousing Designation and no Applicant can receive more than 12.5 points when all subcriteria scores are added together. **(Up to 12.5 points possible)**

Applicant Response	Points
<ul style="list-style-type: none"> • An adopted inclusionary housing ordinance • Rent stabilization policies • Anti-displacement policies in conjunction with transit improvements • Strategies or funds to preserve naturally occurring affordable housing • Tenant protection policies such as access to counsel, just cause eviction policy, etc. • Rezoning and other policies that result in a net gain of low- and moderate-income housing while concurrently mitigating development impacts on or from environmentally sensitive or hazardous areas. • Programs, and land use plans and policies that are intended to result in increased investment (such as infrastructure, housing, open space, etc.) in lower opportunity areas. Such areas include but are not limited to, Low Resource and High Segregation & Poverty areas designated in the 2021 California Tax Credit Allocation Committee (TCAC)/HCD Opportunity Maps and disadvantaged communities pursuant to California Senate Bill 535 (2012). • Zone changes or other policies (other than those listed above) that increase low- and moderate-income housing and affordability in High Resource and Highest Resource areas, as designated in the 2021 TCAC/HCD Opportunity Maps. 	5 points
<ul style="list-style-type: none"> • Displacement risk studies • Publicly available database of affordable housing properties at risk of losing affordability restrictions through the expiration of rent restrictions or tenant voucher programs • Proactive monitoring of housing at risk of losing affordability restrictions and proactive enforcement of state-mandated tenant notification provisions 	2.5 points
The Applicant has not implemented any of the above policies.	0 points

5. Matching Funds

*NOTE: SANDAG Grants staff will calculate the points awarded for this criterion.

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by comparing the total matching funds relative to the total project cost. **Up to 5 points possible**

Percentage of Matching Funds	Points
20.01% - 25.00% and above of the total project cost	5 points
15.01% - 20.00% of total project cost	4 points
10.01% - 15.00% of total project cost	3 points
5.01% - 10.00% of total project cost	2 points
0.01% - 5.00% of total project cost	1 point
0% of total project cost	0 points



Smart Growth Incentive Program (SGIP) Cycle 6 Call for Projects

Evaluation Criteria Discussion

Regional Planning Committee | Item 4
Goldy Herbon and Lizzy Havey
September 6, 2024

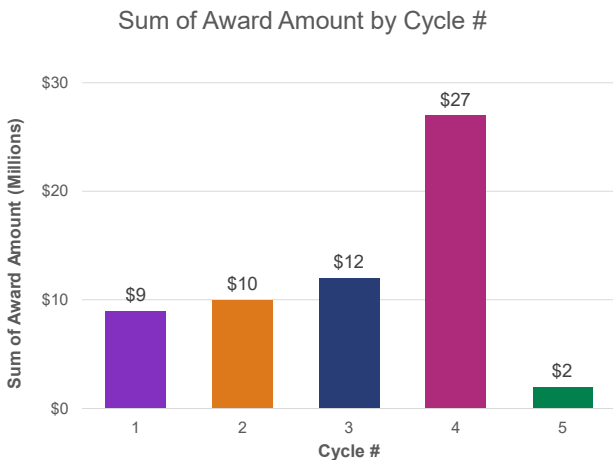
SGIP Overview

- Competitive grant program for local jurisdictions funded by TransNet
- Funds comprehensive public infrastructure projects and planning activities
- Facilitates compact, mixed-use, transit-oriented development and increases housing and transportation choices

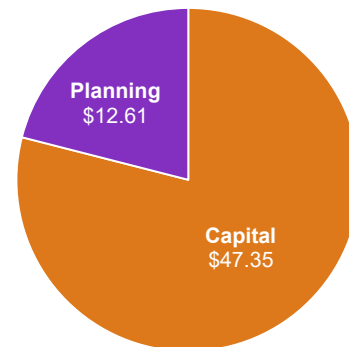


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SGIP Awards Cycle 1 - 5



Sum of Award Amount by Project Type



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SGIP Projects

More than 70 planning & capital projects throughout the region

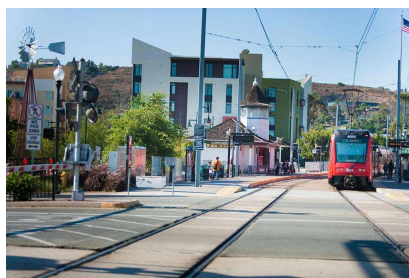
Projects include:

- Enhanced downtown streetscapes
- City plaza gathering and beautification projects
- Safer street design to include enhanced pedestrian and bike infrastructure
- Climate Action Plans, TOD Studies and Specific Plans, etc.

Third Avenue Streetscape Implementation



Lemon Grove Trolley Plaza



Armorlite Complete Street Corridor



Downtown Wayfinding Signage



SGIP Cycle 6 Updates

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Program Description

SGIP, funded through TransNet, provides funding for transportation-related infrastructure improvements and planning efforts that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices.

New! Proposing no geographic constraints, but projects must:

- Advance multimodal transportation
- Better integrate transportation and land use
- Advance equity
- Align with the 2021 Regional Plan and Sustainable Communities Strategy

Grant Categories

Three categories will be made available

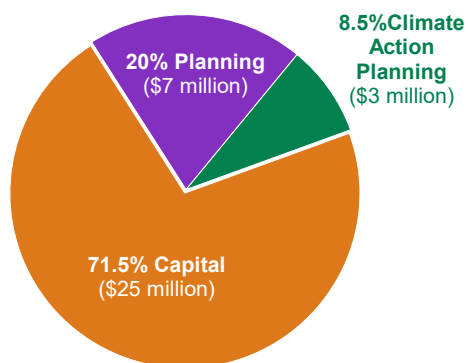
SGIP Cycle 6 Call for Projects	Climate Action Planning	Planning	Capital
Description	To prepare or update CAPs and GHG reduction plans that keep pace with state targets and goals for GHG emission reductions	Includes plans and processes that accelerate smart growth activities but will not directly result in the construction of a public improvement project.	Will eventually result in the construction of public improvements. Project phases can include environmental, design (conceptual, preliminary, or final), right-of-way, and construction.
Example Projects	New or updates to existing climate action plans and GHG reduction plans	Curb management plans, specific or area plans, transit-oriented development plans, complete streets plans or policies, rezoning or zoning updates, Program-level environmental clearance, density bonus ordinance, etc.	Updating housing supportive infrastructure, bike and pedestrian infrastructure enhancements, traffic calming infrastructure such as roundabouts, streetscape or placemaking enhancements for pedestrians, projects listed in CAPs as applicable, etc.

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Cycle 6 Funding Overview

Available Funding: \$35 million

Proposed Allocation



	Climate Action Planning	Planning	Capital
Minimum	\$150,000	\$150,000	\$500,000
Maximum	\$400,000	\$750,000	\$3,000,000
Performance Period (NTP +)	3 years (36 months)	3 years (36 months)	3.5 years (42 months)

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Anticipated Timeline



SANDAG

Evaluation Criteria

Proposed categories of evaluation criteria for further discussion

Draft Evaluation Criteria

Planning and Capital

Planning	Percent	Capital	Percent
1. Relationship to Regional Transit	10%	1. Relationship to Regional Transit	10%
2. Furthers Regional Plan and Sustainable Communities Implementation Strategies	20%	2. Furthers Regional Plan and Sustainable Communities Implementation Strategies	15%
3. Smart Growth Policy Implementation	15%	3. Smart Growth Policy Implementation	15%
4. Project Feasibility	25%	4. Project Feasibility	30%
A. Efficient Use of Program Funds (15%)		A. Major Milestones Completed (10%)	
B. Community Engagement (10%)		B. Efficient Use of Program Funds (15%)	
		C. Community Engagement (5%)	
5. Board Policy 33	25%	5. Board Policy 33	25%
6. Matching Funds	5%	6. Matching Funds	5%

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Draft Evaluation Criteria

Climate Action Planning

New or updates to local Climate Action Plan

Climate Action Planning	Percent
1. Climate Action Plan or Update Contents	20%
A. New CAP or CAP Update Timeline(4%)	
B. GHG Emissions Inventory and Emissions Forecasts and Reduction Targets (8%)	
C. GHG Reduction Measures (8%)	
2. Implementation and Monitoring	25%
A. Implementation Program (10%)	
B. Program Monitoring (15%)	
3. Project Feasibility	25%
A. Efficient Use of Program Funds (15%)	
B. Community Engagement (10%)	
4. Board Policy 33	25%
5. Matching Funds	5%

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Board Policy 33

Eligibility for Board Policy 33 points: Compliant housing element and submitted APR up to date.

Accounts for 25% of points

- 1. Pro-housing Policies*.** A local jurisdiction may earn **up to half** of the total points awarded under this Policy by demonstrating that it has implemented policies that accelerate the production of housing in the four categories listed below:
 - Favorable Zoning and Land Use.
 - Acceleration of Housing Production Timeframes
 - Reduction of Construction and Development Costs
 - Providing Financial Subsidies
- 2. Housing Equity/Affirmatively Furthering Fair Housing.** A local jurisdiction may earn up to half of the total points awarded under this Policy by addressing housing inequity and providing solutions to foster equitable and inclusive communities.

* Jurisdictions with Pro-housing designation will be awarded full points.

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2024 TransNet Triennial Performance Audit Recommendations

Performance Measures

More Detailed Scopes of Work

Stronger Performance Monitoring and Reporting

Detailed Site Visits

Photos and Documentation

Final Project Report and Closeout

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Changes to Call for Projects Process

More Detailed
Scoring Rubrics



Encourage
Evaluator
Consensus



Use Average
Scores



Geographic
Funding
Distribution



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September 6, 2024

Regional Housing Needs Allocation (RHNA) Update

Overview

The Regional Housing Needs Assessment (RHNA) is a statutory process to determine existing and projected housing needs for every jurisdiction within the State of California. The California Department of Housing and Community Development (HCD) provides every Council of Governments (COG), including SANDAG, a regional RHNA determination, and each COG is responsible for developing a methodology to distribute this regional need to individual jurisdictions. The RHNA allocation covers an 8-year period and requires each jurisdiction to plan for their allocation in their housing elements by analyzing suitable sites and implementing various programs, including rezoning.

During the last RHNA cycle, HCD identified a need for over 171,000 new housing units in the San Diego region between 2021-2029. On July 10, 2020, SANDAG adopted the region's 6th Cycle RHNA Plan which allocated our share of housing needs to each jurisdiction in the region in four income categories.

Key Considerations

AB 101 (2019) directed HCD to develop recommendations related to the RHNA process and methodology that promote and streamline housing development and substantially address California's housing shortage. From March to July 2023, HCD solicited ideas and feedback from stakeholders for ways to improve the RHNA methodology and process. Throughout this process, SANDAG provided feedback to HCD through their sounding board listening sessions, hosted a webinar with local jurisdiction staff, and provided ongoing updates to local jurisdiction staff on the HCD reform process. SANDAG staff presented an overview of the HCD stakeholder engagement process to the Executive Committee on [July 14, 2023](#).

On [March 22, 2024](#), HCD provided an update to the SANDAG Board of Directors on their efforts to develop recommendations related to the RHNA process and methodology. At this meeting, SANDAG Board members shared concerns regarding the RHNA process related to the lack of transparency, funding, flexibility, and consideration for local context/control, including the inability to adjust allocations mid-cycle. The Board also asked questions about HCD's plan to incorporate the [State's Auditor recommendations](#) in the next RHNA cycle.

On April 18, 2024, HCD released the *California's Housing Future 2040: The Next RHNA full report* and [executive summary](#) which includes recommendations and policy considerations to the legislature and outlines planned administrative changes to be adopted under existing HCD statutory authority. HCD's Audit Action Plan can also be found on their [website](#).

In general, HCD's recommendations are summarized under three sections:

Recommendations to Legislature:

HCD recommends 10 updates to state law including adding new income categories, streamlining the RHNA processes, ensuring that the regional allocation methods are focused on furthering statutory RHNA objectives, revising the allocation methodology factors to increase clarity, tying the Regional Housing

Action: Information

Staff will present an overview of the Housing and Community Development (HCD) report: *CA Housing Future 2040: The Next RHNA Report* published in April, and an update on the agency's next steps.

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

Need Determination (RHND) more closely to the Department of Finance household projections, and increasing alignment between RHNA and the Sustainable Communities Strategy.

Policy Considerations for the Legislature:

Three topics arose that merit further exploration by the legislature: adjusting the income distribution to better address the housing needs of all regions, exploring assigning units lost during a state of emergency declaration to the overall allocation, and exploring ways to clarify the RHNA process and simplify language in statute. HCD does not have recommendations for these topics, but rather presents findings for further policy consideration.

HCD Future Implementation Efforts:

Nine planned administrative changes are proposed to be implemented under existing HCD statutory authority. This includes various adjustments to the RHNA methodology, greater transparency during the RHND process, and more technical assistance and guidance from HCD. HCD staff should provide additional information regarding these planned adjustments to COGs and stakeholders leading up to the commencement of the 7th Cycle.

On [June 20, 2024](#), staff presented an overview of the HCD report to the Sustainable Communities Working Group (SCWG) which is comprised of planning directors from the local cities and the county. Initial comments from the SCWG were on the lack of detail and clarity on next steps and expectations, lack of funding, and the need for HCD to provide more clarity and more timely guidance well in advance of the RHND and housing element preparation.

On [July 12, 2024](#), staff presented a high-level overview of the HCD report and presented a [draft letter](#) to the Senate and Assembly housing chairs summarizing legislative principles based on Board feedback from the [March 22, 2024](#) Board meeting for the Executive Committee's consideration. One of the Executive Committee's board delegated responsibilities is to review and act on state and federal legislation. The Executive Committee voted to approve the proposed legislative principles and provided direction to staff regarding revisions to the letter. This included adding language that jurisdictions in our region who have a certified housing element and are approving and building housing do not lose land use authority for multifamily projects if their 50% goal is not met; allowing the region to adjust RHNA allocations among jurisdictions; and to consider preservation of naturally occurring affordable housing to help meet RHNA allocations. Staff was directed to work with the Sustainable Communities Working Group to incorporate these objectives into the letter and bring the revised letter back to the Executive Committee for approval.

Next Steps

Staff will discuss these changes to the draft legislative letter with the SCWG at their September 5 and 19, 2024 meetings. A summary of their feedback and an updated letter will be brought to the Executive Committee in October for review and approval. Staff will continue to monitor legislation related to housing and RHNA and bring additional information to working groups and committees as it becomes available.

Antoinette Meier, Senior Director, Regional Planning



Regional Housing Needs Assessment (RHNA) Overview

Regional Planning Committee | Item 5
Stacey Cooper, SANDAG
September 6, 2024

RHNA Reform Timeline

March – September 2023



HCD and SANDAG outreach efforts

March 2024



HCD Listening Session with SANDAG BOD

April 2024



HCD releases CA Housing Future 2040 Legislative Report

July – September 2024



SANDAG presents overview of HCD's report to SCWG, EC, and RPC

September – October 2024



Staff works with SCWG on legislative principles letter for EC approval

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Board Member Feedback Summary

- Lack of transparency for Regional Housing Needs Determination (RHND)
- Lack of funding to implement Regional Housing Needs Allocation (RHNA)
- Lack of flexibility and consideration for local context
- Inability to adjust allocations mid-cycle
- Loss of local control
- Incorporate State Auditor recommendations in the next cycle

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Report to Legislature Released, April 18, 2024

California's Housing Future 2040 The Next Regional Housing Needs Allocation (RHNA)

California Department of Housing and Community Development



April 2024

- Recommendations to Legislature
- Policy Considerations to Legislature
- HCD Future Implementation Efforts

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Recommendations to the Legislature

1. Account for Housing Needs of People Experiencing Homelessness
 - Adds extremely low and acutely low-income categories
2. Tie RHND More Closely to the DOF Household Projections
3. Adjust How Populations Living in GQ are Treated in Determination & Credit Wider Range of Housing in APRs
4. Replace Comparable Regions Option with Comparison to National Average
5. Further & Balance the Five Statutory Objectives of RHNA
 - COGs must obtain approval from HCD on methodology before adopting
6. Revise the Allocation Methodology Factors to Increase Clarity and Improve Outcomes
7. Revise the Local Data Survey Requirements
8. Refine the Appeals Process to Increase Clarity and Efficiency
9. Promote Equitable Public Participation During Allocation Methodology Development Process
10. Improve RHNA & RTP/SCS Alignment

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Policy Considerations to the Legislature

1. Adjust Income Distribution to Better Address Housing Needs of All Regions
2. Explore Assigning Units Lost During State of Emergency Declaration to Overall Allocation
3. Explore Ways to Clarify RHNA Process and Simplify Language in Statute

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HCD Future Implementation Efforts

1. Apply Cost Burdened & Overcrowded Determination Adjustment Factors to Existing Households Rather than Projected
2. Improve the Precision of Vacancy Rate Determination Adjustment Factor
3. Refine the Jobs/Housing Determination Adjustment Factor
4. Account for Housing Lost to Vacation Homes and Short-Term Rentals
5. Increase Transparency During the Determination Process
6. Adjust Income Distribution to Better Address Housing Needs of All Regions
7. Adjust How Populations Living in Group Quarters are Treated in Determination, Credit Wider Range of Housing Types in APR
 - Includes certain group quarters populations in the RHND
8. Reduce Allocation to Unincorporated Areas Outside of Population Centers
9. Improve Technical Assistance for the Subregion Process

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Feedback Received from Sustainable Communities Working Group

- More involvement of local jurisdictions in the RHND and RHNA development process
- More funding for implementing RHNA
- Greater transparency in the RHND process (and digestible information for the public)
- More clarity and more timely guidance from the state (well in advance of RHND and housing element preparation)
- More clarity on data and methodology used to account for short-term rentals
- Prioritize the number of people housed vs. number of housing units built
- Concerns with data availability and ability to implement AB 3093
- Preservation of naturally occurring affordable housing as an affordability solution missing from RHNA

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Draft Letter Principles

- Sustainable Funding
- Local Context
- Greater Transparency
- Regional Approach
- Prioritize the Number of People Housed

Draft Letter Feedback from EC

- Strengthen the language of the letter
- Include language in the letter on legislation that jurisdictions in our region who have a certified housing element and are approving and building housing, do not lose land use authority for multifamily projects if the 50% goal is not met
- Allow the region to adjust allocations among jurisdictions
- Create separate legislation to preserve naturally occurring affordable housing, using things like tax incentives and allowing exchange of commercial property for naturally occurring affordable housing to help meet RHNA allocations
- Add more detail about the need for funding and the cost of achieving the RHNA numbers
- Include three additional principles related to affordable housing preservation, vacation and short-term rentals, and reducing allocation to unincorporated areas outside of population centers.

Next Steps

- Continue working with the Sustainable Communities Working Group on the letter outlining legislative principles and pending EC approval, submit a letter to the state
- Actively monitor legislation related to housing, RHNA and HCD's implementation efforts
- Continue to provide updates on RHNA reform to jurisdiction staff, the Regional Planning Committee, Executive Committee and Board

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September 6, 2024

2025 Regional Plan: Draft Sustainable Communities Strategy Land Use

Overview

Senate Bill 375 (SB 375) requires SANDAG to include in the 2025 Regional Plan and Sustainable Communities Strategy (SCS) a land use pattern that accommodates future growth and development, uses the most recent planning assumptions, and aligns with the proposed transportation network to support achieving the region's greenhouse gas emission (GHG) reduction target. The SCS land use is an input used when modeling the initial concept for transportation projects, programs and policies. The SCS land use supports achieving our region's GHG reduction targets by providing better alignment between transportation investments and land use, and positions jurisdictions to be eligible for state funding opportunities and CEQA streamlining benefits.

Action: Information

Staff will present an overview of the 2025 Regional Plan: Draft Sustainable Communities Strategy Land Use.

Fiscal Impact:

Development of the 2025 Regional Plan is funded through Overall Work Program Element Nos. 3103000 and 3100407.

Schedule/Scope Impact:

The 2025 Regional Plan will be developed over the rest of 2024 and 2025 and is expected to be brought to the Board of Directors for approval in late 2025.

Staff developed the 2025 SCS land use pattern through coordination meetings held with the Series 15 Planning Taskforce, which consisted of planning staff from the 18 cities and unincorporated County on February 26, 2024, followed by one-on-one meetings with member agency staff in March 2024. Three different land use patterns were presented to local cities and county planning staff with the goal of supporting the region's GHG reduction target. The first land use pattern was generally consistent with local land use planning assumptions and the [Series 15 Regional Growth Forecast](#) while the second and third land use patterns focused more future housing growth and increased densities in Transportation Investment Areas.¹ These three draft SCS land use patterns were presented at the [April 18, 2024](#), Sustainable Communities Working Group (SCWG) meeting. Based on member feedback, the first land use pattern was advanced as the preferred land use pattern for the initial concept for the 2025 Regional Plan, and was presented at the [August 8, 2024](#), Joint Working Group meeting of the SCWG and Mobility Working Group.

Key Considerations

The SCS Land Use pattern includes the most recent local planning assumptions, aligns with general plan land use designations, and is generally consistent with the Series 15 Regional Growth Forecast suballocation that was developed in coordination with staff from local cities and the County. The SCS land use pattern proposes growth and additional densities where local cities and the County's General Plans have already planned for it with 79% of future housing development forecasted to occur within a Transportation Investment Area. This highlights how regional and local planning efforts are generally aligned. Per SB 375 requirements, the SCS Land Use pattern ensures each city and the county's buildout estimates can accommodate their Regional Housing Needs Allocation (RHNA).

¹ Transportation Investment Areas, previously known as Mobility Hub Areas in the 2021 Regional Plan, are communities with a high concentration of people, destinations, and travel choices. They offer travel options and supporting infrastructure that connect to high-quality transit services.

Next Steps

SANDAG will continue modeling the initial concept for the 2025 Regional Plan and provide updates to the Board of Directors in September 2024, prior to starting the Draft Plan and Draft Environmental Impact Report (EIR). The Draft Plan is anticipated to be released in Spring 2025 and the Draft EIR in Summer 2025.

Antoinette Meier, Senior Director of Regional Planning



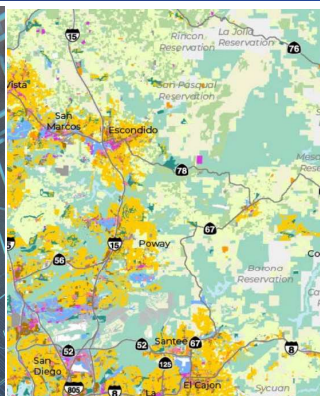
2025 Regional Plan: Draft Sustainable Communities Strategy (SCS) Land Use

Regional Planning Committee | Item 6
Carrie Simmons, Associate Regional Planner
Tuere Fa'aola, Deputy Director of Sustainable Communities
September 6, 2024

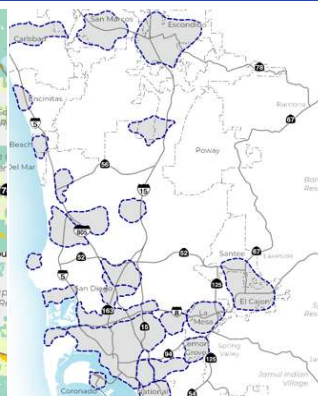
Terminology



Series 15 Regional
Growth Forecast (RGF)



Sustainable Communities
Strategy (SCS)
Land Use Pattern



Transportation
Investment Areas (TIA)



Regional Housing Needs
Assessment (RHNA)

Requirements for the SCS Land Use

- **Senate Bill 375** requires the Sustainable Communities Strategy (SCS) to include a pattern for forecasted growth and development that accomplishes the following:
 - When integrated with the transportation network, will achieve the regional greenhouse gas reduction targets;
 - Accommodates the Regional Housing Needs Assessment (RHNA) Determination; and
 - Utilizes the most recent planning assumptions.
- **RTP Guidelines Checklist** pages (194-95)

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What is the purpose of the SCS Land Use?

- **Input** used when modeling the transportation network, policies, and programs
- When combined with the transportation network and policies, helps the San Diego Region to meet state **GHG targets**
- Better **alignment** for transportation investments, land use planning, and housing developments
- Jurisdictions can be better poised for **funding** opportunities
- Jurisdictions can benefit from **CEQA streamlining** for projects in alignment with SCS land use pattern
- Does not supersede **local land use policy**

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Jurisdiction Outreach

SANDAG requested input on

- Latest General Plan buildout estimate and land use assumptions
- SCS Land Use Methodology
- SCS Land Use 1, 2, and 3
- Local priority growth areas
- Legislation (Housing & Land Use)

Series 15 Taskforce

February 26, 2024

One-on-Ones with Local Planning Staff

March 2024

Sustainable Communities Working Group

April 18, 2024

Joint Sustainable Communities & Mobility Working Group

August 8, 2024

Regional Planning Committee

September 6, 2024

Board of Directors

September 2024

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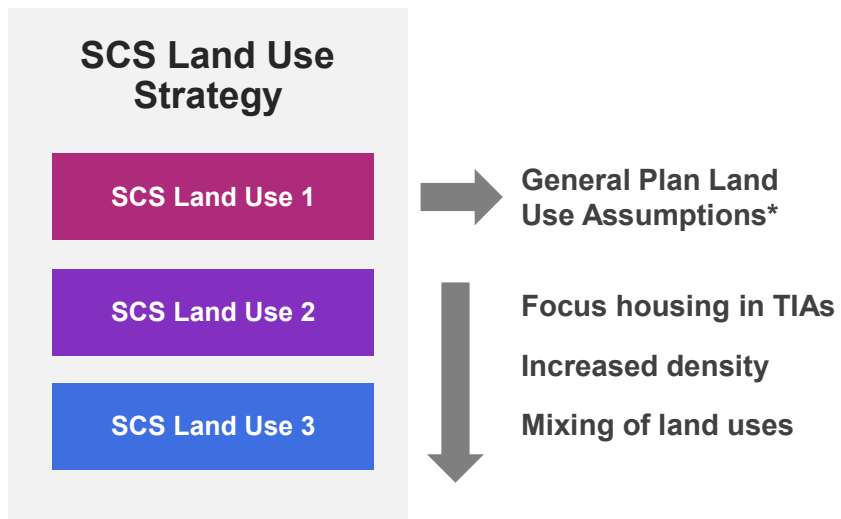
Feedback Received

What we heard...

- Jurisdictions want to be **engaged** and included in development of regional forecast and SCS land use strategy development
- **Consensus and understanding** of 2025 SCS land use approach and methodology
- **Better alignment** between regional land use strategy and local planning efforts
- Consider recent **transportation investments** around focused growth areas
- Concerns with **aligning state goals** for GHG reduction, housing development, and fair housing
- Support **messaging and educating** on regional land use strategy

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SCS Land Use Strategy Development



**Buildout estimate adjustments made for three jurisdictions per SB 375*

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2025 Regional Plan SCS Land Use

SCS Land Use 1

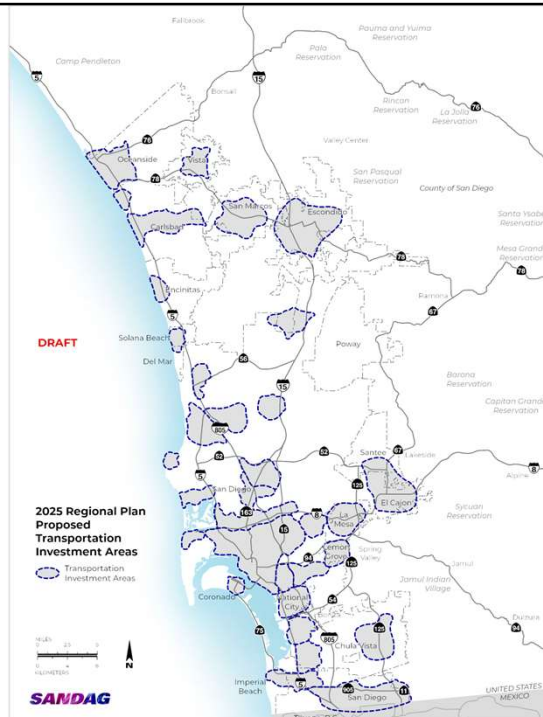
SCS Land Use 1

- Looks similar to the **Series 15** Regional Growth Forecast suballocation
- Uses most recent local planning assumptions; closely **mirrors general plan land uses** that jurisdictions decided and confirmed
- Each city and the County's **buildout estimate** meets the state housing target (RHNA)

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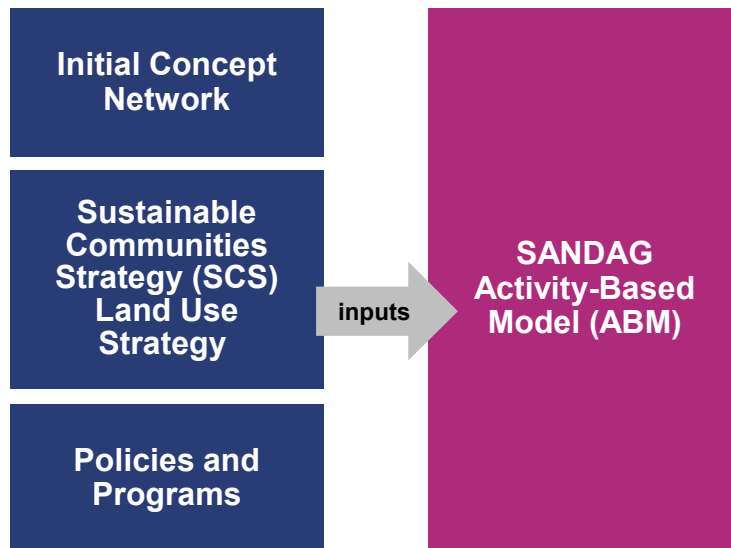
SCS Land Use 1 (2022-2035)

- **79%** of future regional housing growth naturally occurs in a TIA
- All jurisdictions **add housing** over the life of the forecast
- Most jurisdictions' housing projected growth is **4% to 15%**
- Housing growth of more than **15%** is projected for **three** jurisdictions



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SCS Land Use Strategy with the Initial Concept



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Next Steps

Continuing initial modeling

Initial Concept Network, SCS Land Use, Policies and Programs

Preferred concept

With costs and funding

Begin Draft Environmental Impact Report (EIR)

Release Summer 2025

Modeling regional performance measures against goals

Convenient, equitable, healthy, and safe

Develop Draft Regional Plan

Release Spring 2025

Final Regional Plan and EIR

Late 2025

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