



Transportation Committee Agenda

Friday, March 21, 2025

9 a.m.

Welcome to SANDAG. The Transportation Committee meeting scheduled for Friday, March 21, 2025, will be held in person in the SANDAG Board Room. While Transportation Committee members will attend in person, members of the public will have the option of participating either in person or virtually.

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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.





Transportation Committee

MEMBERSHIP

The Transportation Committee advises the SANDAG Board of Directors on major policy-level matters related to transportation. The Transportation Committee assists in the preparation of the Regional Transportation Plan and other regional transportation planning and programming efforts. It provides oversight for the major highway, transit, regional arterial, and regional bikeway projects funded under the Regional Transportation Improvement Program, including the *TransNet* Program of Projects. Areas of interest include project schedules, costs, and scope. Members are eligible recipients of salary, per diem, and/or reimbursement of expenses from their associated governmental entity. Members should notify the Clerk of the Board if any information is incomplete or incorrect.

The Transportation Committee generally meets at 9 a.m., on the first and third Friday of the month, and 1 p.m. on the first Friday of every-other month.

Staff contact: Brian Lane, (619) 699-7331, brian.lane@sandag.org

MEMBERS

Jennifer Mendoza

Mayor Pro Tem, City of Lemon Grove
(Representing East County)

David Zito, Chair

Councilmember, City of Solana Beach
(Representing North County Coastal)

Sean Elo-Rivera, Vice-Chair

Councilmember, City of San Diego

John Duncan

Mayor, City of Coronado
(Representing South County)

Monica Montgomery Steppe

Supervisor, County of San Diego

Dane White

Mayor, City of Escondido
(Representing North County Inland)

Patricia Dillard

Metropolitan Transit System

Priya Bhat-Patel

North County Transit District

Esther Sanchez

San Diego County Regional Airport Authority

Michael Zucchet

Commissioner, Port of San Diego

ALTERNATES

Ronn Hall

Councilmember, City of Santee
(Representing East County)

Joy Lyndes

Deputy Mayor, City of Encinitas
(Representing North County Coastal)

Marni von Wilpert

Councilmember, City of San Diego

Cesar Fernandez

Councilmember, City of Chula Vista
(Representing South County)

Joel Anderson

Supervisor, County of San Diego

Mike Sannella

Deputy Mayor, City of San Marcos
(Representing North County Inland)

Cesar Fernandez

Metropolitan Transit System

Jewel Edson/Eric Joyce

North County Transit District

Rafael Perez

San Diego County Regional Airport Authority

Job Nelson

Port of San Diego

ADVISORY MEMBERS

Ann Fox

Caltrans District 11

Erica Pinto (Jamul)

Southern California Tribal
Chairmen's Association

Jim Custeau

Association of Planning Groups

Melina Pereira

Caltrans District 11

Eric LaChappa (La Posta)

Southern California Tribal
Chairmen's Association

Paul Dombkowski

Association of Planning Groups

Transportation Committee

Friday, March 21, 2025

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Transportation 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. Transportation 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 Transportation Committee is asked to approve the minutes from its Friday, February 7, 2025, meeting and the Friday, February 21, 2025, Joint Policy Advisory Committee meeting.

[2A - Meeting Minutes 020725](#)

[2B - Meeting Minutes 022125](#)

+3. SANDAG Grant Programs: Quarterly Status Update and Specialized Transportation Grant Program Amendment Request

Approve

Goldy Herbon, SANDAG

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

[SANDAG Grant Programs: Quarterly Status Update and Specialized Transportation Grant Program Amendment Request](#)

[Att. 1 - Discussion Memo](#)

[Att. 2 - Performance Measures Report](#)

[Att. 3 - HGH Amendment Request](#)

+4. Master Agreement for Transit and Intercity Rail Capital Program with Caltrans

Recommend

Adrian Paniagua, SANDAG

The Transportation Committee is asked to recommend that the Board of Directors adopt Resolution No. 2025-12, authorizing the Chief Financial Officer to execute the Master Agreement for Transit and Intercity Rail Capital Program with Caltrans.

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

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

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

Reports

+5. TransNet Active Transportation Grant Program Project Amendment

Recommend

Ben Gembler, SANDAG

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

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

[Att. 1 - Discussion Memo](#)

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

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

[Presentation](#)

+6. Regional Active Transportation Program Funding Recommendations

Recommend

Jenny Russo, SANDAG

The Transportation Committee is asked to recommend that the Board of Directors:

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

[Regional Active Transportation Program Funding Recommendations](#)

[Att. 1 - Discussion Memo](#)

[Att. 2 - 2025 Active Transportation Program - Statewide Component Staff Recommendations](#)

[Att. 3 - 2025 Regional ATP Funding Recommendations and Contingency Project List](#)

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

[Presentation](#)

+7. Flexible Fleets Pilot Grant Program Call for Projects

Discussion

Jenny Russo, Emily Doss, SANDAG

Staff will present an overview of the new grant program and request feedback on the draft call for projects from Transportation Committee members.

[Flexible Fleets Pilot Grant Program Call for Projects](#)

[Att. 1 - Draft Flexible Fleets Call for Projects](#)

[Att. 2 - Draft Performance Metrics](#)

[Presentation](#)

Adjournment

8. Adjournment

The next Transportation Committee meeting is scheduled for Friday, April 4, 2025, at 1 p.m.

+ next to an agenda item indicates an attachment

March 21, 2025

February 7, 2025, Meeting Minutes

[View Meeting Video](#)

Chair David Zito (North County Coastal) called the Transportation Committee meeting to order at 1:03 p.m.

1. Public Comments/Communications/Member Comments

Public Comments: Jim Custeau.

Member Comments: Mario Orso, SANDAG.

Consent

2. Approval of Meeting Minutes

The Transportation Committee was asked to approve the minutes from its January 17, 2025, meeting.

Public Comments: None.

Action: Upon a motion by Councilmember Jewel Edson (North County Transit District), and a second by Mayor John Duncan (South County), the Transportation Committee voted to approve the meeting minutes.

The motion passed.

Yes: Chair Zito, Vice Chair Sean Elo-Rivera (City of San Diego), Mayor Esther Sanchez (San Diego County Regional Airport Authority), Mayor Pro Tem Jennifer Mendoza (East County), Vice Mayor Patricia Dillard (Metropolitan Transit System), Councilmember Edson, and Mayor Duncan.

No: None.

Abstain: None.

Absent: County of San Diego, North County Inland, Port of San Diego.

Reports

3. Revised FY 2025 and FY 2026 to FY 2030 TransNet Program and Transit-Related Revenues¹

Manager of Financial Programming and Project Control Michelle Smith and Principal Economic Research Analyst Naomi Young presented the item.

Public Comments: None.

Action: Upon a motion by Councilmember Edson and a second by Mayor Pro Tem Mendoza, the Transportation Committee voted to recommend that the Board of Directors approve:

1. The Revised FY 2025 Transportation Development Act (TDA) and TransNet Estimates with a reduction of \$3.9 million in TDA funding and a reduction of \$13.9 million of TransNet funding; and
2. The FY 2026 to FY 2030 estimates and apportionments for TDA, Federal Transit Administration, and TransNet funds.

The motion passed.

¹ This item was pulled from Consent at the request of Chair Zito and was presented as a Report.

Yes: Chair Zito, Vice Chair Sean Elo-Rivera, Mayor Sanchez, Mayor Pro Tem Mendoza, Vice Mayor Dillard, Councilmember Edson and Mayor Duncan.

No: None.

Abstain: None.

Absent: County of San Diego, North County Inland, Port of San Diego.

4. Proposed 2025 Legislative Program

Senior Government Relations Analyst Ryan Williams and Manager of Government Relations Hannah Stern presented the item.

Public Comments: None.

Action: Upon a motion by Vice Chair Elo Rivera and a second by Councilmember Edson, the Transportation Committee voted to recommend that the Board of Directors approve the transit and transportation-related elements of the proposed 2025 Legislative Program, as amended to explicitly mention municipalities as possible recipients of flexible fleet funding in Legislative Program Item No. 7.

The motion passed.

Yes: Chair Zito, Vice Chair Sean Elo-Rivera, Mayor Sanchez, Mayor Pro Tem Mendoza, Vice Mayor Dillard, Councilmember Edson, and Mayor Duncan.

No: None.

Abstain: None.

Absent: County of San Diego, North County Inland, Port of San Diego.

5. Regional Climate Action Planning Updates

Senior Regional Planning Program Manager Susan Freedman and Associate Regional Planners Samaya Elder and Natasha Dulik presented on the development of a long-term roadmap for climate action in the region and sought feedback on draft greenhouse gas reduction measures.

Public Comments: None.

Action: Discussion.

6. San Ysidro Mobility Hub and Blue Line Transit-Oriented Development Project Updates

Associate Regional Planners Zach Hernandez and Lizzy Havey presented an overview of the work completed to date for the San Ysidro Mobility Hub and Blue Line Transit-Oriented Development Studies.

Public Comments: None.

Action: Information.

7. Adjournment

The next Transportation Committee meeting is a joint session with the Borders Committee, and Regional Planning Committee on Friday, February 21, 2025, at 9 a.m. The next regular Transportation Committee meeting is scheduled for Friday, March 21, 2025, at 9 a.m.

Chair Zito adjourned the meeting at 2:17 p.m.

Confirmed Attendance at SANDAG Transportation Meeting

Jurisdiction	Name	Member/ Alternate	Attend
San Diego County Regional Airport Authority	Mayor Esther Sanchez	Member	Yes
	Rafael Perez	Alternate	Yes
City of San Diego	Councilmember Sean Elo-Rivera, Vice Chair	Member	Yes
	Councilmember Marni von Wilpert	Alternate	No
County of San Diego	Supervisor Monica Montgomery Steppe	Member	No
	Supervisor Joel Anderson	Alternate	No
	Vacant	Alternate	
East County	Mayor Pro Tem Jennifer Mendoza	Member	Yes
	Councilmember Ronn Hall	Alternate	No
Metropolitan Transit System	Councilmember Patricia Dillard	Member	Yes
	Councilmember Cesar Fernandez	Alternate	No
North County Coastal	Councilmember David Zito, Chair	Member	Yes
	Deputy Mayor Joy Lyndes	Alternate	No
North County Inland	Mayor Dane White	Member	No
	Councilmember Mike Sannella	Alternate	No
North County Transit District	Councilmember Priya Bhat-Patel	Member	No
	Deputy Mayor Jewel Edson	Alternate	Yes
	Deputy Mayor Eric Joyce	Alternate	No
Port of San Diego	Commissioner Michael Zucchet	Member	No
	Job Nelson	Alternate	No
South County	Mayor John Duncan	Member	Yes
	Councilmember Cesar Fernandez	Alternate	No
Advisory Members			
Caltrans	Ann Fox	Member	Yes
	Melina Pereira	Alternate	Yes
	Vacant	Alternate	
Southern California Tribal Chairmen's Association	Erica Pinto	Member	No
	Eric LaChappa	Alternate	No

March 21, 2025

February 21, 2025, Joint Meeting Minutes

Chair David Zito (North County Coastal) called the joint Transportation, Regional Planning, and Borders Committee meeting to order at 9:10 a.m. SANDAG Chief Executive Officer Mario Orso welcomed members of the committees and the public to the meeting.

1. Public Comments/Communications/Member Comments

Public Comments: Doris Nguyen, Purita Javier, Cesar Javier, Rita Clement, Truth.

Reports

2. Transportation, Regional Planning, and Borders Committee 101

Senior Director Robyn Wapner introduced the item. Senior Regional Planners Brian Lane and Stacey Cooper and Borders Program Manager Hector Vanegas presented an overview of the Transportation, Regional Planning, and Borders Committee to inform members of SANDAG's governance structure and the responsibilities of each committee.

Public Comments: Truth, Cesar Javier.

Action: Information.

3. 2025 Regional Plan Update

Senior Director of Regional Planning Antoinette Meier presented an update on the Draft 2025 Regional Plan Transportation Network. Committee members participated in a Q&A session with staff following the presentation.

Public Comments: Truth.

Member Comments: Councilmember Laura Koval (East County), Mayor Rebecca Jones (North County Inland), Mayor Ron Morrison (South County), Borders Committee Chair Carolina Chavez (South County), Councilmember Jennifer Mendoza (East County), Transportation Committee Vice Chair Sean-Elo Rivera (City of San Diego).

Action: Discussion.

4. Adjournment

The next Transportation Committee meeting is scheduled for Friday, March 21, 2025, at 1 p.m.

Chair Zito adjourned the meeting at 11:31 a.m.

Confirmed Attendance at SANDAG Transportation Meeting

Jurisdiction	Name	Member/ Alternate	Attend
San Diego County Regional Airport Authority	Mayor Esther Sanchez	Member	Yes
	Rafael Perez	Alternate	Yes
City of San Diego	Councilmember Sean Elo-Rivera	Member	Yes
	Councilmember Marni von Wilpert	Alternate	No
County of San Diego	Supervisor Monica Montgomery Steppe	Member	No
	Supervisor Joel Anderson	Alternate	No
	Vacant	Alternate	No
East County	Mayor Pro Tem Jennifer Mendoza	Member	Yes
	Councilmember Ronn Hall	Alternate	No
Metropolitan Transit System	Vice Mayor Patricia Dillard	Member	Yes
	Councilmember Cesar Fernandez	Alternate	No
North County Coastal	Councilmember David Zito	Member	Yes
	Deputy Mayor Joy Lyndes	Alternate	No
North County Inland	Mayor Dane White	Member	No
	Councilmember Mike Sannella	Alternate	No
North County Transit District	Mayor Pro Tem Priya Bhat-Patel	Member	No
	Councilmember Jewel Edson	Alternate	No
	Deputy Mayor Eric Joyce	Alternate	No
Port of San Diego	Commissioner Michael Zucchet	Member	No
	Job Nelson	Alternate	Yes
South County	Mayor John Duncan	Member	No
	Councilmember Cesar Fernandez	Alternate	No
Advisory Members			
Caltrans	Ann Fox	Member	Yes
	Melina Pereira	Alternate	No
	Vacant	Alternate	No
Southern California Tribal Chairmen's Association	Erica Pinto	Member	No
	Eric LaChappa	Alternate	No

March 21, 2025

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

Overview

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

Action: Approve

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

Fiscal Impact:

None.

Schedule/Scope Impact:

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

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

Key Considerations

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

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

Next Steps

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

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

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

Discussion Memo

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. All SANDAG competitive grant programs are subject to [SANDAG Board Policy No. 035](#), which provides project milestone and completion deadlines and use-it or lose-it provisions. Projects are placed on a watch list when a grantee has not made timely progress toward milestones or key project deliverables or has not implemented any SANDAG-issued corrective actions.

This Discussion Memo highlights grant project status changes during the reporting period of October 1 to December 31, 2024. A [master list](#) of all SANDAG grant program awards can be found on the SANDAG Grants web page.

Access for All Program

On [May 26, 2023 \(Item 6\)](#), the Board of Directors approved the release of the AFA Cycle 2 call for projects. The Transportation Committee then recommended that staff change how the competitive process is conducted at its [July 21, 2023 meeting \(Item 9\)](#), which delayed the release of the call for projects until March 15, 2024. Applications were received on June 14, 2024, and the evaluation process concluded in October 2024. The funding recommendations were approved by the Board of Directors in January 2025. Staff is working on the grant agreement with the awarded applicant.

Completed Projects

- None

Projects on the Watch List & Reasoning

- None

Active Transportation Grant Program

Completed Projects

- None

Projects on the Watch List & Reasoning

- City of Carlsbad – Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project
 - The Grantee was awarded \$1,054,000, and the grant began on May 9, 2016.
 - This project was placed on the Watch List in October 2023 because the project was falling behind in meeting the milestones listed in the project schedule.

Amendment Requests

- City of Carlsbad – Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project
 - The Grantee has requested a two-year time extension and scope of work change (see Item 5).

Environmental Mitigation Program – Land Management Grant Program

Completed Projects

- City of San Diego – West Otay Mesa Stinknet Removal
 - The Grantee was awarded \$80,000, and the grant began on April 20, 2023.

- The project controlled stinknet within priority Otay Mesa vernal pool complexes and surrounding habitats to protect sensitive ecosystems and create a buffer from invasive weed species. Two acres of coastal sage and maritime succulent scrub habitat were restored, and fifty acres of invasive stinknet plants were treated or removed.
- The Grantee has completed all project deliverables and has received \$62,882 to date. Additional invoices are pending and will be resolved with the project closeout.
- City of San Diego – Otay Mesa Vernal Pool Restoration
 - The Grantee was awarded \$80,000, and the grant began on April 20, 2023.
 - The project protected and enhanced vernal pool ecosystems, Maritime Succulent Scrub, and Western burrowing owl habitat to create a buffer against invasive weed species. Activities included installing fences and gates, site monitoring, and habitat restoration watering maintenance. More than two acres of vernal pools, alkali playa, and Maritime succulent scrub habitat were restored, and 42 acres of invasive grasses were treated or removed.
 - The Grantee has completed all project deliverables and has received \$64,884 to date. Additional invoices are pending and will be resolved with the project closeout.
- Otay Water District – San Miguel Habitat Management Area (HMA) Perimeter Fencing Restoration
 - The Grantee was awarded \$78,593, and the grant began on March 16, 2023.
 - The project reduced illegal trespassing threats in the San Miguel HMA to protect high-priority species in the coastal sage scrub and grassland habitats. Activities included three public outreach events, perimeter fencing restoration, and signage.
 - The Grantee has completed all project deliverables, and the Grantee has received \$43,870 to date. Additional invoices are pending and will be resolved with the project closeout.

Projects on the Watch List & Reasoning

- None

Amendment Requests

- None

Smart Growth Incentive Program

Completed Projects

- City of El Cajon – El Cajon Transit Center Connection Improvements
 - The Grantee was awarded \$2.5 million, and the grant agreement began in August 2019.
 - The project revitalizes El Cajon's transit district by widening sidewalks, enhancing crosswalks, and installing thematic lighting, low-impact development (LID) basins, site furniture, a roundabout, bulb-outs, signage, and Class I bikeway approaches along Johnson Avenue. Images are shown on the next page.
 - Project benefits include reducing traffic flow, increasing safety, and improving connections to nearby transit centers.
 - Construction was completed in October 2024, and punch list items were wrapped up the following month.
 - The Grantee has completed all project deliverables, and the total grant funding the Grantee received was \$2.5 million.



Projects on the Watch List & Reasoning

- City of El Cajon – Main Street-Green Street Gateway Improvements Project
 - The Grantee was awarded \$2.5 million, and the grant began in August 2019.
 - The project was placed on the watchlist in November 2024 after SANDAG filed a Public Works complaint with the Department of Industrial Relations (DIR) on behalf of the City for ongoing contractor payroll issues.
 - An administrative amendment was executed for the project extending the project termination date by two years to allow the labor compliance issues to be resolved.
- City of San Diego - Downtown Mobility Cycle Way Improvement Phase I and I
 - The Grantee was awarded \$2.5 million, and the project began in March 2019.
 - The project has been on the Watch List since Fiscal Year 2022 due to labor compliance issues.
 - The project is under active investigation by the California Department of Industrial Relations (DIR).
 - While the Project is complete, an administrative amendment extending the grant termination date by two years has been executed to allow the DIR to complete its investigation.
- City of Lemon Grove – Connect Main Street Phase I and II
 - The Grantee was awarded \$2.5 million, and the project began in July 2020.
 - The project was placed on the watchlist in November 2024 due to potential labor compliance issues. SANDAG and the City are trying to resolve the issues but may need to file a Public Works complaint with the DIR regarding ongoing contractor payroll issues.

Amendment Requests

- None

Specialized Transportation Grant Program

Completed Projects

- Total Deliverance Worship Center - Cycle 8 - Vehicle Procurement - Section 5310
 - The Grantee was awarded two used vehicles, and the grant began on October 6, 2021.
 - The project delivered 653 one-way passenger trips out of 9,688 proposed, partly due to reduced demand due to the COVID-19 pandemic.

- The Grantee did not complete all the project deliverables. Grantees who underperform may receive a past performance adjustment that deducts points from future applications for STGP funding.
- Jewish Family Service of San Diego - Cycle 9 - Vehicle Procurement - Section 5310
 - The Grantee was awarded \$158,400, and the grant began on March 12, 2018.
 - The project delivered 27,044 one-way passenger trips out of 39,570 trips proposed, in part due to reduced demand during the COVID-19 pandemic.
 - The Grantee did not complete all project deliverables, and the total grant funding the Grantee received was \$158,400. Grantees who underperform may receive a past performance adjustment that deducts points from future applications for STGP funding.
- City of Vista - Cycle 11 - Out and About - Section 5310
 - The Grantee was awarded \$128,192, and the grant began April 1, 2022.
 - The total grant funding the Grantee received was \$113,603.58.
 - The project delivered 17,162 one-way passenger trips out of the 24,950 trips proposed.
 - The Grantee did not complete all project deliverables, which was partially caused by the COVID-19 pandemic. Grantees who underperform may receive a past performance adjustment that deducts points from future applications for STGP funding.

Project Showcase

- Jewish Family Service of San Diego - Cycle 12 - On the Go Transportation Program - Section 5310
 - Below is a photo of the On the Go Transportation Program which operates a volunteer driver program that transports older adults and people with disabilities to the places they need or want to go (medical appointments, grocery stores, etc.).



Projects on the Watch List & Reasoning

- FACT - Cycle 12 - CTSA Mobility Management - Mobility Management - Senior Mini-Grant
 - The project is on the Watch List because the Grantee submitted their invoice and progress reports late and with errors. This is the second time this project has been on the Watch List.
- FACT - Cycle 12 - CTSA Mobility Management - Mobility Management - Section 5310
 - The project is on the Watch List because the Grantee submitted their invoice and progress reports late and errors. This is the second time this project has been on the Watch List.

- FACT - RideFACT - Operating - Section 5310
 - The project is on the Watch List because the Grantee submitted their invoice and progress reports late and with errors. This is the second time this project has been on the Watch List.
- Arc of San Diego - Cycle 12 MCRD Transportation - Capital - Section 5310
 - The project is on the Watch List because the Grantee submitted their invoice and progress report late. This is the second time this project has been on the Watch List.

Amendment Request

- Home of Guiding Hands – Cycle 9 – Section 5310 – Vehicle Procurement
 - Home of Guiding Hands requests a 6-month extension to allow their executive team to consider how they would like to dispose of the seven vehicles associated with this grant. They will use the time to analyze each vehicle's age, mileage, and maintenance status to determine if they would like to retain some or all the vehicles for public service or return them to SANDAG for disposition. The vehicles will remain in service while the decision is made.

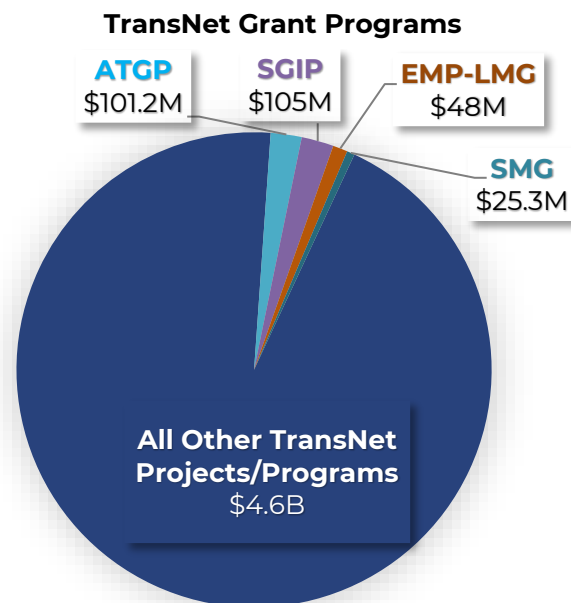
2025 GRANT PROGRAM PERFORMANCE MEASURES REPORT

Grant Program Overview

SANDAG administers seven grant programs whose funding sources range from local sales tax (TransNet), state (California Public Utilities Commission and Department of Housing and Community Development), and federal (Federal Transit Administration) programs. Of the seven SANDAG grant programs, the Transportation Committee has purview over five programs, as listed below.

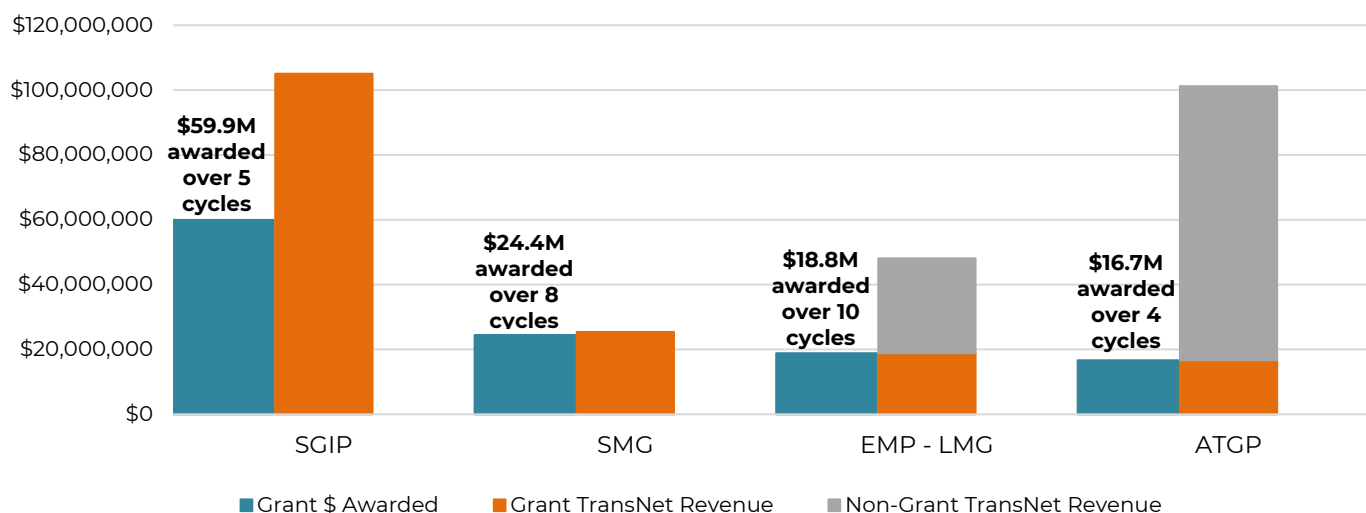
1. Access for All (AFA) Program
2. Active Transportation Grant Program (ATGP)
3. Environmental Mitigation Program Land Management Grant (EMP LMG)
4. Smart Growth Incentive Program (SGIP)
5. Specialized Transportation Grant Program (STGP)
 - STGP is comprised of two programs: Senior Mini-Grant (SMG) and Section 5310 Program

The chart on the right illustrates the amount each TransNet grant program has received from TransNet revenue.



TransNet Grants Awarded

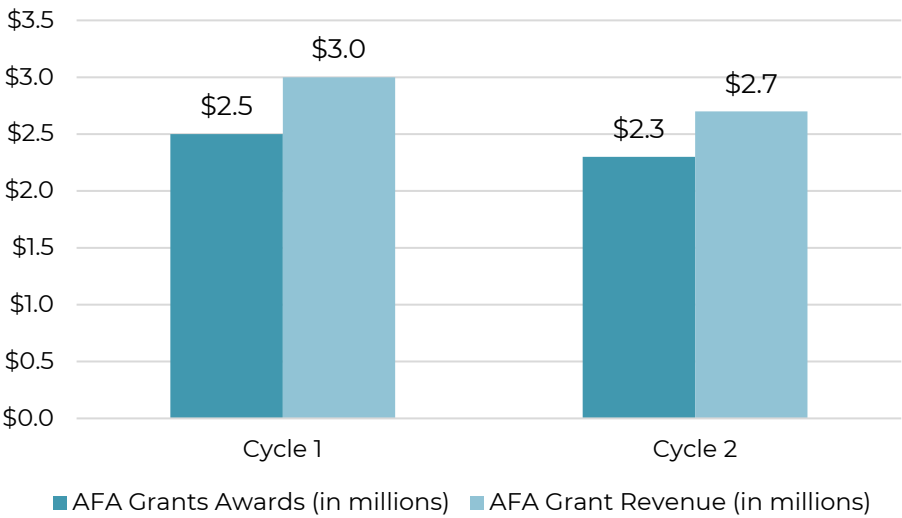
The ATGP, SGIP, EMP LMG and SMG are TransNet-funded grant programs that have held numerous grant solicitations called "cycles" to award local projects and services that achieve specific grant program objectives. Approximately 42% of the TransNet funds received for the grant programs have been awarded. The chart below depicts each TransNet grant program's received revenue, grant funding awarded, and the number of cycles completed for each program.



- Notes:
1. ATGP: The SANDAG Board approved a \$1 million per year set aside for the ATGP. The remaining Non-Grant TransNet Revenue (in grey) is for the Bicycle, Pedestrian, and Neighborhood Safety (BPNS) Program Fund, which supports the SANDAG Bike Plan Early Action Program (EAP).
 2. EMP LMG: The SANDAG Board allocates funding to the EMP LMG through the triennial Regional Management and Monitoring Work Plan. The remaining Non-Grant TransNet Revenue (in grey) is used for mitigation for major highway and transit projects identified in the Regional Plan.

State Grants Awarded

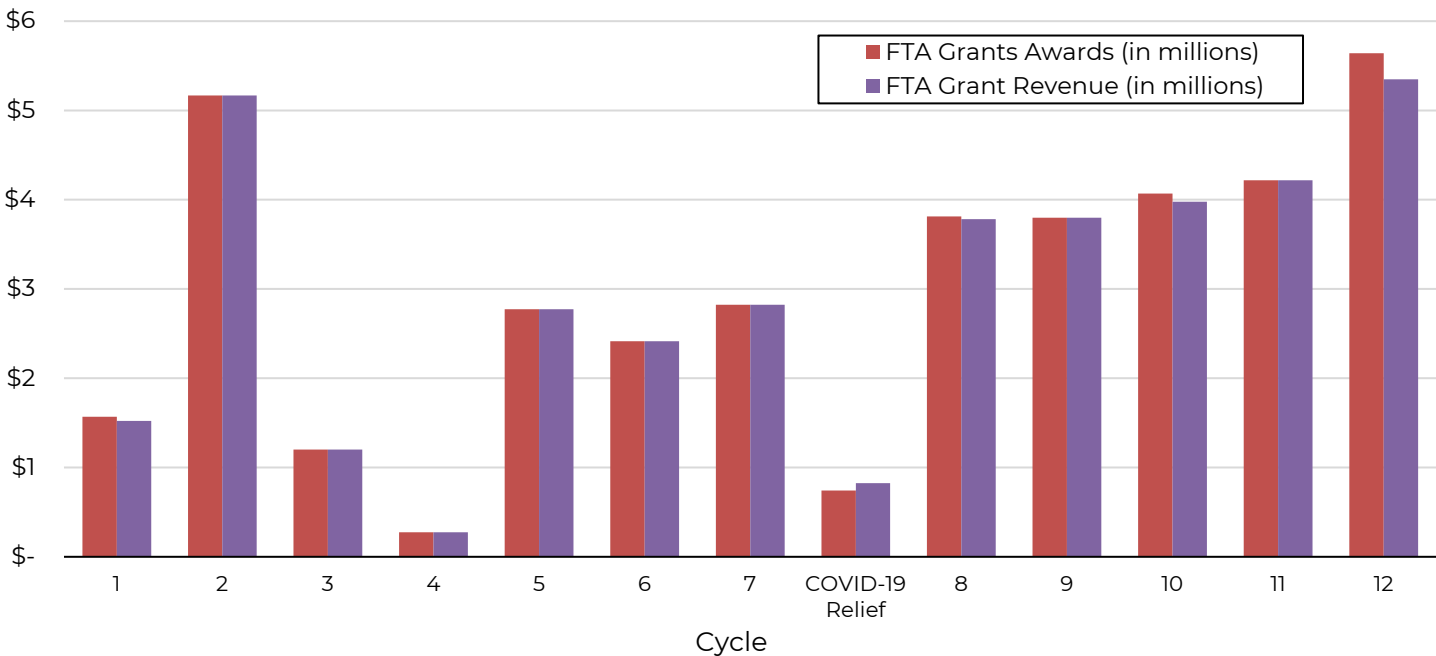
Pursuant to SB 1376, the California Public Utilities Commission (CPUC) established the Access for All (AFA) Program to increase accessibility for persons with disabilities as part of its regulation of [Transportation Network Companies \(TNCs\)](#). The CPUC selected SANDAG as the Local Access Fund Administrator for the San Diego region to oversee a competitive solicitation process that allocates funds to eligible projects and monitors grantees' performance. There have been two cycles of AFA funding. The table in this section demonstrates the AFA Program funding available (for pass-through and administration) and grant funding awarded for each cycle. Each cycle awarded one grantee the full pass-through available amount.



Note: Administrative fees make up 15% of AFA Grant Revenue.

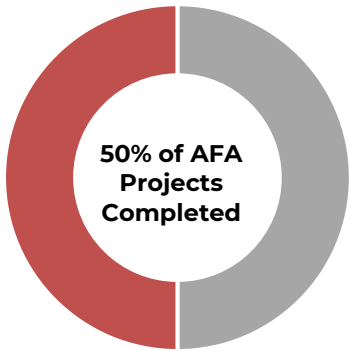
Federal Grants Awarded

Started in 2006, the STGP awards grants to projects that expand mobility for older adults and people with disabilities through two programs: the [Federal Transit Administration \(FTA\) Section 5310](#) and the TransNet Senior Mini-Grant programs. The FTA Section 5310 program funds projects that enhance mobility for people aged 65 and older and individuals with disabilities within the large, urbanized areas of San Diego County. The Senior Mini-Grant program uses funding from the TransNet local half-cent sales tax to provide specialized transportation for people aged 60 and older within San Diego County. SANDAG facilitates a competitive grant application process to award these funds. Any unspent grant award funds are carried forward into the next competitive cycle. Metrics related to the TransNet-funded SMG Program can be found in the “TransNet Grants Awarded” section above. Below is a synopsis of FTA Section 5310 grant funding available and awarded to date.



Completed Grant Projects

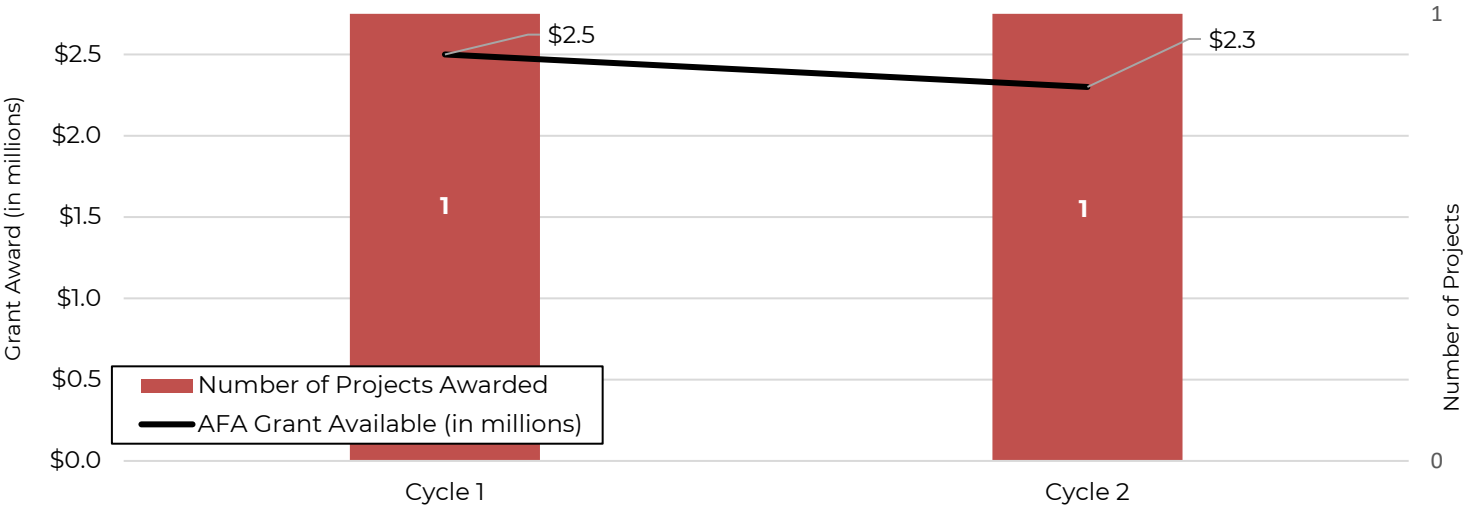
Access for All (AFA) Program



The first cycle of AFA Program funding was released in 2022, with a second cycle released in 2024. A total of \$4.8 million in grant funding has been awarded through the AFA Program. The program funding varies year-over-year due to the annual fluctuation in TNC trips. AFA has funded one project per cycle for a single grantee. The Cycle 1 Project has been completed while the Cycle 2 project has not yet commenced. It is anticipated that the project will begin in Spring 2025.

- 1 ACTIVE AFA GRANT (Approximately \$2.5 million)
- 1 COMPLETED AFA GRANT (Approximately \$2.3 million)

AFA Program by Cycle



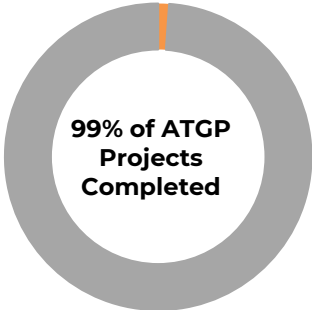
AFA Completed Project

The Cycle 1 Project met all applicable performance measures. These performance measures included the number and percentage of WAV trips, the completed WAV trip request response times, and the number of outreach materials used to publicize and promote WAV services to disabled and low-income communities, communities of color, and limited English proficiency populations. Given that this was the first completed year of service for the AFA Program, achieved results were measured against applicable baseline data from the grantee's prior year of WAV service.

During the grant term, five dedicated Wheelchair Accessible Vehicles (WAVs) responded to 12,225 WAV trip requests (compared to 6,273 WAV trips from the prior year). Of those requests, 10,779 WAV trips (80%) were completed. Of the requested trips, 17% were canceled or were trips where the rider was not present at the trip origin, and 2% were not accepted or denied. There were 2,543 on-demand WAV trips provided during the grant term. All WAV trips had a response time of 39 minutes or less. The grantee reported eleven instances of rider complaints.

Active Transportation Grant Program (ATGP)

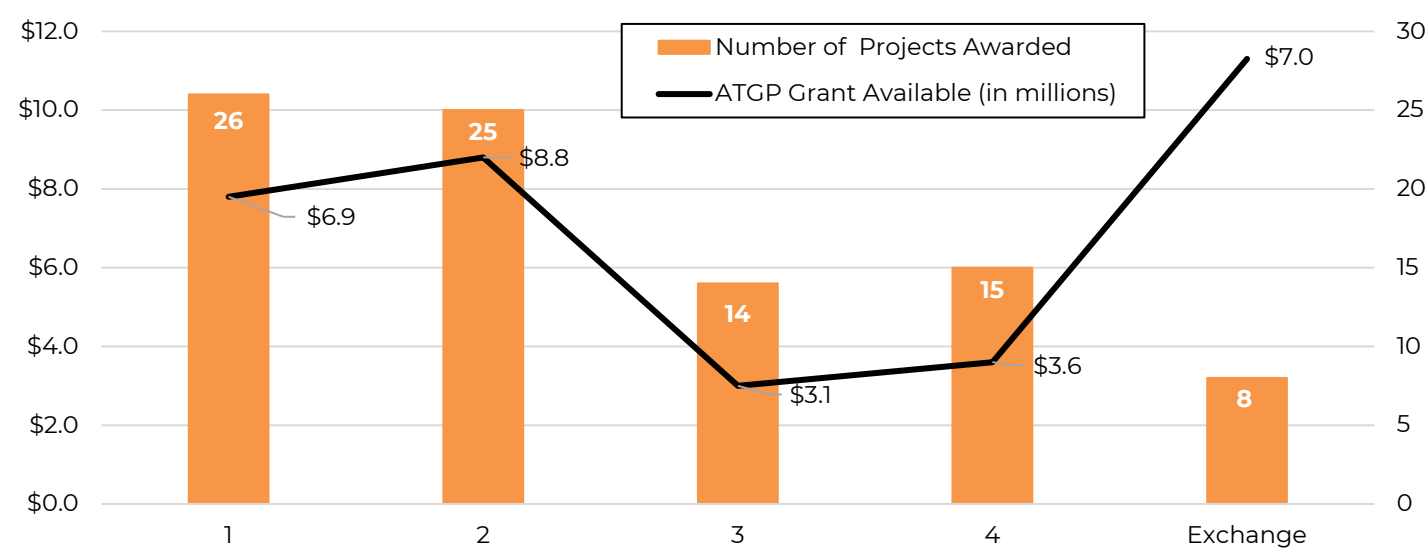
Started in 2003, the Active Transportation Grant Program provides TransNet funds to the region’s 18 cities and the County of San Diego for projects that encourage the increased use of active modes of transportation, including biking and walking. ATGP encourages local jurisdictions to plan and build facilities that promote multiple travel choices and increases connectivity to transit, schools, retail centers, parks, work, and other community gathering places. Eighty-eight grant projects totaling \$29.4 million have been provided to jurisdictions to implement ATGP projects.



- 1 ACTIVE ATGP GRANT (Approximately \$1.1 million)
- 87 COMPLETED ATGP GRANTS (Approximately \$28.3 million)

Note: In 2008, in support of the Bike Early Action Program, the SANDAG Board approved utilizing a portion of TransNet ATGP funding on SANDAG regional bike projects to implement those projects sooner. In exchange, Transportation Development Act (TDA) funding was used to support the program. Forty-seven of the awarded projects (53%) utilized \$15.9 million in TransNet funding, while the remaining 41 awarded projects (47%) utilized \$15.6 million in TDA funding.

ATGP Funding Awards by Cycle



35

Note: The SANDAG Board authorized the exchange of California Active Transportation Program (ATP) funding for TransNet ATGP funding in 2015 and 2016 to reduce the administrative burden on local jurisdictions that received ATP funding. Those projects became ATGP projects and are shown as “Exchange” projects in the table above.

ATGP Completed Projects

Since the program began, four funding cycles have supported dozens of bike and pedestrian projects that improve travel choices for the region’s residents. The ATGP has awarded over \$29 million in TransNet and TDA funds throughout the San Diego region. A total of 88 projects have been awarded funding, with 65% of the funds awarded to capital projects and the remaining 35% allocated to Planning or Education projects. The tables on the following page show the three ATGP project types and their corresponding top performance metrics.

ATGP Capital Projects' Top Performance Measures (for 57 projects)

A total of 57 capital projects, awarded \$23.9 million, have been completed by eight different grantees.

■ Number of projects



ATGP Planning Projects' Top Performance Measures (for 23 projects)

A total of 23 planning projects awarded \$4.3 million have been completed by 13 different grantees.

■ Number of projects



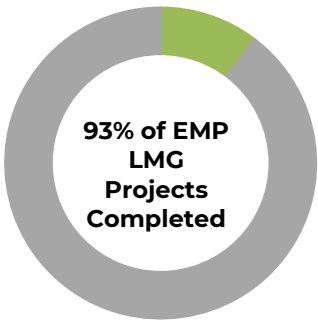
ATGP Education Encouragement Awareness Projects' Top Performance Measures (for 8 projects)

A total of 8 education encouragement awareness projects have been awarded \$1.2 million and have been completed by six different grantees.

■ Number of projects



Environmental Mitigation Program Land Management Grant (EMP LMG) Program

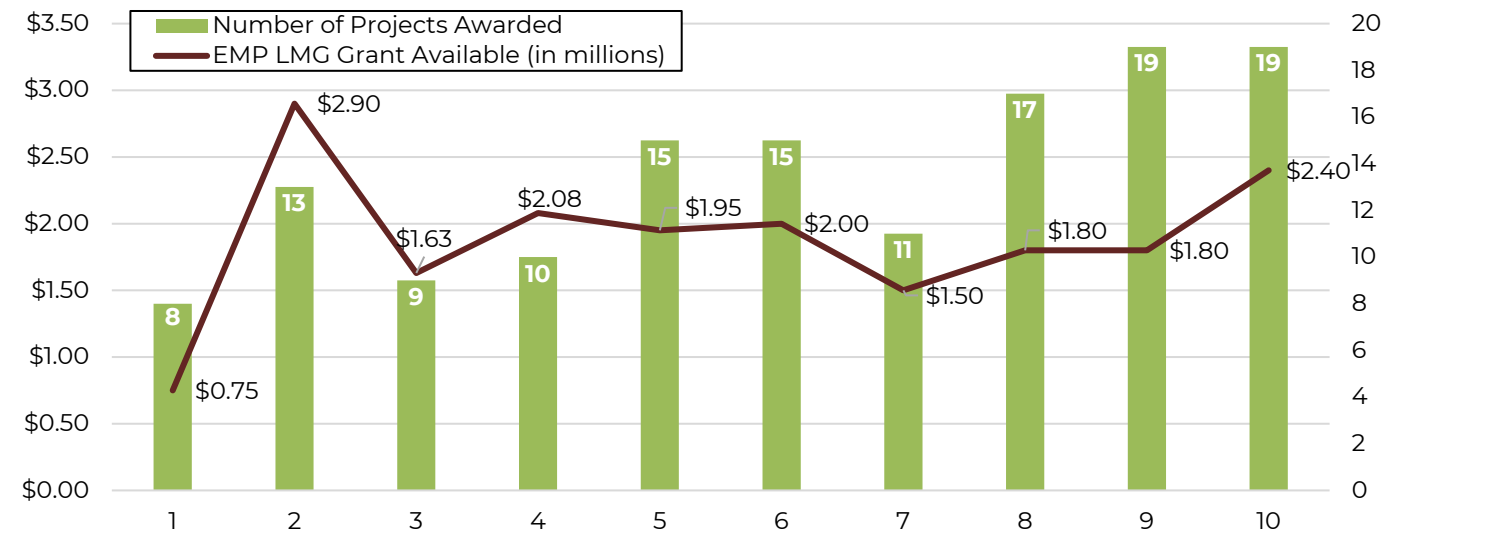


Starting in 2006, the EMP LMG Program has used TransNet funds to support SANDAG’s Environmental Mitigation Program, which implements regional habitat management and monitoring efforts. These efforts help maintain the region’s biological integrity by avoiding the future listing of species as endangered. In total, 136 land management grants totaling \$18.8 million have been awarded to land management entities such as private nonprofits, local jurisdictions, and other government agencies in the region.

9 ACTIVE EMP LMG (Approximately \$1.5 million)

127 COMPLETED EMP LMG (Approximately \$17.3 million)

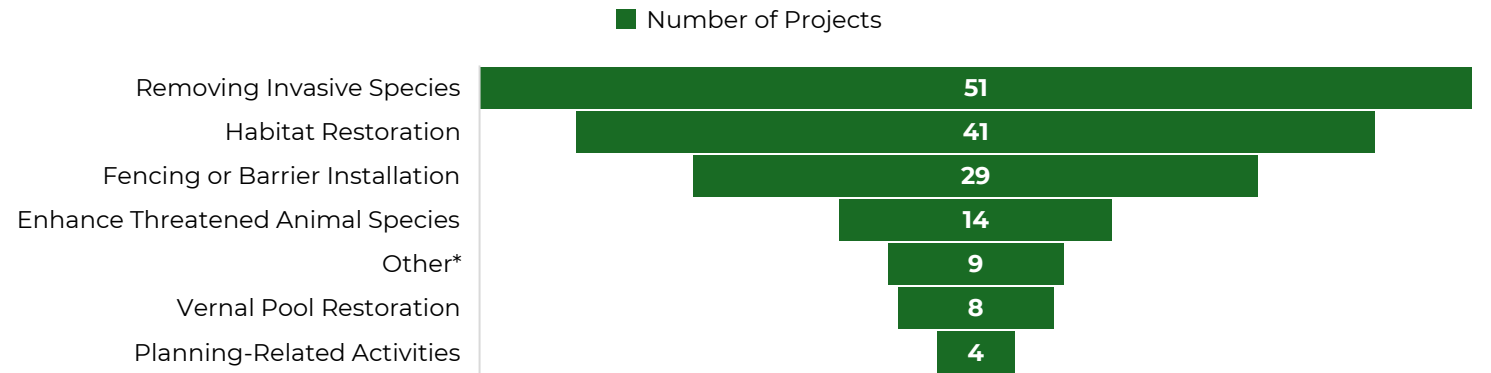
EMP LMG Program by Cycle



Completed EMP LMG Projects

EMP LMG projects have been completed by 44 different grantees throughout the region since the program’s first cycle. Below are the most frequently achieved performance measures for the completed EMP LMG-funded projects. It is important to note that EMP LMG completed projects include multiple land management activities/performance measures.

EMP LMG Projects’ Top Performance Measures (for 44 projects)



Notes:
*Other may include erosion control, volunteer programs, environmental education, site cleanups, seed collection, and seed banking

Smart Growth Incentive Program (SGIP)

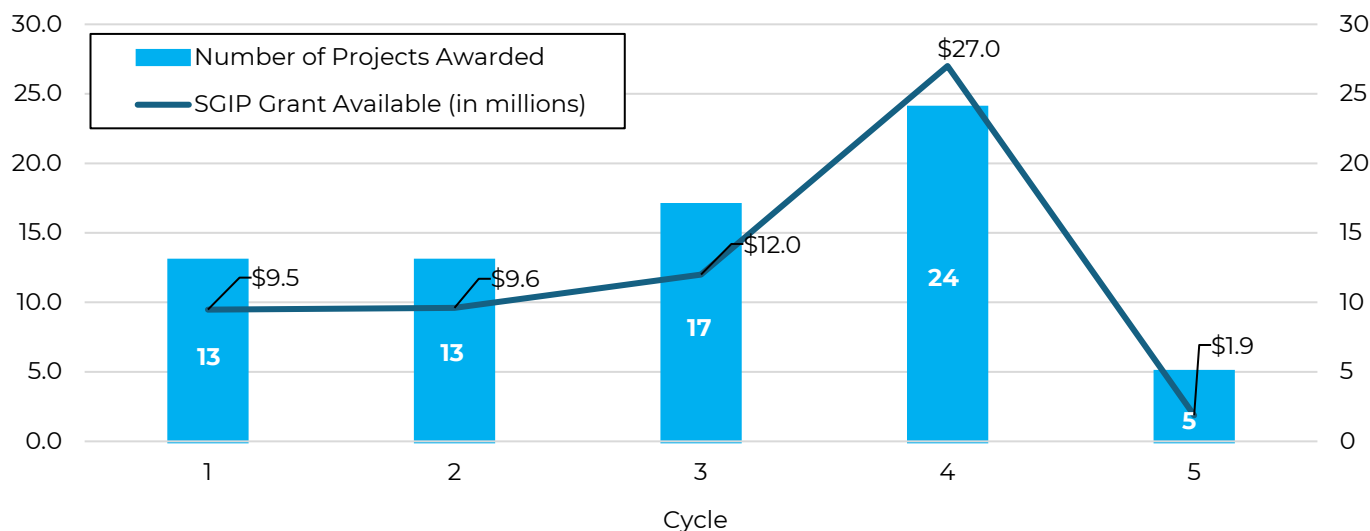


The SGIP began in 2009 and has had five grant funding cycles. The Program has awarded over \$59 million in TransNet funds throughout the region for 34 capital and 38 planning projects (4 were subsequently withdrawn). SGIP grants are awarded to local jurisdictions to fund transportation-related infrastructure improvements and planning efforts that promote smart growth development and “create more compact, walkable, bikeable, and transit-oriented communities.” Through the program, downtowns and business districts have undergone major improvements and many communities have enhanced downtown streetscapes, built biking and walking paths, created plazas, and improved transit stations.

- **8 ACTIVE SGIP GRANTS** (Approximately \$10.1 million)
- **60 COMPLETED SGIP GRANTS** (Approximately \$48.7 million)

Smart Growth Incentive Program by Cycle

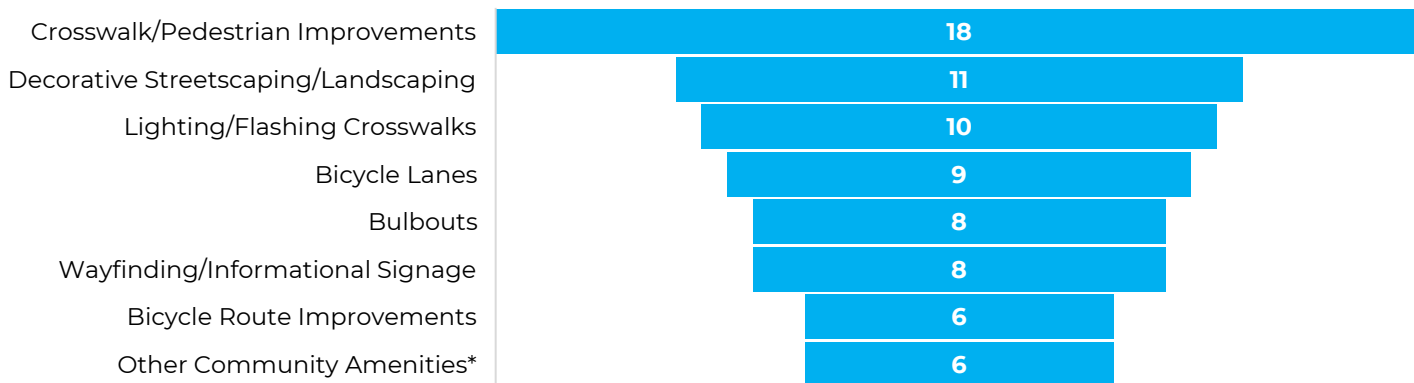
The graph below shows the grant amount awarded and number of projects awarded per cycle.



Completed SGIP Projects

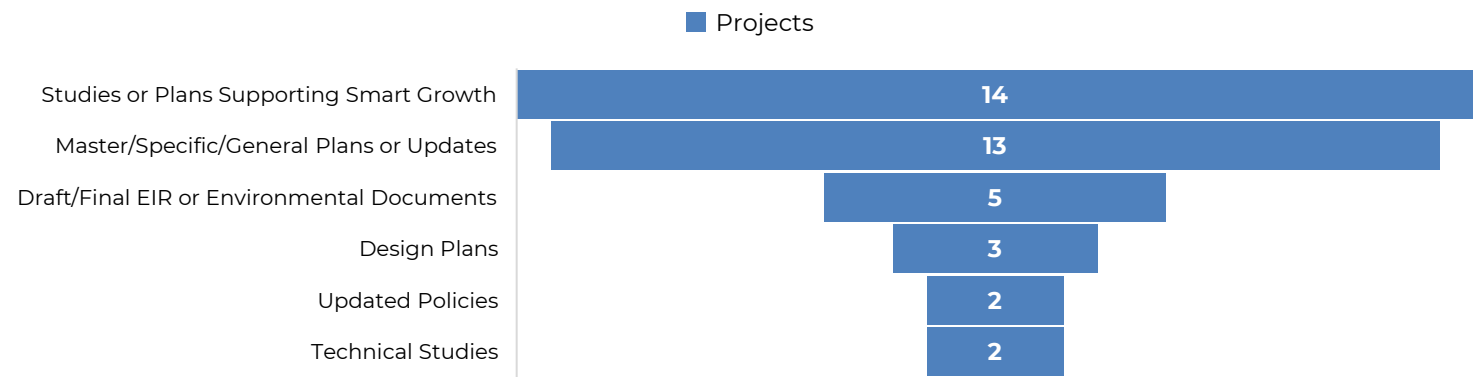
60 SGIP projects have been completed to date. The 30 capital and 30 planning projects were awarded \$48.7 million, and 95% of their grant awards were reimbursed. On the following page are tables for each project type with their respective top performance metrics attained.

SGIP Capital Projects’ Top Performance Measures (for 30 projects)



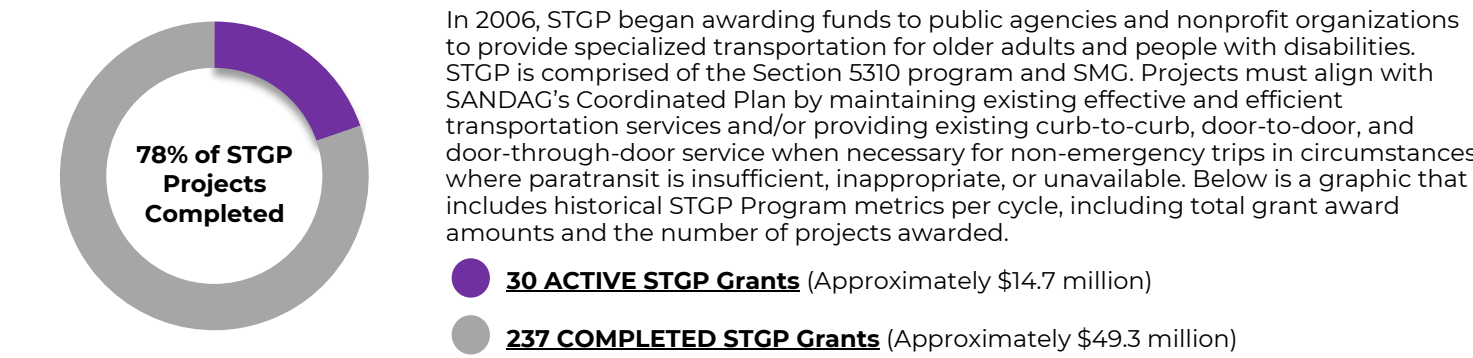
*-Other Community Amenities include public restrooms, public art, and a play area.

SGIP Planning Projects’ Top Performance Measures (for 30 projects)

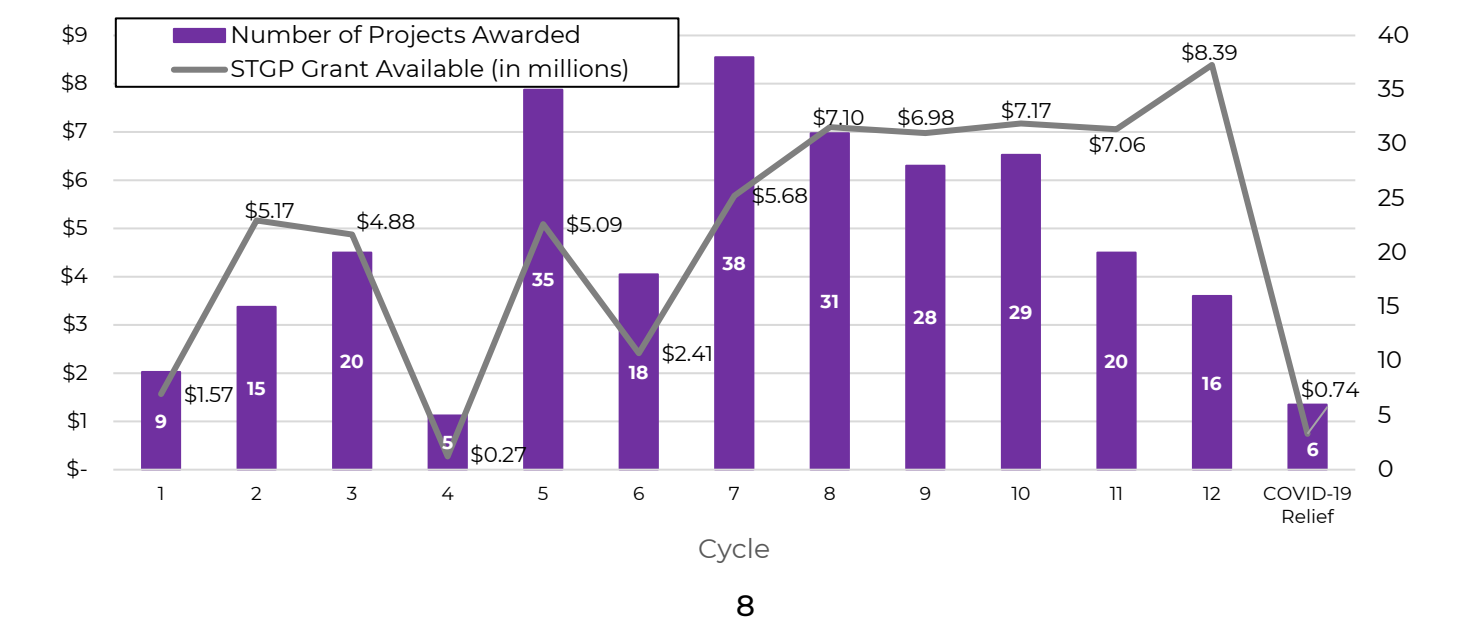


The 60 SGIP projects completed by thirteen jurisdictions have project outputs aligned with smart growth principles. The first four SGIP grant cycles (2009-2020) did not include performance measures. Therefore, the data above results from identifying project outcomes via quarterly progress and final project reports. It wasn't until the fifth cycle of SGIP that performance measures were included in project reporting. In January 2025, an SGIP Cycle 6 call for projects was released and requires performance measures from applicants. Moving forward, performance measures will be required of all competitive SANDAG TransNet grants.

Specialized Transportation Grant (STGP) Program

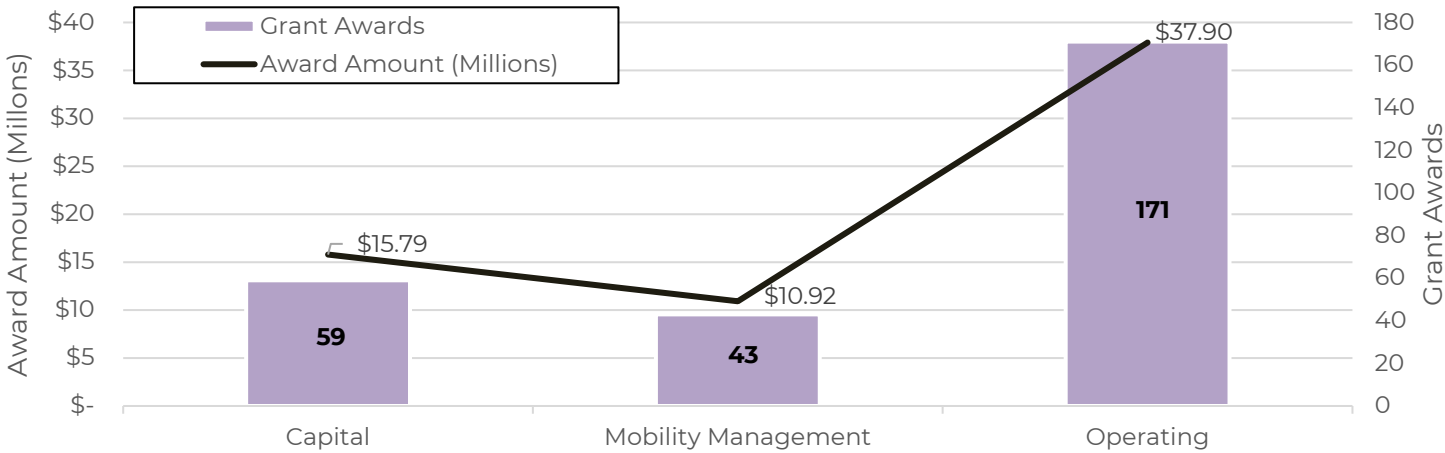


Specialized Transportation Grant Program by Cycle



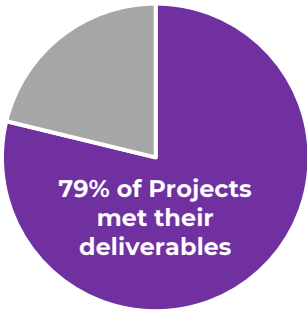
Specialized Transportation Grant Program by Award Type

The STGP currently funds Capital, Mobility Management, and Operating projects (defined below), such as vehicle procurements, volunteer driver programs, and travel training programs. Below is a graph illustrating STGP project counts by type along with STGP grant award amounts by project type.



Completed Specialized Transportation Grants

For the last two completed STGP cycles, projects were monitored by a broad unit that included the number of travel referrals, trainings, and one-way passenger trips provided. Older cycle metrics could not be located or were not monitored. Of the total STGP projects completed that SANDAG could identify, 79% of the projects met their performance deliverables as outlined in their project scope. In total, STGP projects have delivered almost 832,000 units across two funding cycles (Cycle 7 and COVID-19 Relief). Under the more recent cycles, underperforming grantees may receive a past performance adjustment that deducts points from future applications for STGP funding.



Active Grant Monitoring

Active AFA Projects

The AFA Cycle 2 call for projects was released in the Summer of 2024. One project was awarded the entire amount of funding available in January 2025 and staff is working with the Grantee on the grant agreement. As a result, no active AFA project activity occurred during this reporting period.

Active ATGP Projects

There is a single active ATGP Project, the City of Carlsbad’s Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project. This project was awarded \$1,054,000 in 2016 and has been granted two 36-month schedule extensions. To date, approximately \$549,000 has been expended, representing a 52% completion based on grant dollars spent. However, based on the grant termination date of May 9, 2025, the Project should be approximately 98% complete.

Active ATGP Project Budget Spent and Remaining

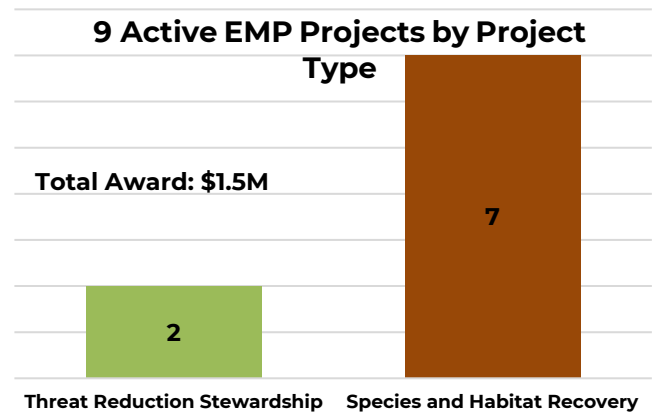


Active EMP LMG Projects

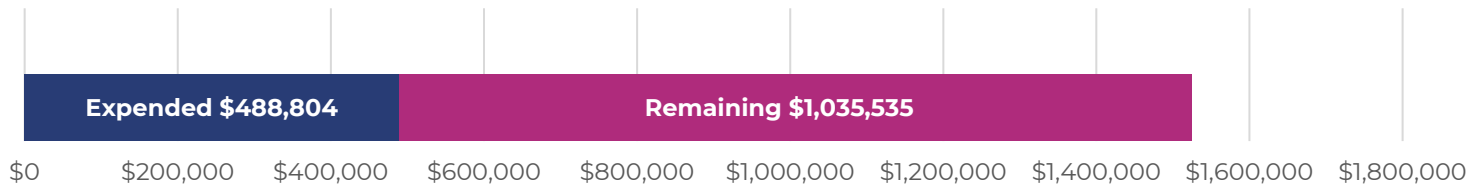
A total of 9 EMP LMG projects are active and 3 have been completed this reporting period and are pending closeout. The cumulative grant award for the remaining 9 projects is approximately \$1.5 million. The three completed projects are Threat Reduction Stewardship¹ projects. Project performance measures achieved for the three completed projects are:

- Habitat restoration of more than 2 acres of vernal pools, alkali playa, and maritime succulent scrub
- Invasive plant treatment of 42 acres of non-native grasses
- Habitat restoration of two acres of coastal sage scrub
- Treatment of 50 acres of the invasive plant Stinknet
- 3 public outreach events
- Restored perimeter fencing and signage

¹ - Threat Reduction Steward Project: reduces threats to Management Strategic Plan for Conserved Lands in Western San Diego (MSP) species and their habitats on existing conserved lands. Example stewardship activities include but are not limited to control of invasive plant and animal species; erosion control; trail maintenance needed to protect MSP species; signage and directional fencing; enforcement; linkage improvement, and access control.



Active EMP LMG Project Budgets Spent and Remaining

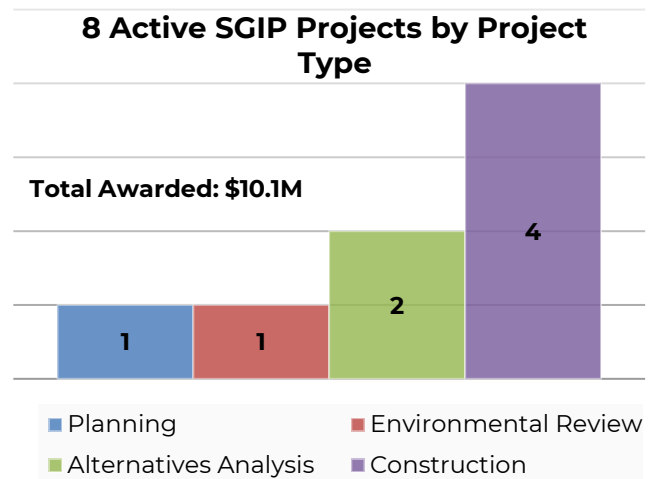


Active SGIP Projects

There are 8 active SGIP projects with a total grant award of \$10.1 million. The active project types are displayed in the bar chart on the right.

One project was completed during the reporting period by the City of El Cajon. The El Cajon Transit Center Connection Improvements project delivered the following quantifiable metrics:

- Roundabout
- Widened sidewalks
- Thematic lighting
- Enhanced crosswalks
- Bulb-outs and low-impact development basins
- 1.2 miles of protected bike lane
- 0.4 miles of class I bike lane connecting to the regional bike network



Active SGIP Project Budget Spent and Remaining (in millions)



Active STGP Projects

There are thirty active STGP projects that have been awarded \$12.1 million. Twelve grantees have Operating and Capital projects that provide transportation service units. Two grantees are implementing Mobility Management projects that provide travel referrals, travel training, and brokerage transportation service units. The standard performance measures used to monitor grants are in units and can include the number of one-way passenger trips, travel referrals, or travel training courses.

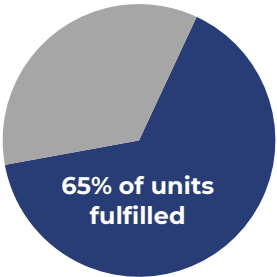
Active STGP Project Budget Spent and Remaining (in millions)



Major Project Updates

Operating and Capital STGPs

Operating and Capital Grants were awarded \$10.36 million and have spent about half of their cumulative grant allocation. The total target units for these active STGP Operating and Capital Projects are 1,155,316. As of December 31, 2024, 753,109 or 65% of those units have been fulfilled.

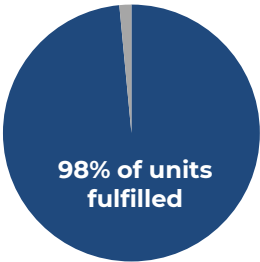


Active STGP Operating and Capital Project Budgets Spent and Remaining (in millions)

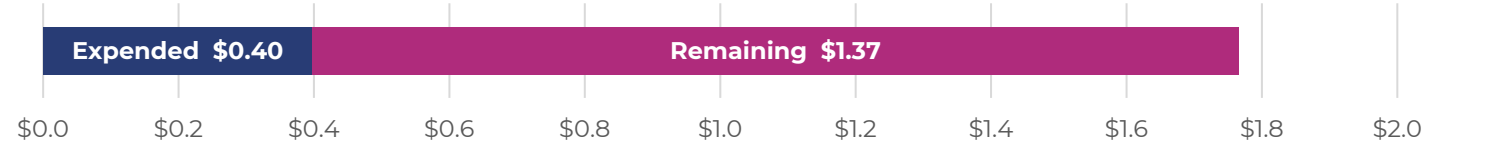


Mobility Management STGP

The active STGP Mobility Management projects provide travel referrals, travel training, and brokerage transportation service units. The two grantees have a cumulative grant award of \$1.7 million. They have spent 23% of their budget to date and have provided 98% of their units.



Active STGP Mobility Management Project Budget Spent and Remaining (in millions)



3/5/2025

Aly Vazquez, Associate Grants Analyst
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Dear Mrs. Vazquez,

Home of Guiding Hands is requesting a second extension amendment to Specialized Transportation Vehicle Grant Agreement Number 5005205. The requested 6-month extension will allow our agency administrative time for our executive team to consider how we would like to dispose of the seven vehicles associated with this grant.

Home of Guiding Hands has already completed our project deliverables for the grant, but we have another vehicle grant with the SANDAG Specialized Transportation Grant Program (Grant # 5004691) that has also completed all deliverables and is expiring 8/12/2026. This grant was for thirteen accessible vehicles. A 6-month extension will allow the expiration of 5005205 to align more closely with 5004691 so we can make our final disposition request all at once for all twenty vehicles that have met their Federal Transit Administration (FTA) useful life requirements.

We were previously unaware that the FTA useful life requirements were expended but going forward we will use the time to analyze the age, mileage, and maintenance status of all twenty vehicles to determine the best options for our agency given our financial and storage capacities. We will either close the grants and retain some or all the vehicles for public service or return all or some of the vehicles to SANDAG for disposition as permitted by the FTA regulations. The vehicles will remain in service for our clientele while the our disposition decision is made.

We are confident that we can complete this assessment within the extended time frame, as we have already begun preliminary discussions and will begin to identify potential resources to facilitate appraisals and evaluations efficiently. Our team is committed to ensuring a thorough yet timely review to maximize the value and effectiveness of these vehicles within our programs.

Sincerely,



Falon Leszczynski
Vice President Of Operations
Home Of Guiding Hands

San Diego County Office

619-938-2850
1908 Friendship Drive
El Cajon, CA 92020

Temecula Office

619-938-2850
41877 Enterprise Cir N Suite 200,
Temecula CA, 92590

Imperial County Office

760-970-4491
605 Wake Ave Suite 7,
El Centro, CA 92243

March 21, 2025

Master Agreement for Transit and Intercity Rail Capital Program with Caltrans

Overview

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

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

Key Considerations

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

Next Steps

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

Action: Recommend

The Transportation Committee is asked to recommend that the Board of Directors adopt Resolution No. 2025-12, authorizing the Chief Financial Officer to execute the Master Agreement for Transit and Intercity Rail Capital Program with Caltrans.

Fiscal Impact:

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

Schedule/Scope Impact:

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

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

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

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

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

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

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

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

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

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

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

PASSED AND ADOPTED this 28th of March 2025.

Attest:

Chair

Secretary

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

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

California State Transportation Agency
Transit and Intercity Rail Capital Program

Grant Recipient:

San Diego Association of Governments

CalSTA Transit and Intercity Rail Capital Program Administered by:

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

TABLE OF CONTENTS

RECITALS _____	4
ARTICLE I - DEFINITIONS _____	5
ARTICLE II – TIRCP PROJECTS AND ADMINISTRATION _____	7
Section 1. TIRCP Projects and Project Management _____	7
Section 2. Program Supplement _____	8
A. General _____	8
B. Project Overrun _____	10
C. Cost Savings and Project Completion _____	10
D. Scope of Work _____	11
E. Program Supplement Amendments _____	11
Section 3. Allowable Costs and Payments _____	11
A. Allowable Costs and Progress Payment Invoice _____	11
B. Final Invoice _____	12
ARTICLE III – GENERAL PROVISIONS _____	12
Section 1. Funding _____	12
Section 2. Audits and Reports _____	12
A. Cost Principles _____	12
B. Record Retention _____	13
C. Reporting Requirements _____	14
Section 3. Special Requirements _____	16
A. California Transportation Commission Resolutions _____	16
B. Recipient Resolution _____	16
C. Termination _____	17
D. Third Party Contracting _____	18
E. Change in Funds and Terms/Amendments _____	18
F. Project Ownership _____	18
G. Disputes _____	21
H. Hold Harmless and Indemnification _____	21
I. Labor Code Compliance _____	22
J. Non-Discrimination Clause _____	22
K. State Fire Marshal Building Standards Code _____	23
L. Americans with Disabilities Act _____	23
M. Access for Persons with Disabilities _____	24
N. Disabled Veterans Program Requirements _____	24
O. Environmental Process _____	24
P. Force Majeure _____	25
ARTICLE IV – MISCELLANEOUS PROVISIONS _____	25
Section 1. Miscellaneous Provisions _____	25
A. Successor Acts _____	25
B. Successor and Assigns to the Parties _____	25

C. Notice _____	25
D. Amendment _____	26
E. Representation and Warranties of the Parties _____	26
F. Construction, Number, Gender and Captions _____	28
G. Complete Agreement _____	28
H. Partial Invalidity _____	28
I. Conflicts _____	28
J. Counterparts _____	29
K. Governing Law _____	29
Appendix A - TIRCP PROGRAM GUIDELINES AND DEPARTMENT DELEGATION _____	30
Appendix B - RECIPIENT'S RESOLUTION _____	31

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

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

Termination Date of this Agreement: May 31, 2035

Recipient: San Diego Association of Governments
(SANDAG)

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

RECITALS

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

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

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

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

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

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

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

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

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

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

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

ARTICLE I - DEFINITIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.21 "State" shall mean the State of California.

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

ARTICLE II – TIRCP PROJECTS AND ADMINISTRATION

Section 1. TIRCP Projects and Project Management

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

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

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

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

Section 2. Program Supplement

A. General

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

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

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

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

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

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

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

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

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

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

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

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

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

B. *Project Overrun*

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

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

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

C. *Cost Savings and Project Completion*

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

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

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

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

D. Scope of Work

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

E. Program Supplement Amendments

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

Section 3. Allowable Costs and Payments

A. Allowable Costs and Progress Payment Invoice

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

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

B. *Final Invoice*

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

ARTICLE III – GENERAL PROVISIONS

Section 1. Funding

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

Section 2. Audits and Reports

A. *Cost Principles*

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

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

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

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

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

B. *Record Retention*

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

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

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

C. Reporting Requirements

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

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

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

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

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

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

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

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

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

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

c. Any and all other requirements instituted by CARB.

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

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

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

c. Before and after photos documenting the project

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

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

Section 3. Special Requirements

A. California Transportation Commission Resolutions

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

B. Recipient Resolution

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

C. *Termination*

1. Termination Convenience by State

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

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

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

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

2. Termination After Recipient's Obligations Fully Performed

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

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

D. *Third Party Contracting*

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

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

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

E. *Change in Funds and Terms/Amendments*

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

F. *Project Ownership*

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

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

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

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

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

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

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

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

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

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

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

G. *Disputes*

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

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

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

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

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

H. *Hold Harmless and Indemnification*

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

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

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

I. *Labor Code Compliance*

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

J. *Non-Discrimination Clause*

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

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

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

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

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

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

K. *State Fire Marshal Building Standards Code*

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

L. *Americans with Disabilities Act*

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

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

M. *Access for Persons with Disabilities*

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

N. *Disabled Veterans Program Requirements*

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

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

O. *Environmental Process*

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

P. *Force Majeure*

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

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

ARTICLE IV – MISCELLANEOUS PROVISIONS

Section 1. Miscellaneous Provisions

A. *Successor Acts*

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

B. *Successor and Assigns to the Parties*

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

C. *Notice*

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

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

If given to the Department:

State of California

Department of Transportation

Division of Rail and Mass Transportation

P.O. Box 942874

Sacramento, CA 95834-0001

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

with a copy to:

California State Transportation Agency

915 Capitol Mall Suite 350 B

Sacramento, CA 95814

If given to the Recipient:

San Diego Association of Governments

1011 Union Street, Suite 400

San Diego, CA 92101-9998

Attention: Dawn Vettese

D. *Amendment*

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

E. *Representation and Warranties of the Parties*

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

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

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

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

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

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

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

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

F. *Construction, Number, Gender and Captions*

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

G. *Complete Agreement*

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

H. *Partial Invalidity*

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

I. *Conflicts*

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

J. *Counterparts*

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

K. *Governing Law*

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

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

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

BY: _____
Dee Lam
Chief, Division of Local Assistance

DATE: _____

**SAN DIEGO ASSOCIATION OF
GOVERNMENTS**

BY: _____
Dawn Vettese
Chief Financial Officer

DATE: _____

APPROVED AS TO FORM AND PROCEDURE

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

BY: _____
Deputy Attorney

DATE: _____

APPENDIX A
TIRCP PROGRAM GUIDELINES AND DEPARTMENT DELEGATION

(INSERT GUIDELINES AND DEPARTMENT DELEGATION)

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

March 21, 2025

TransNet Active Transportation Grant Program Project Amendment

Overview

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

Key Considerations

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

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

On [February 12, 2025 \(Item 11\)](#), the TransNet Independent Taxpayer Oversight Committee (ITOC) voted to recommend that the Board of Directors reject the City's request. ITOC members expressed concern that the City's request was unrealistic due to too many uncertainties, such as the lack of a Coastal Commission permit and environmental compliance for the Project, and that it was unlikely that the Project could be completed in the timeframe the City has requested.

Action: **Recommend**

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

Fiscal Impact:

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

Schedule/Scope Impact:

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

Next Steps

Since this amendment request concerns scope changes that impact the original award conditions, the recommendations of ITOC and the Transportation Committee will be brought to the Board for consideration on March 28, 2025.

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

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

Discussion Memo

Project History: Award and Prior Amendments

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

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

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

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

Project Challenges and Considerations

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

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

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

Options to Consider

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

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

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

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

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

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

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

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



December 9, 2024

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

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

Dear Ms. Russo:

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

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

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

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

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

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

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

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

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

On Nov. 12, 2024, Carlsbad City Council approved the submittal of a request to amend SANDAG's grant to change its scope to remove the construction phase from the grant funding and a two-year time extension for the Project. The SANDAG grant for the Project expires on May 8, 2025, and has a current available balance of \$460,808¹. This amendment request is to request SANDAG to change the termination date and scope of the grant agreement so the remaining applicable grant funds can be used for the Project's final engineering design and environmental studies and permitting. The requested two-year time extension will provide the city with sufficient and needed time to complete the engineering design, environmental studies/documentation, get State Park's final approval, and obtain the necessary permits including the coastal development permit for the Project. Also, the scope change and time extension are in the best interest of the public to allow the grant to be closed out and alleviate the administrative burden on SANDAG and the city.

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


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

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

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

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

Sincerely,

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

Hossein Ajideh, PhD, PE, QSD
Engineering Manager
Transportation Department, Public Works Branch
City of Carlsbad
1635 Faraday Ave.
Carlsbad, CA 92008
www.carlsbadca.gov

442-339-2756 Tel | 760-579-1062 Cell | hossein.ajideh@carlsbadca.gov

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

CAPITAL PROJECTS: SCOPE OF WORK, SCHEDULE, AND BUDGET

PROGRAM:

ACTIVE TRANSPORTATION GRANT PROGRAM

PART I: PROJECT OVERVIEW

PROJECT TITLE:

Carlsbad Blvd and Tamarack Ave Pedestrian Improvement Project

PROJECT LIMITS:

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

PROJECT SUMMARY:

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

PART II: SCOPE OF WORK, SCHEDULE, AND BUDGET

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

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

SEASONAL CONSTRAINTS, IF ANY:

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

PART III: FUNDING SOURCES

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

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

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



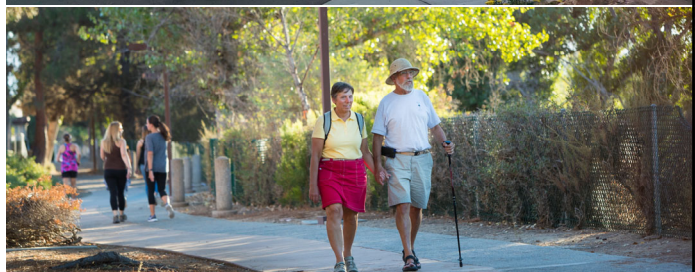
TransNet Active Transportation Grant Program Project Amendment

Transportation Committee | Item 5
Benjamin Gembler, Associate Grants Program Analyst
March 21, 2025

1

Active Transportation Grant Program (ATGP)

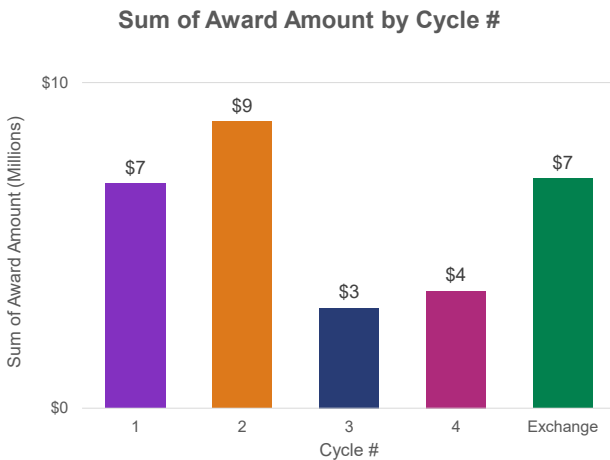
- Competitive grant program for local jurisdictions funded by TransNet
- Funds planning and construction projects that promote travel choices and increase connectivity to transit, schools, work, and other destinations
- Also funds active transportation education and awareness programs supporting bike/ped infrastructure



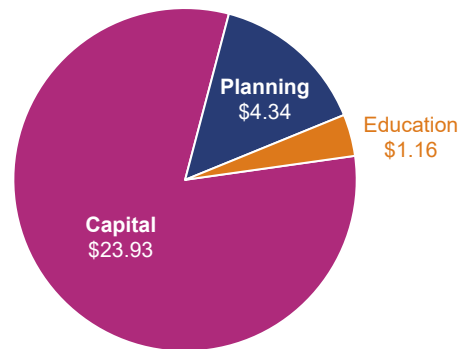
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2

ATGP Awards Cycles 1 - 4



Sum of Award Amount by Project Type
(in millions)



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3

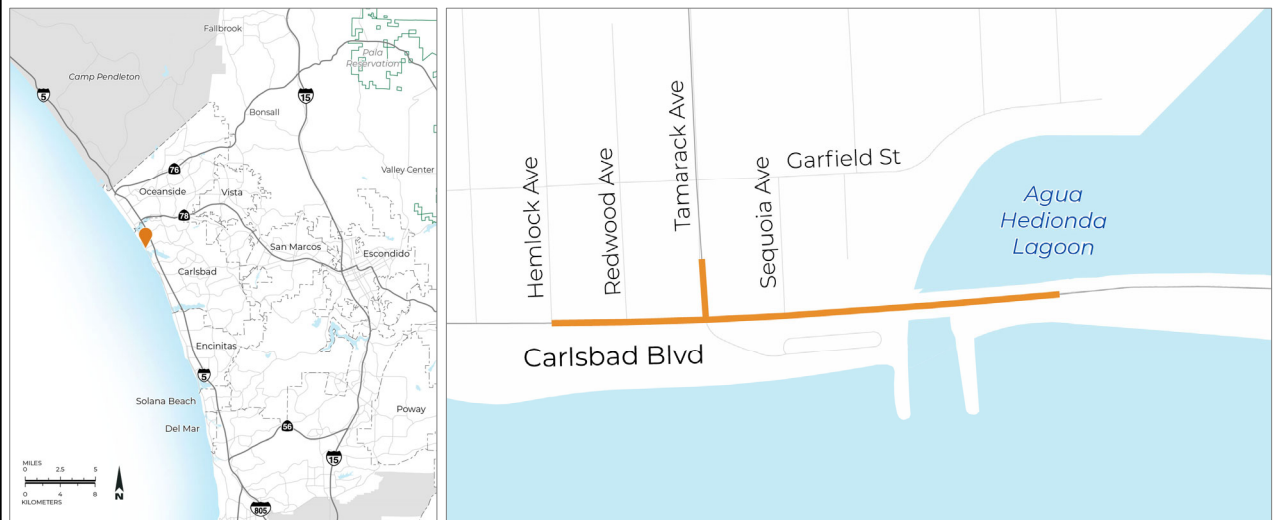
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Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project

| 4

4

Project Location and Scope



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5



6

Project Concept



SANDAG | 7

7

Project History

2016

May 9 Grant Agreement Signed

Three-year grant term

2022

March 18 Grant Amendment Approved by TC

Time extension for additional three years

2019

March 15 Grant Amendment Approved by TC

Caused by various delays, extended for three years

2023

July Conceptual Design Approved

Carlsbad City council directs studying other roundabout before seeking construction approval

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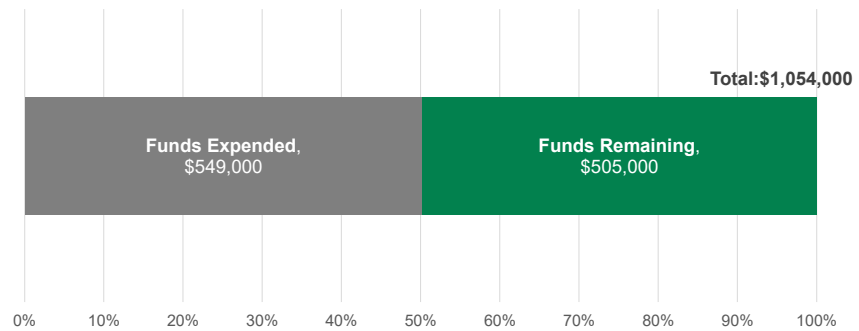
8

Amendment Request

- Revised Project Scope of Work and Budget
 - Remove construction tasks from Scope
 - Redistribute grant funds into environmental clearance/permitting and engineering tasks
- 24-month Time Extension
 - Will allow completion of design and environmental phases
 - Project will be ready for construction, pending further City Council direction

Project Performance

Grant Disbursement



SANDAG | 11

11

Project Challenges & Considerations

- Carlsbad City Council Direction
 - Approved conceptual design of project (roundabout) in 2023
 - Provided direction to study future Carlsbad & Cannon roundabout (Terramar) before approval to proceed with Tamarack project
 - Terramar project anticipated start in August 2025 with completion in January 2027
- Construction not anticipated to be completed for 6-8 years
 - Several unknown factors make the construction schedule uncertain

SANDAG | 12

12

Options to Consider

1

Approve Extension
and Scope of Work
Amendment

(Carlsbad Request)

2

Reject Extension
and Scope of
Work Amendment

(ITOC
Recommendation)

3

Approve Extension,
Reject Scope of Work
Amendment

(Alternate Option)

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13

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14

14

March 21, 2025

Regional Active Transportation Program Funding Recommendations

Overview

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

Key Considerations

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

Seventeen applications were submitted for consideration in the Regional ATP and requested approximately \$105 million in funding. Attachment 1 provides information on the evaluation process and Attachment 2 provides the results of the statewide ATP competition. Three projects from three agencies are recommended to receive the Regional ATP funding, as shown in Attachment 3. The Board is required to adopt a resolution (Attachment 4) that approves the proposed list of Regional ATP Projects for consideration by the CTC.

Next Steps

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

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

Attachments:

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

Action: **Recommend**

The Transportation Committee is asked to recommend that the Board of Directors:

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

Fiscal Impact:

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

Schedule/Scope Impact:

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

Discussion Memo

Active Transportation Program Background

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

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

Statewide and Regional Competitions for the 2025 Active Transportation Program

Statewide Active Transportation Program Competition

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

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

Regional Active Transportation Program Competition

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Contingency List Projects

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



2025 ACTIVE TRANSPORTATION PROGRAM

STAFF RECOMMENDATIONS

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

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

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

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

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

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

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

Statewide Component

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

Small Urban and Rural Component

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

BACKGROUND

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

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

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

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

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

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

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

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

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

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

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

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

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

Notes

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

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

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

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

Notes

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

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

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

Recommended for partial funding (see Notes below) but applicant declined award
Withdrawn project
Recommended for full funding
Recommended for partial funding
Contingency List project

Notes:

1. VS3 is a Plan project, and CTC Guidelines only permit 2% of the available funding to be allocated to Plans, resulting in a partial award of \$122,740. The City declined to accept this award and stated they would apply for funding under the TransNet Smart Growth Incentive Program (SGIP) Cycle 6 call for projects.

2. SAN1 was withdrawn by the applicant.

3. LM2 is eligible to receive a partial award of \$456,000. CTC Guidelines require projects to be fully funded by phase, and the Applicant requested \$190,000 for the Project Approval and Environmental Document (PA&ED) phase and \$2,050,000 for the Plans Specifications and Estimates (PS&E) phase. The City accepted the full funding for the PA&ED phase (\$190,000) and declined the remaining ATP amount offered (\$266,000).

4. VS2 is eligible to receive a partial award of \$266,000. The Applicant requested \$13,212,000 in ATP funding for the Construction (CON) phase of their project. Since CTC Guidelines require projects to be fully funded by phase, the City would need to provide \$12.946 million in matching funds to accept the ATP award. The City does not have the necessary match and declined the award.

5. SB1 is eligible to receive a partial award of \$266,000. The Applicant requested \$4,000,000 in ATP funding for the Construction (CON) phase of their project. Since CTC Guidelines require projects to be fully funded by phase, the City would need to provide \$3.734 million in matching funds to accept the ATP award. The City does not have the necessary match and declined the award.

6. OC1 is eligible to receive a partial award of \$266,000. The Applicant requested \$17,253,000 in ATP funding for the Construction (CON) phase of their project. Since CTC Guidelines require projects to be fully funded by phase, the City would need to provide \$16.987 million in matching funds to accept the ATP award. The City does not have the necessary match and declined the award.

7. CB1 is eligible to receive a partial award of \$266,000. The Applicant requested \$14,970,000 in ATP funding for the Construction (CON) phase of their project. Since CTC Guidelines require projects to be fully funded by phase, the City would need to provide \$14.704 million in matching funds to accept the ATP award. The City does not have the necessary match and declined the award.

8. CV2 is eligible to receive a partial award of \$266,000. CTC Guidelines require projects to be fully funded by phase, and the Applicant requested \$500,000 for the Project Approval and Environmental Document (PA&ED) phase, \$1,430,000 for the Plans Specifications and Estimates (PS&E) phase, and \$11,497,000 for the Construction (CON) phase. The City declined the award so their next project (CV1) could receive the funding.

8. CV1 is eligible to receive a partial award of \$266,000. CTC Guidelines require projects to be fully funded by phase, and the Applicant requested \$35,000 for the Project Approval and Environmental Document (PA&ED) phase, \$350,000 for the Plans Specifications and Estimates (PS&E) phase, and \$2,117,000 for the Construction (CON) phase. The City accepted the award, which will fully fund the PA&ED phase and partially fund the PS&E phase. The City will provide the remaining \$119,000 needed to fully fund the PS&E phase with TransNet.

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

PLAN PROJECTS

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

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

VS3	Subtotal	Maximum 136 points
	136	

NON-INFRASTRUCTURE PROJECTS

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

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

SAN1	Subtotal	Maximum 156 points
	148	

INFRASTRUCTURE PROJECTS

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

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

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

PLAN PROJECTS

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

NON-INFRASTRUCTURE PROJECTS

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

INFRASTRUCTURE PROJECTS

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

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

PLAN PROJECTS

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

2A	2B	2C	3A	3B	4	5	7A
3.0	3.0	3.0	24.0	2.0	24.0	20.0	12.0

VS3	Subtotal	Maximum 136 points
	91	

NON-INFRASTRUCTURE PROJECTS

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

1A	1B	1C	2A	2B	3	4	5	8A
3.0	3.0	3.0	12.0	2.0	24.0	10.0	16.0	12.0

SAN1	Subtotal	Maximum 156 points
	85	

INFRASTRUCTURE PROJECTS

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

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

CB1	Subtotal	Maximum 82 points
	60	
CV1	64	
CV2	68	
LM1	56	
LM2	72	
NC1	78	
OC1	66	
CO1	52	
CO2	50	
CO3	64	
SD1	0	
SB1	64	
VS1	58	
VS2	64	
VS4	76	

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

PLAN PROJECTS

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

NON-INFRASTRUCTURE PROJECTS

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

INFRASTRUCTURE PROJECTS

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

PLAN PROJECTS

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

NON-INFRASTRUCTURE PROJECTS

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

INFRASTRUCTURE PROJECTS

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

PLAN PROJECTS

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

NON-INFRASTRUCTURE PROJECTS

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

INFRASTRUCTURE PROJECTS

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

2025 ATP Evaluation Workbook - E7

PLAN PROJECTS

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

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

VS3	Subtotal	Maximum
	121	136 points

NON-INFRASTRUCTURE PROJECTS

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

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

SAN1	Subtotal	Maximum
	156	156 points

INFRASTRUCTURE PROJECTS

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

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

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

2025 ATP Evaluation Workbook - Pop(2020)

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

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

2025 ATP Evaluation Workbook - Emp (2020)

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

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

2025 ATP Evaluation Workbook - Intersections

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

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

2025 ATP Evaluation Workbook - ActivityCenters

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

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

2025 ATP Evaluation Workbook - ZeroCarHouseholds

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

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

2025 ATP Evaluation Workbook - Demand Analysis

PLAN PROJECTS

Unique ID
VS3

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

INFRASTRUCTURE PROJECTS

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

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

Do not delete these rows.

VLOOKUP - #7B	
DAC Project Location	
Option	Points
Completely	4
Partially	2
None	0

VLOOKUP - #8		
Percent Matching Funds		
Amt Min	Amt Max	Points
0.00%	0.00%	0
0.01%	7.99%	2
8.00%	15.99%	4
16.00%	23.99%	6
24.00%		8

Quantitative Score Total	2
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Do not delete these rows.

VLOOKUP - #7	
Use of Corps	
Option	Points
Yes	5
No	0

VLOOKUP - #8B	
DAC Project Location	
Option	Points
Completely	4
Partially	2
None	0

VLOOKUP - #9		
Percent Matching Funds		
Amt Min	Amt Max	Points
0.00%	0.00%	0
0.01%	7.99%	2
8.00%	15.99%	4
16.00%	23.99%	6
24.00%		8

Quantitative Score Total	7
-----------------------------	---

Unique ID

281		282		283		Final 28 Score (Max 12 points)
Bike improvement w/in 1.5 mi. of regional transit station	Ped improvement near local transit stop	Choose from drop-down: Within 0.25 Mile, Directly Connects, or Neither	Points	Choose from drop-down: Within 0.25 Mile, Directly Connects, or Neither	Points	
Choose from drop-down: Yes or No	Points					
Yes	6	directly connects	4	neither	0	10
Yes	6	within 0.25 mile	2	within 0.25 mile	4	12
Yes	6	directly connects	4	neither	0	10
Yes	6	within 0.25 mile	2	neither	0	8
Yes	6	directly connects	4	within 0.25 mile	4	12
Yes	6	within 0.25 mile	2	neither	0	8
Yes	6	within 0.25 mile	2	within 0.25 mile	4	12
No	0	within 0.25 mile	2	neither	0	2
No	0	neither	0	neither	0	0
No	0	directly connects	4	neither	0	4
Yes	6	within 0.25 mile	2	neither	0	8
Yes	6	directly connects	4	within 0.25 mile	4	12
No	0	within 0.25 mile	2	neither	0	2
Yes	6	directly connects	4	neither	0	10
Yes	6	directly connects	4	neither	0	10

3A1	
Access Improvements	
Choose from drop-down: 75-100%, 50-74%, 25-49%, 0-24%	Points
75-100%	10
0-24%	0
75-100%	10
0-24%	0
0-24%	0
0-24%	0
0-24%	0
0-24%	0
0-24%	0
0-24%	0
25-49%	6
0-24%	0
75-100%	10
50-74%	8

[illegible]

S									
5A Planning Complete		5B Environmental Complete		5C Right of Way Complete		5D Construction Ready		Final Score (Max 20 points)	
Choose from drop-down: Yes or No	Points	Choose from drop-down: Yes or No	Points	Choose from drop-down: Yes or No	Points	Choose from drop-down: <6 mos, 6-12 mos, 12-18 mos, 18-24 mos, 24-30 mos, 30+ mos	Points		
Yes	2	Yes	4	Yes	4	<6 mos	10	16	
No	0	No	0	No	0	30+ mos	0	0	
No	0	No	0	No	0	30+ mos	0	0	
No	0	No	0	No	0	24-30 mos	2	2	
Yes	2	Yes	4	No	0	30+ mos	0	2	
Yes	2	Yes	4	No	0	6-12 mos	8	14	
Yes	2	Yes	4	No	0	18-24 mos	4	10	
No	0	No	0	No	0	12-18 mos	6	6	
No	0	No	0	No	0	30+ mos	0	0	
No	0	No	0	No	0	30+ mos	0	0	
No	0	No	0	Yes	4	18-24 mos	4	8	
Yes	2	No	0	No	0	24-30 mos	2	4	
No	0	No	0	No	0	30+ mos	0	0	
Yes	2	No	0	No	0	6-12 mos	8	10	
No	0	No	0	No	0	30+ mos	0	0	

6	
Public Health	
Choose from drop-down: <10%, 10-13%, 14-17%, 18-21%, 22-25%, >25%	Points
>25%	0
18-21%	4
>25%	0
>25%	0
>25%	0
22-25%	2
>25%	0
22-25%	2
>25%	0
>25%	0
>25%	0
14-17%	6
>25%	0
>25%	0

[illegible]

88	
DAC Project Location	
Choose from drop-down: Completely, Partially, None	Points
Partially	1
Completely	2
Completely	2
Completely	2
Completely	2
Completely	2
Partially	1
Completely	2
Completely	2
Completely	2
Completely	2
None	0
Partially	1
Completely	2
Completely	2

9				
Matching Funds				
Total Project	Total ATP \$	Matching Funds	Percent Matching Funds	Points
\$19,970	\$14,970	\$5,000	25.04%	4
\$2,500	\$2,500	\$0	0.00%	0
\$13,497	\$13,497	\$70	0.52%	1
\$2,322	\$2,322	\$0	0.00%	0
\$21,217	\$2,240	\$18,977	89.44%	4
\$8,924	\$5,681	\$3,243	36.34%	4
\$18,729	\$17,253	\$1,476	7.88%	1
\$1,715	\$1,363	\$352	20.52%	3
\$3,606	\$2,858	\$752	20.85%	3
\$9,915	\$7,877	\$2,033	20.51%	3
\$4,974	\$4,974	\$0	0.00%	0
\$8,000	\$4,000	\$4,000	50.00%	4
\$7,880	\$6,304	\$1,576	20.00%	3
\$15,161	\$13,112	\$2,050	13.56%	4
\$4,752	\$3,580	\$800	16.84%	3

Quantitative Score Total
53
24
29
24
34
44
38
21
11
21
32
38
26
40
29

Do not delete these rows.

VLOOKUP - #2A		VLOOKUP - #2B						
Regional Bicycle Network		281 Bike Improvement w/in 1.5 mi. of regional transit station		282 Ped improvement near local transit stop		283 Ped improvement near regional transit station		
		Option	Points	Option	Points	Option	Points	
		Connects	6	Yes	6	Within 0.25 Mile	4	Within 0.25 Mile
	Constructs	8	No	0	Directly Connects	4	Directly Connects	6
	Neither	0		Neither	0	Neither	0	

VLOOKUP - #3A-1	
Access Improvements	
Option	Points
75-100%	10
50-74%	8
25-49%	6
0-24%	0

VLOOKUP - #3B4	
Multi-Agency Collaboration	
Option	Points
Is	6
Is Not	0

VLOOKUP - #5							
5A Planning Complete		5B Environmental Complete		5C Right of Way Complete		5D Construction Ready	
Option	Points	Option	Points	Option	Points	Option	Points
Yes	2	Yes	4	Yes	4	<6 mos	10
No	0	No	0	No	4	6-12 mos	8
						12-18 mos	6
						18-24 mos	4
						24-30 mos	2
						30+ mos	0

VLOOKUP - #6	
Public Health	
Option	Points
<10%	10
10-13%	8
14-17%	6
18-21%	4
22-25%	2
>25%	0

VLOOKUP - #7	
Use of Corps	
Option	Points
Yes	6
No	0

VLOOKUP - #8B	
DAC Project Location	
Option	Points
Completely	2
Partially	1
None	0

VLOOKUP - #9		
Percent Matching Funds		
Amt Min	Amt Max	Points
0.00%	0.00%	0
0.01%	7.99%	1
8.00%	15.99%	2
16.00%	23.99%	3
24.00%		4

2025 ATP Evaluation Workbook - All Quantitative

PLAN PROJECTS

Unique ID	ATP Funding Request
VS3	\$ 752.00

Total Quantitative (except #9)
16.1

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

Average Qualitative Score
106.7

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

Total Quantitative Score
28.1

NON-INFRASTRUCTURE PROJECTS

Unique ID	ATP Funding Request
SAN1	\$ 1,549.00

Total Quantitative (except #10)
7.0

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

Average Qualitative Score
112.4

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

Total Quantitative Score
18.3

INFRASTRUCTURE PROJECTS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PASSED AND ADOPTED this 28th of March, 2025.

Attest:

Chair

Secretary

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

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

DRAFT



Regional Active Transportation Program Funding Recommendations

Transportation Committee | Item 6
Jenny Russo, Grants Program Manager
March 21, 2025

1

ATP Background

- Competitive funding program established by state legislature
- Funds projects that encourage active modes of transportation
- CTC is the lead administrator

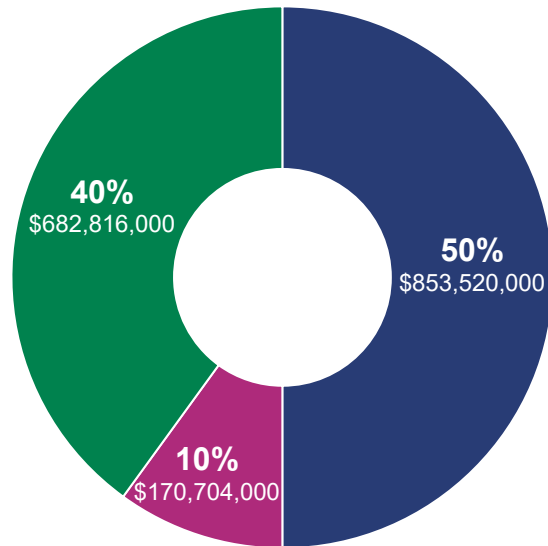


SANDAG | 2

2

ATP Funding Distributions

- Statewide
- Regional
- Small Urban and Rural



SANDAG | 3

3

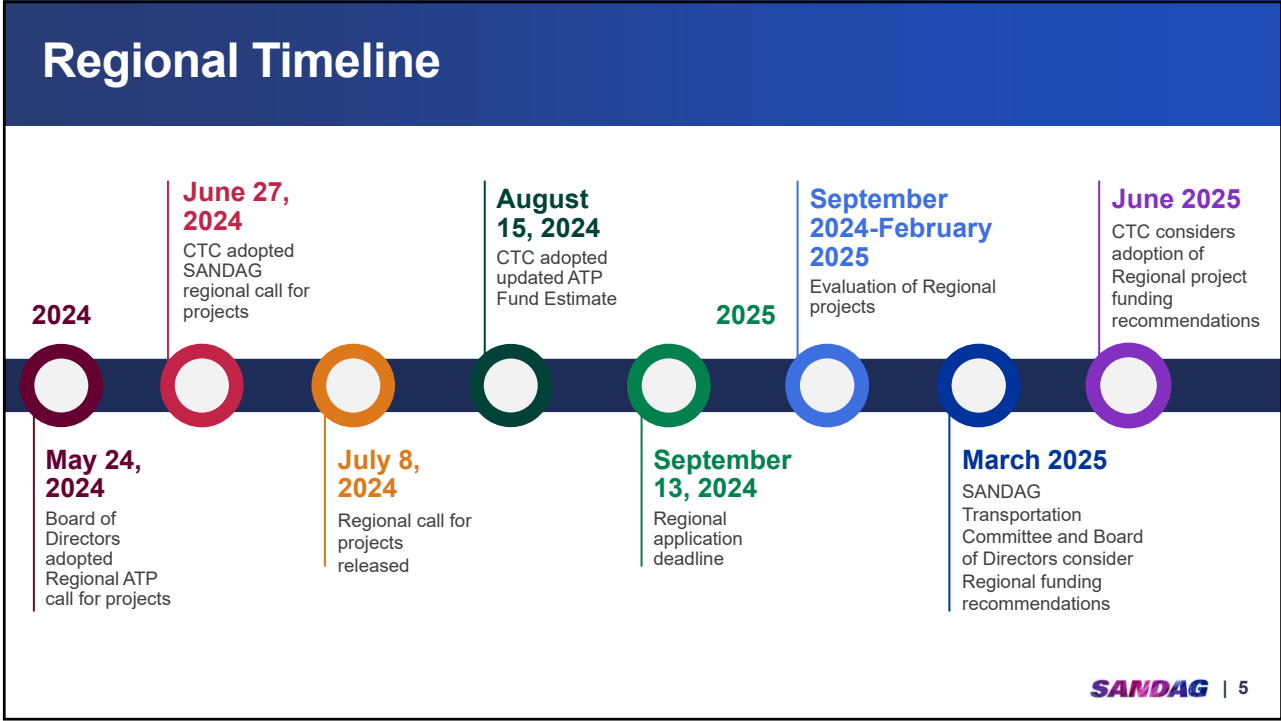
Statewide Timeline

2024

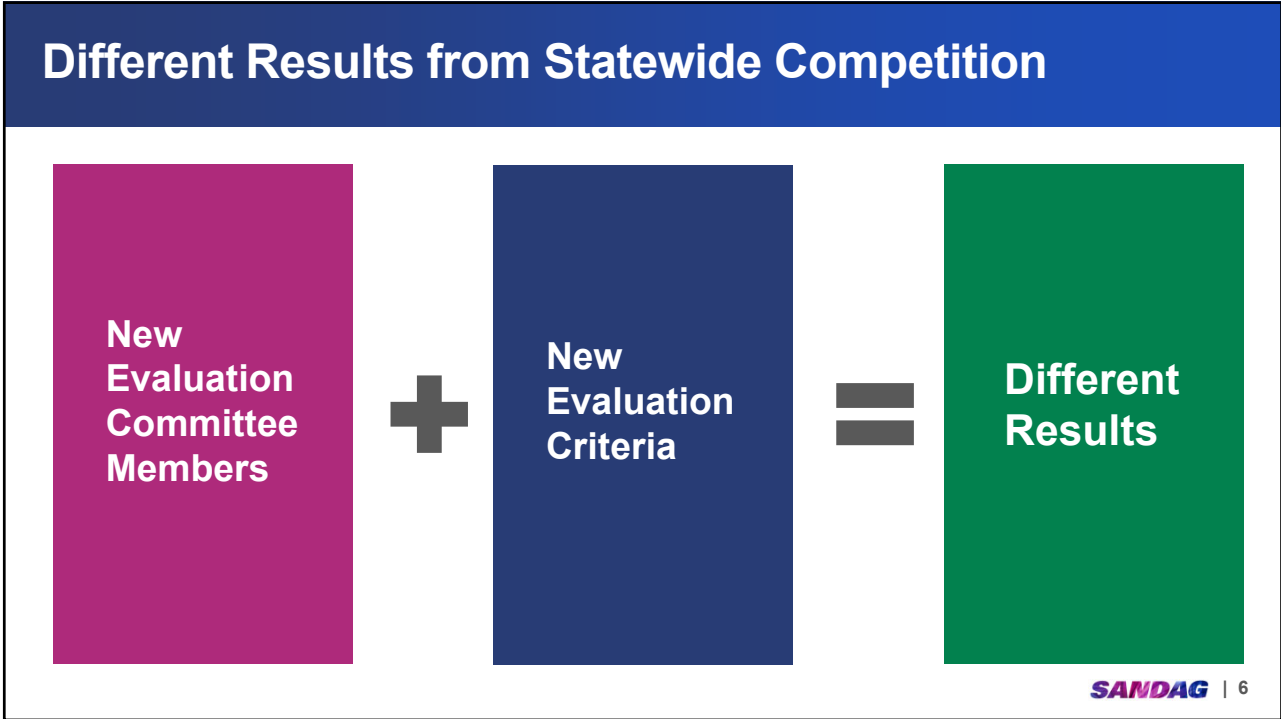


SANDAG | 4

4



5



6

Criteria Differences

Statewide Criteria	Points Possible	Regional Criteria	Points Possible
Need/Project Connections/Public Health	40 (40%)	Need/Project Connections/Public Health	60 (30%)
Safety and Quality of Project	30 (30%)	Safety and Quality of Project	64 (32%)
Benefits to Disadvantaged Communities	10 (10%)	Benefits to Disadvantaged Communities	10 (5%)
Supportive Policies and Programs	10 (10%)	Supportive Policies and Programs	6 (3%)
Leveraging/Matching Funds	5 (5%)	Leveraging/Matching Funds	4 (2%)
Use of the California Conservation Corps	0 or -5 (-5%)	Use of the California Conservation Corps	6 (3%)
Scope and Plan Layout Consistency	5 (5%)	Cost Effectiveness	10 (5%)
Past Performance	0 to -10 (-10%)	Project Readiness/Completion of Major Milestones	20 (10%)
Total Points	100	Demand Analysis (Project Location)	20 (10%)
		Total Points	200

SANDAG | 7

7

Multidisciplinary Advisory Group

CTC-required expertise:

- Biking and pedestrian transportation
- Safe routes to schools projects
- Projects benefitting disadvantaged communities



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8

Recommended Projects

- Recommended Project Locations
- Prior Recommended Regional ATP Applicants



SANDAG | 9

9

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10

10

March 21, 2025

Flexible Fleets Pilot Grant Program Call for Projects

Overview

Flexible Fleets comprise various on-demand, shared mobility services typically requested or reserved through a smartphone application or call center. Flexible Fleets are one of the mobility strategies in the Regional Plan. In 2024, the Board of Directors approved an amendment to the budget that authorized federal funding to develop and implement a pilot grant program to implement Flexible Fleet pilot projects in the region.

Key Considerations

The Flexible Fleets Pilot Grant Program is intended to fund projects that expand shared mobility travel choices, enhance transit connections, and reduce greenhouse gas emissions and vehicle miles traveled.

The Flexible Fleets Pilot Grant Program will provide initial funding to seed projects that can serve as models for the region and that demonstrate the ability to sustain operations following the expiration of the grant.

Based on feedback received from the Flexible Fleets Task Force and Mobility Working Group, eligible applicants will include federal, state, and local government agencies; tribal governments; transit operators; and military institutions.

Eligible costs will include service operations, vehicle purchases, software or hardware purchases, or supportive infrastructure such as vehicle charging, docking stations, right-of-way improvements, signage, and wayfinding. Projects must comply with United States Department of Transportation regulations regarding federally funded transportation services, including nondiscrimination and equal opportunity for people with disabilities.

Proposed projects must not have been previously funded by SANDAG unless they have an identified need for geographic expansion (e.g., service area expansion to include an underserved community, transit centers, or employment/education/commercial centers).

Draft program eligibility and evaluation criteria (included in Attachment 1) and performance metrics (Attachment 2) are being presented to SANDAG Working Groups and Policy Advisory Committees for input. Feedback received to date includes:

- Expanding the eligible services (Section 5.2.1 of the Call for Projects) to allow projects previously funded by SANDAG or other sources without a geographic expansion to be eligible.
- Additional funding needs to be made available, including long-term, sustainable funding to ensure the services are dependable for the public.
- Provide more points for projects that provide services to transit deserts and military bases, and better clarify the Integration with Transit Criteria (Criteria No. 2).
- Ensure the services are provided in rural areas where transit is unavailable.
- Better clarify the Equity and Accessibility Criteria (Criteria No. 4) so all populations are represented equally.

Action: Discussion

Staff will present an overview of the new grant program and request feedback on the draft call for projects from Transportation Committee members.

Fiscal Impact:

Up to \$4.5 million will be made available through the call for projects through Overall Work Program Project No. 3501000: Flexible Fleet Pilots.

Schedule/Scope Impact:

Pending Board approval, staff anticipates releasing the call for projects in spring 2025.

- Require applicants to identify robust engagement plans and tactics to meet community needs.
- Encourage projects that are collaborative efforts among multiple agencies.

Next Steps

Feedback received from the Working Groups and Transportation Committee will be used to develop the final call for projects. It is expected that the final call for projects will be brought to the Transportation Committee for a recommendation of approval by the Board in spring 2025.

Antoinette Meier, Senior Director of Regional Planning

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

Attachments: 1. Draft Flexible Fleets Call for Projects
2. Draft Performance Metrics



Flexible Fleets Pilot Grant Program

Call for Projects

Program Website

www.sandag.org/flexiblefleets

Program Contact

SANDAG Grants Distribution Team

grantsdistribution@sandag.org

Eligible Applicants

- Federal, state, and local governments
- Tribal governments
- Transit districts
- Military institutions

Eligible Services

- Carshare
- Micromobility
- Microtransit
- Neighborhood Electric Vehicle
- Rideshare

Example Projects and Activities

- Service Operations
 - Direct operations of an eligible Flexible Fleets service
 - Contracted Flexible Fleets services
- Capital
 - Vehicle procurement
 - Software/hardware
 - Supportive infrastructure (e.g., charging, docking stations, right-of-way improvements, signage, and wayfinding)

Program Overview

The San Diego Association of Governments (SANDAG) is soliciting applications for its Flexible Fleets Pilot grant program. The Flexible Fleets Pilot grant program aims to plan, deploy, and monitor Flexible Fleet pilot projects aimed at expanding shared mobility travel choices, enhancing transit connections, and reducing greenhouse gas emissions.

Funding Source: Federal Highway Administration's Surface Transportation Block Grant (STBG)

Amount of Funding Available: \$4,500,000

Matching Funds: Matching Funds **are** required. Applicants must provide 11.47% of the Total Project Cost in Matching Funds.

Maximum Award: \$1,000,000

Performance Period

- One to Three Years
- Service operations must begin within one year of the grant agreement Notice to Proceed

Timeline

Activity	Date
Release of the Call for Projects	4/28/2025
Pre-Application Webinar	5/7/2025
Call for Projects Question Deadline (by 5 p.m.)	7/15/2025
Deadline to request application assistance	7/15/2025
Responses to all questions released in BidNet	7/22/2025
Application Deadline (by 5 p.m.)	8/1/2025
Applicant Resolution Deadline	9/1/2025
SANDAG Transportation Committee Meeting (proposed funding recommendations)	10/6/2025
SANDAG Board of Directors Meeting (proposed funding recommendations)	10/24/2025
Grant Agreements Executed/Notices to Proceed Issued	December 2025



Free Language Assistance | Ayuda gratuita con el idioma | Libreng Tulong sa Wika | Hỗ trợ ngôn ngữ miễn phí
免費語言協助 | 免費語言協助 | مساعدة ترجمة مجانية | 무료 언어 지원 | کمک زبان رایگان | 無料の言語支援 | Бесплатная языковая помощь
Assistência linguística gratuita | मुफ्त भाषा सहायता | Assistance linguistique gratuite | ផ្ដោតភាសាឥតគិតថ្លៃ | ఉచిత భాషా సహాయం
ການຊ່ວຍເຫຼືອດ້ານພາສາຟຣີ | Kaalmada Luqadda ee Bilaashka ah | Безкоштовна мовна допомога
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1.	Glossary of Key Terms	1
2.	List of Resources	6
3.	Background	7
3.1.	About SANDAG	7
3.2.	Flexible Fleets Pilot Grant Program	8
3.2.1.	Overview	8
3.2.2.	Goal(s) and Objectives	8
4.	Eligibility	9
4.1.	Eligible Applicants, Subapplicants, Consultants and Contractors	9
4.1.1.	Eligible Applicants	9
4.1.2.	Competitive Procurement Requirements for Subapplicants, Consultants and Contractors	9
4.1.3.	Single Audit Requirement	9
4.2.	Eligible Projects	9
4.2.1.	Eligible Services	9
4.2.2.	Eligible Project Types	10
4.2.3.	Maximum Number of Projects by Project Type	10
4.3.	Other Project Eligibility Requirements	10
4.3.1.	Safety Requirements	10
4.3.2.	Notice of Prevailing Wage	10
4.3.3.	Insurance Requirements	11
5.	Funding	11
5.1.	Available Funding	11
5.2.	Minimum and Maximum Grant Awards	11
5.3.	Match Requirement	11
5.4.	Eligible and Ineligible Expenses	11
5.4.1.	Federal Contract Cost Principles and Procedures	11
5.4.2.	Eligible Expenses	12
5.4.3.	Ineligible Activities and Expenses	12
5.5.	Indirect Costs	12
6.	Other Program Requirements	12
6.1.	Federal Provisions	12
6.1.1.	Disadvantaged Business Enterprise	12

6.1.2.	Drug and Alcohol Testing	13
6.1.3.	Buy America.....	13
6.2.	Non-Discrimination.....	13
6.3.	Title VI.....	14
6.4.	Limited English Proficient Populations	15
6.5.	Low-Income Populations.....	15
6.6.	ADA Compliance	15
6.7.	Equal Employment Opportunity	16
6.8.	SANDAG Board Policy No. 035	16
6.8.1.	Applicant Resolution	16
6.8.2.	Grant Agreement Execution.....	16
6.8.3.	Project Milestone and Completion Deadlines.....	16
6.9.	Performance Measures.....	17
6.10.	Project Implementation and Oversight Requirements	17
6.10.1.	Project Communication.....	17
6.10.2.	Quarterly Progress Reports.....	18
6.10.3.	Financial Management.....	18
6.10.4.	Invoices.....	19
6.10.5.	Matching Funds	19
6.10.6.	Final Progress Report, Invoice, and Project Closeout	20
6.11.	Public Record and Record Retention Policy	20
7.	Application and Submittal Process	20
7.1.	Application Materials	20
7.2.	Applicant Webinar, Questions, and Application Assistance	21
7.2.1.	Pre-Application Webinar	21
7.2.2.	CFP Questions	21
7.2.3.	Application Assistance	21
7.3.	Submittal Process	21
8.	Application Evaluation Process and Awards	21
8.1.	Responsiveness and Eligibility Review	22
8.1.1.	Responsiveness Review.....	22
8.1.2.	Eligibility Review	22
8.1.3.	Notice to Cure Application Deficiencies.....	22

8.1.4.	Pre-Award Risk Assessment.....	23
8.2.	Scoring and Awarding of Funds.....	23
8.2.1.	Qualitative Scoring	23
8.2.2.	Quantitative Scoring.....	23
8.2.3.	Calculation of Total Application Scores.....	24
8.2.4.	Tiebreakers.....	24
8.2.5.	Minimum Total Application Score	24
8.2.6.	Funding Recommendations and Geographic Funding Distribution	24
8.2.7.	Partial Awards.....	24
8.2.8.	Social Equity Analysis.....	25
8.2.9.	Notice of Intent to Award	25
8.2.10.	Protests	25
8.2.11.	Approval of the Funding Recommendations and Contingency List	25
9.	Grant Agreement Execution.....	25
9.1.	Insurance Certificates	25
9.2.	Title VI Program	26
9.3.	Grant Agreement Signature	26
9.4.	Notice to Proceed	26
9.5.	Federal Subaward Report	26

1. Glossary of Key Terms

Americans with Disabilities Act (ADA) prohibits discrimination against and ensures equal opportunity for persons with disabilities in employment, state and local government services, public accommodations, commercial facilities, and transportation (42 USC 12101 et seq.).

Applicant is an organization that is considering or has submitted an application in response to a CFP.

Application Deadline is the date and time when applications must be submitted in BidNet in order to be considered. Applications submitted after the Application Deadline will not be considered. The Application Deadline is located on the first page of this CFP.

Average Qualitative Score is the sum of all evaluator scores for an application divided by the number of evaluators. The score is added to the application's Quantitative scores to produce the Total Application Score.

California Department of Transportation (Caltrans) is the state agency responsible for administering the STBG funding.

Call for Projects (CFP) is the document that SANDAG releases to solicit applications to receive grant funding. The CFP contains information such as Applicant and project eligibility, the application submittal requirements, and the process SANDAG uses to select applications to receive funding, including the evaluation criteria.

Carshare is a category of Flexible Fleet consisting of a variety of short-term car rental services (less than a day) that are reserved and managed through a smartphone application. Services can incorporate fixed stations with dedicated parking spaces or free-floating pick-up and drop-off options within a designated zone. Carshare services typically offer roundtrip (car must be returned to its original space) or one-way trip options (car can be dropped off anywhere within a geofence).

Code of Federal Regulations (CFR) is the codification of the general and permanent rules published in the Federal Register by the departments and agencies of the Federal Government. An electronic version is available at <https://www.ecfr.gov/>.

Demand Responsive Service is any non-fixed route system of transporting individuals that requires advanced scheduling including services provided by public entities, private nonprofit organizations, and private providers.

Direct Cost is an expense that can be directly assigned to a grant relatively easily and with high accuracy. It typically consists of items such as salaries, consultant or contractor services, and other expenses that would not otherwise exist if the project were not in existence.

Disadvantaged Community means the community served by the project must meet at least one of the following criteria:

- An area with a median household income less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2018-2022 American Community Survey. Communities with a population of less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the

Census Place (ID 160) level. Data is available on the [United States Census Bureau Website](#). The median household income of the project area must be less than \$73,524.

- An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on CalEnviroScreen 4.0 scores. The score must be greater than or equal to 40.05. The EPA's list can be found under "[SB 535 List of Disadvantaged Communities](#)".
- Projects located within Federally Recognized Tribal Lands and projects submitted by tribal governments (Federally Recognized Native American Tribes)

Disparate Impact is a policy or practice that disproportionately affects a group of people based on a protected characteristic (e.g., race, color, or national origin) even when the policy or practice appears neutral.

Disproportionate Burden is a policy or practice that disproportionately affects Low-Income Populations more than non-Low-Income Populations.

Federal Audit Clearinghouse is a federal website SANDAG uses to review an Applicant's federal grant audits to assist with the pre-award risk assessment. The website contains a searchable database for single audit submissions from 2016 to the current fiscal year. The website is available at <https://www.fac.gov/>.

Federal Funding Accountability and Transparency Act (FFATA) requires the federal Office of Management and Budget to maintain a single, searchable website that contains information on all Federal spending awards.

Federal Highway Administration (FHWA) is a USDOT division specializing in highway transportation. FHWA has authority over the STBG funding that is being used for this grant program.

Federal Register is the official journal of the federal government of the United States that contains government agency rules, proposed rules, and public notices. It is published every weekday except on federal holidays. It is available at <https://www.federalregister.gov/>.

Federally Negotiated Indirect Cost Rate (FNICR) is an Indirect Cost Rate applicable to a specified past period that a federal agency has approved for use. All federal agencies and pass-through entities must accept the rate. An agency typically receives a Negotiated Indirect Cost Rate Agreement (NICRA) that includes the FNICR.

Flexible Fleets is an initiative that uses on-demand transportation services to move around the region. Riders can use these services to reach their destinations or to connect to high-speed transit. Flexible Fleets consists of a variety of on-demand, shared mobility services that are typically requested or reserved through a smartphone application or call center. The goal of this initiative is to provide affordable transportation choices for all users while helping to reduce air pollution and congestion. Flexible Fleet service categories include Micromobility, Neighborhood Electric Vehicle, Carshare, Rideshare, and Microtransit.

Flexible Fleets Pilot Grant Program is a new, one-time grant program being offered by SANDAG to fund projects that implement Flexible Fleets.

Grant Term is the period of time in which expenses for project-related activities can be incurred to be eligible for reimbursement. It begins on the NTP date and extends through the grant agreement expiration date.

Grantee is an organization that has been awarded funding through the Flexible Fleets Pilot Grant Program and has entered into a grant agreement with SANDAG.

Indirect Cost Allocation Plan (ICAP) is the documentation prepared by an agency that is used to substantiate its request for the establishment of an Indirect Cost Rate.

Indirect Cost is an expense incurred for a common or joint purpose benefiting more than one cost objective or project and cannot be readily assigned to a specific grant, contract, or other activity. Indirect costs typically include rent, insurance, copying expenses, fringe benefits, and other costs not directly charged to the grant project that the local jurisdiction's general fund typically supports.

Indirect Cost Rate is the ratio (expressed as a percentage) of the Indirect Costs to a Direct Cost base.

Individuals with Limited English Proficiency (LEP) are persons for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. Individuals with LEP include those who report to the U.S. Census that they speak English less than very well, not well, or not at all.

Low-income Person refers to an individual whose family income is at or below 200% of the poverty line as defined by the Office of Management and Budget based on the most recent data available from the U.S. Census Bureau for a household of the size being evaluated.

Low-Income Population refers to any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed SANDAG-funded program, policy, or activity.

Match Percentage is calculated by dividing the total Matching Funds by the sum of the Matching Funds and the grant award.

Matching Funds is the amount of funding other than the grant award that goes towards the Total Project Cost. It is often represented as a percentage of the Total Project Cost.

Micromobility is a category of Flexible Fleet consisting of small, low-speed, vehicles such as e-scooters, e-bikes, and other electric rideables.

Microtransit is a category of Flexible Fleet consisting of multi-passenger shuttles that can carry up to 15 passengers and provide rides within a defined service area.

Minimum Total Application Score is the Total Application Score value that an application must be equal to or greater than in order to be eligible to receive funding from this CFP.

Neighborhood Electric Vehicle (NEV) is a category of Flexible Fleet consisting of low-speed electric vehicle shuttles that are used for short trips (up to three miles). NEVs typically operate on a fixed route or an on-demand route, where the NEV shuttle can be hailed with a smartphone application.

Non-Scalable Project is a project whose scope of work cannot be reduced because doing so (a) is not possible, (b) would create an incomplete project that contributes little to the grant program goals or provides little value to those intended to benefit from the project, or (c) would have scored substantially differently in the competitive process with a reduced scope of work.

Notice to Proceed (NTP) is a written notice issued by SANDAG that allows the Grantee to begin working on the project and marks the beginning of the Grant Term.

Office of Foreign Assets Control Sanctions List Search is a federal website that SANDAG uses to determine whether an Applicant is eligible to receive federal funding. The website contains a searchable database of all individuals and organizations that are subject to trade sanctions by the federal government. The website is available at <https://sanctionssearch.ofac.treas.gov>.

Performance Measure is the numeric value assigned to the Performance Metric to show the quantity or extent of the item being observed by the metric. For example, the number of participants that attend an outreach meeting for a project is the Performance Measure that could be used to demonstrate the Performance Metric on increased stakeholder engagement.

People of Color means people who are:

- American Indian and Alaska Native, which refers to people having origins in any of the original peoples of North and South America (including Central America), and who maintain tribal affiliation or community attachment
- Asian, which refers to people having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent, including, for example, Cambodia, China, India, Japan, Korea, Malaysia, Pakistan, the Philippine Islands, Thailand, and Vietnam
- Black or African American, which refers to people having origins in any of the Black racial groups of Africa
- Hispanic or Latino, which includes persons of Cuban, Mexican, Puerto Rican, South or Central American, or other Spanish culture or origin, regardless of race
- Native Hawaiian or Other Pacific Islander, which refers to people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands

Performance Metric is the specific, quantifiable unit of measurement that will be used to determine a project's success in meeting the Flexible Fleets Pilot Grant Program's goals and objectives. For example, a Performance Metric could be the number of Flexible Fleet trips completed over a specific period of time.

Project Milestone and Completion Deadlines are outlined in SANDAG Board Policy No. 035 and require Grantees to complete and implement projects quickly so the public can benefit from project deliverables as soon as possible. Failure to meet the deadlines following SANDAG's issuance of the NTP on the project may result in the revocation of all grant funds not already expended.

Qualitative Criteria are subjective criteria in which discretion is needed to provide a score. Often, Qualitative Criteria seek to evaluate how well an Applicant responded to an application question or how well the proposed project will achieve a stated goal. These criteria are subjective in nature, and scores are determined at the evaluator's discretion.

Quantitative Criteria are objective criteria for which a formula or conditional statement is used to provide a score. Often, Quantitative Criteria seek to evaluate a project-related data point or metric against a range or scale and assign a point value based on where the data point or metric falls within the range or scale. Other Quantitative Criteria assign a point value based on responses to a conditional statement, such as a yes/no question or the presence or absence of a condition.

Regional Plan refers to the SANDAG Regional Transportation Plan, a federal- and state-mandated planning document prepared by SANDAG that describes existing and projected transportation needs, conditions, and financing affecting all modes of transportation over a planning period of at least 20 years. The most recently adopted version the 2021 Regional Plan, was approved in December 2021. More information on the Regional Plan is available here: <https://www.sandag.org/regional-plan>.

Ridehailing is a category of Flexible Fleet consisting of on-demand services that link the passenger with available drivers, such as Uber, Lyft, and taxis.

Rideshare is a category of Flexible Fleet consisting of carpool, vanpool, and pooled Ridehailing services such as uberPOOL and Lyft Shared.

Scalable Project is a project whose scope of work can be reduced while still furthering the grant program goals and providing significant value to the public intended to benefit from the project. SANDAG staff will consider how the project would have scored in the competitive process if the scope of work were reduced. If the project would have scored substantially the same with the scaled-down scope of work and the scaled-down project would further the grant program goals and provide significant value to the public, then the project may be scaled.

Subapplicant is an entity that would serve as a third-party contractor or consultant under an Applicant if the Applicant's proposed project is awarded funding.

Surface Transportation Block Grant Program (STBG) funds are federal gas tax dollars that are distributed by Caltrans to areas within the state to be used for roads, transit, non-motorized, and other transportation needs. The program was formerly known as the Regional Surface Transportation Program (RSTP). STBG funds are being used to fund the Flexible Fleets Pilot Grant Program.

System for Award Management is a federal website that SANDAG uses to determine whether an Applicant is eligible to receive federal funding. The website contains a searchable database of all individuals and organizations that are debarred, suspended, or otherwise excluded from receiving government contracts or funding. The database also contains information regarding SANDAG subawards pursuant to FFATA. The website is available at www.sam.gov.

Total Application Score is the sum of an application's Average Qualitative Score and the application's Quantitative scores. The score determines the order in which projects are recommended to receive funding through this CFP.

Total Project Cost is calculated as the sum of the grant award and the Matching Funds.

Transportation Committee (TC) is one of six policy advisory committees at SANDAG that advise the Board of Directors on major policy-level matters related to transportation, including the Regional Plan. The TC reviews and provides recommendations to the Board on

the eligibility and evaluation criteria of the CFP and reviews and provides recommendations to the Board on the Flexible Fleets Pilot Grant Program funding recommendations. The TC also receives quarterly reports on the status of each awarded grant and has the authority to grant time extensions for individual projects. More details on TC are available [here](#).

Unique Entity Identifier (UEI) is a number assigned to an agency or organization when it registers in the System for Award Management. SANDAG requests the UEI of each Applicant in order to review federal records and ensure the Applicant is not debarred, suspended, or subject to trade sanctions. SANDAG also uses the UEI number to review federal records regarding an Applicant when completing the pre-award risk assessment. More information on UEIs is available [here](#).

United States Code (USC) is the official codification of the general and permanent federal statutes of the United States. It contains 53 titles, which are organized into numbered sections. The USC does not include regulations issued by executive branch agencies, decisions of the Federal courts, treaties, or laws enacted by State or local governments. Regulations issued by executive branch agencies are available in the CFR. Proposed and recently adopted regulations may be found in the Federal Register.

United States Department of Transportation (USDOT) is one of the executive departments of the federal government whose mission is to deliver the world's leading transportation system through the safe, efficient, sustainable, and equitable movement of people and goods. The USDOT has 11 operating administrations, including the FHWA, Federal Transit Administration, Federal Railroad Administration, and National Highway Traffic Safety Administration, among others.

2. List of Resources

Below is a list of resources referenced in this CFP and a description of how to use these resources.

Resource/Links	What to do?
BidNet	Access the CFP materials, submit and receive responses to questions, receive any updates to the CFP, and submit a completed application for consideration.
Federal Audit Clearinghouse	Review the Applicant's prior single audit submissions to the federal government to determine potential pre-award risk assessment topics SANDAG may identify.
Flexible Fleets Implementation Strategic Plan	Review the document that provides a roadmap for planning and implementing Flexible Fleet pilot programs in communities across the region. The Plan includes a description of Flexible Fleets services, a review of case studies, a summary of outreach to SANDAG's various Community-Based Organizations (CBOs), a "regional scan" of the County that identifies the suitability for Flexible Fleets services in various opportunity areas, and the Implementation Strategic Plan that identifies a path forward for deploying Flexible Fleets projects in the opportunity areas with the highest suitability.

Flexible Fleets Performance Metrics	Review the examples of Performance Metrics that can be used to measure a project's success in meeting the Flexible Fleets goals. Select the metrics that apply to the project scope of work and include the metrics and baseline data in the application. This resource is available in BidNet with the CFP materials.
Flexible Fleets Pilot Grant Program Webpage	Learn about the program, including program requirements and SANDAG performance monitoring.
Flexible Fleets Webpage	Learn about Flexible Fleets, SANDAG's on-call contracts for service providers, and other Flexible Fleet services under operation in Pacific Beach and Oceanside.
LEP Website	Review information, tools, and technical assistance provided by the US Department of Justice for compliance with federal LEP requirements.
SANDAG Board Policy No. 035	Review the Board Policy that governs SANDAG's Competitive Grant Programs and provides the milestone and completion deadlines for each project type.
SANDAG Grant Programs ADA and Title VI Guide	Review the Guide that includes templates, tools, and instructions to assist Grantees in meeting their ADA and Title VI requirements.
SANDAG Grant Programs ADA and Title VI Guide Templates	Use these templates to develop the Grantee's Title VI program. This resource is available in BidNet with the CFP materials.
SANDAG Grant Programs Webpage	Explore SANDAG's grant programs, review grant project progress reports, and access documents applicable across all grant programs, such as the Grant Program Protest Procedures and BidNet registration and navigation information.
SANDAG Language Assistance Plan	Review the document that outlines the measures that SANDAG will take to assist LEP persons. It also identifies how SANDAG trains employees and provides notice to people with LEP and details how the plan will be monitored.
System for Award Management	Review the Applicant and all Subapplicant profiles in this federal website to determine whether the Applicant or any Subapplicant is debarred, suspended, or otherwise excluded from receiving government contracts or funding. The website also contains the Applicant's UEI number and additional information that SANDAG will review in the pre-award risk assessment.

3. Background

3.1. About SANDAG

The San Diego Association of Governments (SANDAG) is the San Diego region's primary public planning, transportation, and research agency, comprising the 18 cities and the

County of San Diego. SANDAG serves as the public forum for regional policy decisions about growth, transportation, environmental management, housing, open space, energy, public safety, and binational collaboration.

SANDAG's vision is to pursue a brighter future for everyone living, working, or recreating in the San Diego region. To this end, SANDAG plans and implements projects that seek to use land more wisely, build a more efficient and accessible transportation system, protect the environment, improve public health, promote a strong regional economy, better manage our access to energy, incorporate equity into the planning process, address pressing needs on tribal lands, and support a vibrant international border.

SANDAG receives local, state, and federal funds to implement regional policies, programs, and projects that advance its vision. SANDAG passes through a portion of its funding through several [competitive grant programs](#). These grant programs provide local, state, and federal funding to local jurisdictions, nonprofits, and other partners to accomplish regional goals at the local level. Grants awarded range from infrastructure projects to habitat management and monitoring efforts to specialized transportation services for senior and disabled populations. While each individual grant program maintains a particular focus, all work together to enhance our region's quality of life.

3.2. Flexible Fleets Pilot Grant Program

3.2.1. Overview

Flexible Fleets, one of the key strategies in SANDAG's Regional Plan, has emerged as a promising travel option. In efforts to implement the Regional Plan, SANDAG developed a Flexible Fleets Implementation Strategic Plan that identifies priority Flexible Fleet service areas and provides a detailed roadmap for deploying services in a way that helps make the region more accessible, equitable, and environmentally friendly.

In 2024, the SANDAG Board of Directors approved an amendment to the Fiscal Year 2024 budget that authorized 5 million dollars in federal STBG funding to implement a Flexible Fleets Pilot Grant Program. This one-time funding is offered to help implement Flexible Fleet strategies across the region.

3.2.2. Goal(s) and Objectives

The Flexible Fleets Pilot Grant Program aims to plan, deploy, and monitor Flexible Fleet pilot projects to expand shared mobility travel choices, enhance transit connections, and reduce greenhouse gas emissions of single-occupant vehicle miles traveled. The Flexible Fleets Pilot Grant Program seeks to fund projects that can serve as models around the region and continue to be funded following the expiration of the grant. Projects funded by this program must support the objectives outlined below, which are derived from the RTSP funding requirements and the Flexible Fleets Implementation Strategy:

- Serve as model examples for Flexible Fleets in a variety of locations throughout the region
- Contribute to reducing greenhouse gas emissions and vehicle miles traveled by encouraging travel by means other than single-occupant vehicles.
- Demonstrate financial sustainability through other funding sources besides the Flexible Fleets Pilot Grant Program for a period of at least one year after the grant expires.

4. Eligibility

4.1. Eligible Applicants, Subapplicants, Consultants and Contractors

4.1.1. Eligible Applicants

- Federal, state, and local government agencies
- Tribal governments
- Transit districts
- Military institutions

To be eligible to receive grant funding through this CFP, Applicants must not be debarred, suspended, or subject to trade restrictions with the United States government. SANDAG will verify through the System for Award Management and Office of Foreign Assets Control Sanctions List Search that each Applicant is an eligible recipient.

4.1.2. Competitive Procurement Requirements for Subapplicants, Consultants and Contractors

Any third-party contract for a non-public agency Subapplicant, consultant, or contractor that an Applicant intends to seek reimbursement for must be awarded competitively. Applicants are advised not to name any non-public agency Subapplicant, consultant, or contractor in the application unless the third-party contractor has been selected in compliance with competitive procurement requirements. SANDAG does not accept requests for sole source contracts based on a third-party contractor's role in preparing an application or an existing relationship that an applicant may have established without complying with competitive procurement requirements. See the grant agreement for additional details regarding third-party contracting requirements.

4.1.3. Single Audit Requirement

An Applicant that expends more than 1 million dollars in federal awards in a given fiscal year is required to have a single audit performed for that fiscal year in accordance with 2 CFR 200 unless the Applicant elects to have a program-specific audit. Applicants who meet this threshold must provide their most recent single audit to SANDAG with their application.

4.2. Eligible Projects

4.2.1. Eligible Services

Applicants may request funding for any of the following Flexible Fleets services. All services must be provided within San Diego County. Projects previously funded by SANDAG that do not have a geographic expansion are not eligible.

- Carshare
- Micromobility
- Microtransit
- Neighborhood Electric Vehicle
- Rideshare

- Please note that vanpool services are not eligible under this program. SANDAG has a robust vanpool program that offers subsidies to eligible participants. More information is available at: <https://www.sandag.org/projects-and-programs/regional-initiatives/sustainable-transportation-services/vanpool>.

4.2.2. Eligible Project Types

Eligible project categories are listed below. Applicants are encouraged to contact SANDAG by the CFP Question Deadline if they have questions about a proposed project's eligibility under this program.

- Service Operations
 - Direct operations of an eligible Flexible Fleets service
 - Contracted Flexible Fleets services
- Capital
 - Vehicle purchase
 - Software/hardware purchase
 - Supportive infrastructure (e.g., charging, docking stations, right-of-way improvements, signage and wayfinding)

Proposed projects must not have been previously funded by SANDAG unless they have an identified need for geographic expansion (e.g., service area expansion to include an underserved community, transit centers, or employment/education/commercial centers).

All projects must have pre-launch and continuous community surveying and engagement. Applicants will outline their engagement strategy within the application narrative.

4.2.3. Maximum Number of Projects by Project Type

An Applicant may submit up to three applications with varying project scopes (operations plan, fleet type).

4.3. Other Project Eligibility Requirements

4.3.1. Safety Requirements

All drivers must clear a criminal history check and driver records check before transporting members of the public. This includes staff drivers, contracted drivers, and volunteer drivers. Drivers must possess a valid driver's license appropriate for the vehicle driven. Drivers shall also be physically capable of safely driving the service vehicles. Vehicles funded through the Flexible Fleets Pilot Grant Program or that provide a Flexible Fleets Pilot Grant Program-funded service must be deemed safe by the Applicant before they can be operated.

4.3.2. Notice of Prevailing Wage

California law requires that public works projects pay prevailing wages for workers. As applicable, Grantees are required to comply with the provisions of California Labor Code Sections 1775 et seq, which includes the payment of prevailing wages to all workers performing prevailing wage work. Additional details can be found in the grant agreement.

Capital projects that include the installation of shelters, signage, or other items may be subject to prevailing wage requirements.

4.3.3. Insurance Requirements

Non-public agency Applicants will be required to provide proof of insurance. The required insurance certificates and endorsements must comply with all requirements included in the grant agreement. SANDAG will not execute the grant agreement until the Grantee is in compliance with the insurance requirements.

5. Funding

5.1. Available Funding

\$4.5 million is available through this CFP.

SANDAG reserves the right to partially fund projects and to fund less than the amount available in a given grant cycle. See the section entitled “Partial Awards”.

5.2. Minimum and Maximum Grant Awards

The minimum and maximum grant awards are as follows:

- Minimum Award: \$100,000
- Maximum Award: \$1,000,000

5.3. Match Requirement

Matching Funds are required. Applicants must provide at least 11.47% of the Total Project Cost in Matching Funds in order to be eligible. Matching Funds can be from any source other than federal funding. Examples of possible Matching Funds include, but are not limited to:

- State or local funding
- Private donations
- Revenues from service contracts
- Net income generated from advertising and concessions
- Donations, volunteered services, or other in-kind contributions

Applications that do not have sufficient Matching Funds will not be considered. Applicants are required to provide adequate documentation of Matching Funds and the match source(s) in the application.

5.4. Eligible and Ineligible Expenses

5.4.1. Federal Contract Cost Principles and Procedures

Grantee and its third-party contractors are responsible for compliance with the federal contract cost principles and procedures set forth in 48 CFR Part 31, which will be utilized to determine the allowability of individual project cost items.

5.4.2. Eligible Expenses

Eligible expenses must be directly related to executing the project scope of work, including Direct and Indirect Costs. SANDAG will only reimburse costs that were actually incurred for the project after the NTP has been issued and only up to the amount awarded in the grant agreement. In the event of project cost overruns, SANDAG will not pay more than the original amount specified in the grant agreement.

5.4.2.1. Travel Expenses

Transportation and subsistence costs will be reimbursed at the actual costs incurred by the Grantee and its third-party contractors as supported by receipts and shall not exceed the maximum amounts authorized for state employees, which are available at <https://www.calhr.ca.gov/employees/Pages/travel-reimbursements.aspx>. All costs, including travel, shall be invoiced to SANDAG without markup for profit.

5.4.3. Ineligible Activities and Expenses

Ineligible projects and activities are those that do not align with the program goals and objectives or are listed as unallowable in 48 CFR Part 31.

5.5. Indirect Costs

Grant funds may be used toward Indirect Costs if they are related to the project scope of work and the application indicates that reimbursement for indirect costs would be requested. Applicants who wish to request reimbursement for indirect costs are required to disclose this in their application.

Applicants must use one of the following options to receive reimbursement for indirect costs:

- If the Applicant has a FNICR recognized by the federal government, that rate must be used, and the approval must be submitted to SANDAG.
- Elect the de minimis rate under 2 CFR 200 if the Applicant has never received a FNICR. The current de minimis rate is 15%. Applicants who have an ICAP approved by their elected body (City Council or Board of Supervisors), management, another individual within the agency, or any other non-federally approved agency must choose to elect the de minimis rate when charging indirect costs.

6. Other Program Requirements

6.1. Federal Provisions

The Flexible Fleets Pilot Grant Program is funded with federal STBG monies. The Grantee will be required to abide by the FHWA Provisions that are included in the grant agreement.

6.1.1. Disadvantaged Business Enterprise

Grantees must agree to take all necessary and reasonable steps set forth in 49 CFR 26 and USDOT regulation "Participation by Disadvantaged Business Enterprise (DBE) in DOT Financial Assistance Programs" to ensure nondiscrimination in the award and administration of third-party contracts. It is SANDAG policy that DBEs and small businesses have an equal

opportunity to participate in the performance of contracts financed in whole or in part with federal funds. Grantees must agree to cooperate with SANDAG and its DBE Program in meeting SANDAG commitments and goals regarding the maximum utilization of DBEs and small businesses.

6.1.2. Drug and Alcohol Testing

Grantees must comply with the Federal Motor Carrier Safety Administration (FMCSA) rule for all employees who hold Commercial Driver's Licenses (CDLs) (49 CFR 382). This part applies if the CDL holder operates a "commercial motor vehicle," which means a motor vehicle having a gross combination weight rating or gross vehicle weight rating of 26,001 or more pounds or which is designed to transport 16 or more passengers, including the driver (49 CFR 382.103[a][1], 49 CFR 382.107).

6.1.3. Buy America

Grantees must comply with the Build America, Buy America Act (BABA), which governs steel, iron, manufactured products, and construction materials permanently incorporated into federal aid projects. BABA includes substantive changes to the existing Buy America provisions. Compliance with the new requirements is required unless the Grantee can qualify for a waiver or exemption. Absent a waiver or exemption, the Grantee shall not approve for use in grant-funded projects any iron, steel, manufactured products, or construction materials unless such materials have been produced in the United States, including vehicles. Additional details can be found in the grant agreement.

6.2. Non-Discrimination

SANDAG includes non-discrimination provisions in its grant agreements with all Grantees. Among other provisions in the SANDAG grant agreement, Grantees must include non-discrimination and compliance provisions in all contracts with third-party entities.

Grantees and all of their third-party contractors are prohibited from unlawfully discriminating, harassing, or allowing harassment against any employee or applicant for employment because of race, color, religion, creed, national origin, ancestry, age (over 40 years), gender identity or expression, sex (including pregnancy, childbirth, breastfeeding or related medical conditions), a medical condition, physical or mental disability, genetic information, sexual orientation, marital status, military or veteran status, or any other class protected by state or federal law. Grantees and their third-party contractors must ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Grantees and their third-party contractors must comply with the provisions of the California Fair Employment and Housing Act (Government Code Section 12900 et seq.) and any associated regulations (California Code of Regulations, Title 2, Section 1000 et seq.).

Grantees and their third-party contractors must provide written notice of their obligations under these provisions to labor organizations with a collective bargaining or other agreement. Because SANDAG receives federal funds, SANDAG must comply with federal requirements and regulations. Under its agreement with the federal funding agencies, SANDAG passes down applicable requirements to all Grantees and third-party contractors regardless of the grant funding source.

6.3. Title VI

All Grantees are required to comply, and ensure compliance by all Subapplicants and third-party contractors, with Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, and national origin. Applicants awarded Flexible Fleets Pilot Grant Program funds are required to develop a Title VI Program accepted by SANDAG and approved by their governing bodies before grant execution. All Grantees must also update their Title VI Program and seek approval from SANDAG and their governing body every three years.

All Grantees must establish and implement procedures to ensure timely resolution of Title VI complaints and sufficiently document steps taken to investigate and address Title VI complaints.

The following components are required to be included in a Grantee's Title VI Program:

- Title VI Notice to the Public - Grantees are required to notify the public of their protection against discrimination under Title VI. The Title VI Notice to the Public must include: (1) a statement that the Grantee operates its programs without regard to race, color, or national origin; (2) a description of the procedures that members of the public should follow to request information on the Grantee's Title VI obligations; and (3) a description of the procedures that members of the public should follow to file a Title VI discrimination complaint against the Grantee.
- Title VI Notice to the Public Availability - Per federal requirements, Grantees must post or make available their Title VI Notice to the Public, at a minimum, in the following areas: the Grantee's website, any public area of the Grantee's office, including the reception desk and meeting rooms, and transit vehicles and/or stations or stops. In its Title VI Program, the Grantee must identify the locations where the agency has posted its Title VI Notice to the Public.
- Complaint Form and Procedures - Grantees are required to have complaint procedures and a form through which the public may file a Title VI discrimination complaint. In its Title VI Programs, the Grantee must identify how its agency makes the complaint form and procedures available to the public, including for non-English or LEP speakers.
- Record and Report Transit-Related Title VI Investigations, Complaints, and Lawsuits - Grantees must include a record of any complaints or lawsuits alleging discrimination on the basis of race, color, and national origin.
- Public Participation Plan - Grantees are required to have a public participation plan that describes their strategies to market their program, encourage public participation, and perform community outreach. Grantee's strategies should be tailored to the unique population that they serve and should include special consideration for low-income, minority, and LEP populations.
- Meaningful Access for LEP Persons - Grantees are required to perform a Four-Factor Analysis to determine the specific language services that are appropriate for their agency to provide and develop a Language Assistance Plan based on the results of this analysis. The Four-Factor Analysis requires Grantees to determine: (1) the number of LEP persons eligible to be served by their program; (2) the frequency with which LEP persons come into contact with their program; (3) the importance of their program to the lives of LEP persons; and (4) the resources available to the Grantees for LEP outreach as well as the cost associated with that outreach. In addition to other resources, the SANDAG Grant Programs ADA and Title VI Guide provides a step-by-step tutorial on how to access and

report on census data to assist Grantees in successfully completing Factor 1 of the Four-Factor Analysis. Additionally, if Grantees have multiple grant-funded projects with varying project service areas, Grantees should use an aggregation of these project service areas to complete Factor 1 of the Four-Factor Analysis. The project service area(s) used must be consistent with what the Grantee submitted during the application phase to ensure consistency with the Social Equity Analysis to the extent possible.

- **Minority Representation on Planning and Advisory Bodies** - Grantees that have transit-related, non-elected governing boards, advisory councils, or committees (the membership of which is selected by the Grantee) are required to provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of People of Color on such committees.
- **Resolution** - Grantees are required to submit a resolution from their governing body that approves their Title VI Program.

6.4. Limited English Proficient Populations

Grantees are responsible for ensuring meaningful access to their transportation program by LEP persons pursuant to Executive Order 13166. More information is available on the federal LEP website and in the SANDAG Language Assistance Plan.

6.5. Low-Income Populations

Grantees are prohibited from discriminating against low-income individuals pursuant to US DOT Order 5610.2 and Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

6.6. ADA Compliance

Grantees are required to comply with requirements under the ADA. Grantees must inform SANDAG of any complaints alleging discrimination on the basis of disability by the Grantee or a third-party contractor. SANDAG [Board Policy No. 009](#) outlines procedures for tracking and resolving complaints alleging discrimination of any kind. The SANDAG Discrimination Compliance Officer and Grants Division staff are responsible for tracking ADA complaints and working with Grantees on promptly and equitably resolving ADA-related complaints.

SANDAG prohibits Grantees from using vehicles that are deemed unsafe to operate. This prohibition extends to accessible equipment such as ramps and lifts, meaning accessible equipment must be operable and safe before a vehicle can transport individuals with disabilities through a grant-funded project.

SANDAG reviews Grantee policies and procedures to verify ADA compliance pertaining to service animals, respirator or portable oxygen supplies, and accessible information. SANDAG may request response time or other data or information on Grantee policies or procedures to confirm that an equivalent level of service is being provided. Further, SANDAG confirms that all Grantees have ADA complaint procedures. SANDAG also confirms that Grantees have a complaint form readily accessible to service beneficiaries so that those beneficiaries can submit a complaint on the grounds of ADA and/or Title VI. During desk reviews and/or site visits, SANDAG verifies that Grantees have maintained a log of ADA or Title VI-related complaints, investigations, and lawsuits.

6.7. Equal Employment Opportunity

The Equal Employment Opportunity (EEO) provision requires that SANDAG and all Grantees provide equal employment to all people, regardless of race, color, religion, sex, national origin, disability, or any other class of persons protected by state or federal law. SANDAG requires that its Grantees certify their compliance with the EEO federal requirements of Title VII of the Civil Rights Act of 1964, as amended (42 USC 2000e and 49 USC 5332) and any implementing requirements the federal agencies or SANDAG may issue.

6.8. SANDAG Board Policy No. 035

[SANDAG Board Policy No. 035](#), “Competitive Grant Program Procedures,” applies to all grant programs administered through SANDAG. Applicants should be aware of the following requirements.

6.8.1. Applicant Resolution

Within 30 days following the grant application deadline, Applicants must submit a resolution from their authorized governing body that:

- commits to providing the minimum Matching Funds percentage outlined in the CFP; and
- authorizes the Applicant's staff to accept the grant funding and execute a grant agreement if an award is made by SANDAG.

If an Applicant fails to provide a resolution that meets the above requirements, that application will be considered nonresponsive and will no longer be considered in the competitive process. Applicants are encouraged to use the sample resolution included in this CFP.

If the Applicant wishes to submit its Board Policy No. 035 resolution with its Application by the Application Submission deadline, the Applicant may include its resolution in BidNet. If the Applicant does not submit its Board Policy No. 035 resolution by the Application Deadline, the resolution must be emailed to grantsdistribution@sandag.org by the date listed in the Timeline.

6.8.2. Grant Agreement Execution

After the Board approves the funding recommendations, SANDAG will present a grant agreement to the awarded Applicant. An authorized representative of the awarded Applicant must sign the grant agreement within 45 days from the date SANDAG presents the grant agreement to the awarded Applicant. Failure to meet this requirement may result in revocation of the grant award. Applicants are encouraged to review the sample grant agreement included with this CFP to ensure compliance with this provision.

6.8.3. Project Milestone and Completion Deadlines

When signing a grant agreement, Grantees must agree to the project deliverables and schedule in the agreement. In addition, a Grantee's project schedule in its application and grant agreement must adhere to the deadlines listed below. Failure to meet the Project Milestone and Completion Deadlines following SANDAG's issuance of the NTP on the project may result in the revocation of all grant funds not already expended.

- **Operations Projects.** If the grant will fund operations, the project must be completed:
 - Any operations project requiring a services contract must commence within eighteen months following SANDAG's issuance of the NTP on the project.
 - If no services contract is necessary, the project must commence within one year of SANDAG's issuance of the NTP on the project.
- **Equipment or Vehicle Projects.** If the grant will fund the purchase of equipment or vehicles, any necessary purchase contract for equipment or vehicles must be awarded within six months following SANDAG's issuance of the NTP on the project, and use of the equipment or vehicles for the benefit of the public must commence within three months following acceptance of the equipment or vehicles.

Grantees may request and be granted a twelve-month extension at the SANDAG staff level. This twelve-month period is cumulative over the entire duration of the grant. Grantees must request and receive approval from the appropriate policy advisory committee for time extensions longer than twelve months. In all instances, a Grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended timeframe the Grantee proposes.

6.9. Performance Measures

SANDAG has identified numerous Performance Metrics that will be used to measure a project's success in meeting the Flexible Fleets Pilot Grant Program goals and objectives. Applicants must review the Flexible Fleets Pilot Grant Program Performance Metrics, select the ones that apply to their project, and provide baseline data in their application that will be used to measure their project's success at the end of the grant agreement. The Flexible Fleets Pilot Grant Program Performance Metrics are provided as an attachment to this CFP and are available in BidNet.

All Flexible Fleets Pilot Grant Program Grantees must meet the Performance Measures, which will be included in the grant agreement. The Grantee must report on its progress toward meeting the Performance Measures in its quarterly progress report. If SANDAG believes the Grantee will not be able to achieve the Performance Measures in its grant agreement, SANDAG will require the Grantee to submit a plan that outlines how the Grantee will meet the Performance Measures and a timeline to do so. If the Grantee cannot meet its stated Performance Measures, the TC may be asked to provide direction to SANDAG staff, including whether to terminate the grant and seek repayment of any previously reimbursed expenses.

6.10. Project Implementation and Oversight Requirements

6.10.1. Project Communication

6.10.1.1. Project Manager Continuity

The Grantee must provide SANDAG with contact information for the project manager and keep this information up to date. SANDAG should be notified promptly in case of a change to the Grantee's project manager.

6.10.1.2. Media and Community Outreach

Grantees must also notify SANDAG of events or promotions related to the grant-funded project, such as groundbreakings, ribbon cuttings, community workshops, media, and community outreach. For these activities, the Grantee must notify SANDAG in advance and provide project before and after photos as applicable. SANDAG staff may attend any meetings as appropriate.

Grantees are encouraged to use social media to inform the public of project accomplishments and performance. When using social media to post information on grant-funded projects, Grantees should use the SANDAG grants communications guidelines available by contacting the Flexible Fleets Pilot Grant Program Manager.

6.10.1.3. Outreach Materials

Outreach materials include, but are not limited to, fliers, posters, web updates, and newsletters that are used to inform the public of the grant-funded project. Outreach materials geared toward the target population that communicate vital information such as eligibility requirements, project enrollment information, or ways to provide feedback are vital documents and must be provided in English and any other languages identified in the Grantee's Title VI Program. Regardless of the funding source, all project outreach materials should include SANDAG's logo and may include the Grantee's logo.

6.10.2. Quarterly Progress Reports

Grantees must complete and submit quarterly progress reports that illustrate the Grantee's efforts to make timely progress on their project, including meeting the Performance Measures. SANDAG will provide a standard progress report template that the Grantee must use. Quarterly reports will be due on the last day of the month following the quarter's close. SANDAG will summarize the information in the Grantee's progress report, which will be provided to the TC at their next meeting.

Quarter	Performance Period	Report Due Date	TC Meeting Date
1	7/1 – 9/30	10/31	November
2	10/1 – 12/31	1/31	February
3	1/1 – 3/31	4/30	May
4	4/1 – 6/30	7/31	September

SANDAG will monitor the Grantee's progress and performance against the scope of work and schedule in the grant agreement. If SANDAG believes the Grantee is not making timely progress or is not adhering to the terms of the grant agreement, this information will be reported to the TC. SANDAG will notify the Grantee if it believes the Grantee's performance warrants notification of TC. Poor performance may be grounds for termination of the grant agreement and revocation of the grant, as determined by TC.

6.10.3. Financial Management

All Grantees must establish and maintain an accounting system and records that properly accumulate and segregate incurred costs and Matching Funds by line item for the grant. This accounting system may be a separate set of accounts or separate accounts within the framework of an established accounting system. Accounting systems must conform to the Generally Accepted Accounting Principles, enable the determination of incurred costs at

interim points of completion, and provide support for reimbursement payment vouchers or invoices. Furthermore, the Grantee's financial management system must ensure effective control over, and accountability for, all funds, property, and other assets.

Grantees must establish and maintain procedures for determining the allowability of costs according to 2 CFR 200 and the terms of the grant agreement. Grantees must then adhere to these procedures over the Grant Term.

Grantees must maintain all checks, payrolls, invoices, contracts, vouchers, orders, or other accounting documents related to the project so that they may be clearly identified, readily accessible, and available to SANDAG upon request.

6.10.4. Invoices

Grant funding is by reimbursement only. Funds will not be disbursed until SANDAG and the Grantee have fully executed a grant agreement, and project expenses incurred by the Grantee before the NTP issuance are not eligible for reimbursement.

To be reimbursed for project expenses, Grantees must submit an invoice packet consisting of an invoice coversheet, expense summary, and invoice history. Grantees are required to use the invoice template provided by SANDAG. Invoices submitted without a corresponding progress report will not be processed. Any third-party consultant or contractor expenses must be accompanied by proof of a competitive procurement or a sole source justification signed by the SANDAG Grants Program Manager to be eligible for reimbursement.

To qualify for reimbursement, the following requirements must be met:

- Staff costs must be submitted with payroll documentation. Personally identifiable information (social security numbers, home addresses, etc.) must not be provided to SANDAG.
- Third-party vendor (consultant or contractor) invoices must be submitted with:
 - Proof of payment, such as a copy of a check provided to the vendor or a printout for the Grantee's financial system showing the funds were dispersed.
 - The vendor's invoice and backup documentation (schedule of values, receipts for expenses)
- Clearly identify all grant-related expenses that include non-related costs. Grantees can highlight, circle, or use a separate document/spreadsheet to differentiate the grant-related costs from other costs unrelated to the grant.
- All receipts and invoices must be detailed, dated, directly related to the project scope of work, and incurred after the NTP date and before the grant expiration date.

SANDAG will make payments for eligible invoices as promptly as SANDAG fiscal procedures permit upon receipt of the Grantee's invoice packet, backup documentation, deliverables, and confirmation by the Flexible Fleets Pilot Grant Program Manager that the Grantee is in compliance with the requirements in the grant agreement. SANDAG shall retain 10 percent of the amounts invoiced until the completion of the project.

6.10.5. Matching Funds

The Grantee must provide a cumulative match over the grant period such that the total Matching Funds amount provided at the end of the grant period is equal to or greater than

the Match Percentage required under the grant agreement. Grantees may forfeit the grant award and be responsible for the repayment of grant funds to SANDAG if the cumulative Match Percentage falls below the required percentage or if Grantees fail to provide sufficient documentation of Matching Funds.

6.10.6.Final Progress Report, Invoice, and Project Closeout

Once the Grantee determines the project is complete, a final progress report and invoice will be submitted to SANDAG. SANDAG will provide the final progress report template the Grantee will be required to use. Final progress reports should detail all completed project activities, challenges, successes, and a description of how the project is expected to continue to support the goals of the Flexible Fleets Pilot Grant Program. The report will also include the Performance Measures listed in the grant agreement and document the Grantee's ability to achieve them. The Grantee should provide the deliverables listed in the scope of work with the final progress report. The final progress report should accompany a final invoice, including all remaining project expenses.

Upon receipt of a final progress report, invoice, and deliverables, SANDAG will verify that the full scope of work in the grant agreement was completed and that the Performance Measures were met.

Once SANDAG verifies that the project has been completed and can be closed out, the Grantee will be asked to submit an invoice for the retention amounts withheld. Following SANDAG's payment of the Grantee's retention invoice, the project will be closed.

6.11. Public Record and Record Retention Policy

All applications submitted in response to this CFP become the property of SANDAG and are considered a public record. As such, applications and other project-related documentation may be subject to public review per [SANDAG Board Policy No. 015: Records Management](#). Grantees must retain project-related documents for at least three years after receipt of final payment from SANDAG. These documents must be made available to SANDAG upon request.

7. Application and Submittal Process

7.1. Application Materials

Application materials are available online at <https://www.bidnetdirect.com/sandag/sandag-grants>.

Applicants will submit their completed application with all required signatures by the Application Deadline. An incomplete application may be considered nonresponsive. For an application to be considered complete, it must include all the materials described in the application and be submitted prior to the Application Deadline.

SANDAG reserves the right to cancel or revise at any time, for any or no reason, in part or its entirety, this CFP. If SANDAG revises or cancels the CFP prior to the Application Deadline, Applicants who have downloaded the CFP materials in BidNet will be notified by email.

7.2. Applicant Webinar, Questions, and Application Assistance

7.2.1. Pre-Application Webinar

SANDAG will host a pre-application webinar for all prospective Applicants to provide an overview of this CFP, the application process, and to address any questions. See the Timeline for the date and time of the webinar. SANDAG staff will also provide information and address questions on the eligibility, approval, contracting, and specific requirements of this grant program. This workshop will be held virtually. SANDAG will post the virtual meeting link and other details on BidNet.

7.2.2. CFP Questions

Prospective Applicants may submit questions through the SANDAG web-based vendor portal BidNet, available at <https://www.bidnetdirect.com/sandag/sandag-grants>. Questions submitted after the Question Deadline or outside of BidNet will not be answered. See the Timeline for the deadline to submit questions.

7.2.3. Application Assistance

Prospective Applicants may request a meeting with SANDAG Grants staff to obtain assistance with an application, including a discussion of a possible project or assistance with utilizing BidNet. See the Timeline for the deadline to request a meeting.

7.3. Submittal Process

Applicants shall submit application documents via the SANDAG web-based vendor portal BidNet, available at <https://www.bidnetdirect.com/sandag/sandag-grants>. Applications submitted by mail, facsimile, or email in lieu of electronic copies uploaded to the online web-based portal will not be acceptable and will not be considered. Any application that is missing pages or cannot be opened for any reason may be considered nonresponsive.

Applicants are responsible for fully uploading their entire application before the Application Deadline. It is the Applicant's sole responsibility to contact BidNet to resolve any technical issues related to electronic submittal, including, but not limited to, registering as a vendor, updating password, updating profiles, uploading/downloading documents, and submitting an electronic offer, prior to the submission deadline. BidNet's Vendor Support team is available Monday-Friday from 5 a.m. to 5 p.m. Pacific Time at (800) 835-4603 or [e-procurementsupport@bidnet.com](mailto:procurementsupport@bidnet.com).

8. Application Evaluation Process and Awards

This CFP does not commit SANDAG to award a contract, defray any costs incurred in preparing an application pursuant to this CFP, or procure or contract for work. SANDAG may reject applications without providing the reason(s) underlying the rejection. Failure by SANDAG to award a funding agreement to Applicants will not result in a cause of action against SANDAG.

8.1. Responsiveness and Eligibility Review

8.1.1. Responsiveness Review

SANDAG Grants staff reviews submitted applications to ensure they are responsive to the requirements outlined in this CFP. Below is a list of Application materials that, if not submitted prior to the Application Deadline, will cause the Application to be deemed nonresponsive. These are items that SANDAG cannot allow the Applicant to provide following the Application Deadline because doing so would harm the integrity of the competitive selection process.

- Application
- Scope, Schedule, and Budget Form

SANDAG Grants staff will notify an Applicant in writing if their application is deemed nonresponsive. Applicants may protest a nonresponsive determination pursuant to the protest procedures (see Protest Procedures). Unless a protest is filed and substantiated, a nonresponsive application will not continue in the competitive selection process.

8.1.2. Eligibility Review

Following the application submittal period and concurrently with the responsiveness review, SANDAG staff will perform an eligibility review of all Applicants and projects against the eligibility requirements included in this CFP. During the eligibility screening process, SANDAG reserves the right to request additional information and/or clarification from an Applicant but is not required to do so. Staff may also seek input from a policy advisory committee to determine eligibility. Applications found to be eligible will continue in the competitive selection process.

Any Applicant deemed ineligible or whose project has been deemed ineligible during the eligibility review will be notified in writing when the determination is made. Applicants may protest the eligibility determination pursuant to the protest procedures (see Protest Procedures). Unless a protest is filed and substantiated, an ineligible application will not continue in the competitive selection process.

8.1.3. Notice to Cure Application Deficiencies

During the responsiveness and eligibility review phase, SANDAG staff also checks eligible and responsive applications for consistency with the Call for Project instructions and accuracy of submitted data and information. SANDAG may provide an Applicant with identified deficiencies an opportunity to correct or cure their applications if those corrections do not impact the competitive selection process. SANDAG staff, in their sole discretion, will determine whether an application can be cured without impacting the competitive selection process.

If staff identifies application deficiencies that an Applicant may cure without impacting the competitive process, SANDAG staff will send the Applicant a written notice to cure the Application deficiencies. This notice identifies the Application deficiencies, states the correction needed, and provides a deadline for the Applicant to correct the deficiencies. If an Applicant fails to correct the identified deficiencies by the deadline stated in the notice, the Application will be provided to the evaluation committee with a notification that the Applicant failed to address the deficiencies.

8.1.4. Pre-Award Risk Assessment

In accordance with 2 CFR 200.332(c), SANDAG staff will also perform a pre-award risk assessment of all eligible and responsive Applications. The risk assessment examines an Applicant's fiscal and operational capabilities to assess the Applicant's risk of fraud and noncompliance with a federal grant award to determine the appropriate monitoring.

A pre-award risk assessment may include a review of the Applicant's financial statements, audit findings, and past performance in managing previous grant awards. To help SANDAG staff perform a pre-award risk assessment, Applicants are required to complete an Applicant Risk Assessment Questionnaire, which is included in the Application. Risk factors may include, but are not limited to the following:

- Successful applicant's prior experience with the same or similar services
- Results of prior audits, including a Single Audit, if applicable
- Substantial changes in personnel or systems
- Extent, timing, and results of SANDAG performance monitoring
- Size, complexity, or newness of the award
- Inherent risks to people or property

During the post-award phase, SANDAG staff gathers information for the Applicant's risk assessment by reviewing submitted application materials, reviewing public information on the Federal Audit Clearinghouse and the System for Award Management as applicable, and contacting successful applicant staff for any additional information needed. Based on this information, SANDAG staff then categorize the awards as high, medium, or low risk. The results of the pre-award risk assessment may inform the level of monitoring SANDAG conducts of awarded Applicants and could be considered during the development of the funding recommendations.

8.2. Scoring and Awarding of Funds

Responsive and eligible Applications will be scored using the Qualitative and Quantitative Criteria approved by the SANDAG Board of Directors and included in this CFP.

8.2.1. Qualitative Scoring

An external evaluation panel will provide the Qualitative criteria scores for eligible applications. The evaluation panel will typically consist of at least three but no more than five public members who are familiar with the San Diego region and the grant program goals and objectives.

To avoid conflicts of interest, all evaluation panel members will be screened to be sure they do not have an affiliation with any of the Applicants or proposed projects. Individuals who work for a private company that could potentially receive a future contract from a Flexible Fleets Pilot Grant Program Applicant due to the project being selected for funding will not be permitted to serve as evaluators.

8.2.2. Quantitative Scoring

SANDAG Grants and Data Science staff will provide the Quantitative Criteria scores for each project. Points associated with Quantitative Criteria undergo a quality assurance/quality

control (QA/QC) review to ensure that data used in the Quantitative scoring process are accurate and points were awarded appropriately.

8.2.3. Calculation of Total Application Scores

An application's Average Qualitative Score will be calculated by summing all evaluator scores for that application and dividing by the number of evaluators. The application's Average Qualitative Score will then be added to the Quantitative scores, producing the Total Application Score.

8.2.4. Tiebreakers

If two or more projects receive the same Total Application Score, the following methodology in descending order will be used as the tiebreaker:

- Highest score on Criteria #5 Feasibility
- Highest score on Criteria #2 Integration with Transit
- Highest score on Criteria #1 Financial Sustainability

8.2.5. Minimum Total Application Score

To ensure grant funds support quality projects, a project must receive a Total Application Score of at least 60 points to be eligible for funding.

8.2.6. Funding Recommendations and Geographic Funding Distribution

Following the scoring process outlined above, applications will be placed in descending Total Application Score order (from the highest to lowest). Projects will be recommended to receive funding based on this order. As previously stated, partial awards may be recommended (see the section entitled "Partial Awards").

SANDAG will recommend a list of projects to the Board of Directors that are financially constrained by the amount of funding available.

8.2.7. Partial Awards

Given the competitive nature of the grant program and the finite amount of funds available through this CFP, Applicants may receive partial awards. Additionally, SANDAG may choose to roll over any remaining funds not awarded through this CFP to a future CFP. SANDAG handles partial awards differently based on the scalability of a project. SANDAG, at its sole discretion, will determine whether a project is Scalable or Non-Scalable.

Applicants whose projects are recommended for partial award and are Scalable will be required to work with SANDAG staff before grant agreement execution to alter the scope of work, budget, and schedule submitted as a part of the application to reflect a reduced scope of work.

Applicants whose projects are recommended for partial award and cannot be scaled will be asked if they would like to accept the partial funding award with the condition that the entire project, as proposed in the scope of work included in the application, must be completed. Applicants will be required to contribute additional Matching Funds than listed in their application to complete the project scope of work.

If an Applicant cannot provide the necessary Matching Funds and declines the partial funding award, the award will be offered consistent with the process identified in the section entitled “Application Evaluation Process.” If no Applicant accepts the funding, the funding may be rolled over to future funding cycles.

8.2.8. Social Equity Analysis

SANDAG will conduct a social equity analysis to determine whether the funding recommendations, if approved, will result in an equitable distribution in the region. If the social equity analysis finds a Disparate Impact or Disproportionate Burden, SANDAG will conduct additional investigation and consider alternatives and mitigation that would reduce the impact or burden. SANDAG reserves the right to adjust the funding recommendations if a Disparate Impact or Disproportionate Burden is found.

8.2.9. Notice of Intent to Award

Once the funding recommendations have been finalized, staff will email all Applicants a Notice of Intent to Award. The Notice will contain the detailed scores of each Application and the funding recommendations that will be brought to the policy advisory committee(s) and Board of Directors. See the Timeline for the anticipated date the Notice of Intent to Award will be issued.

8.2.10. Protests

SANDAG grant program protest procedures may be obtained online at <https://www.sandag.org/funding/grant-programs>.

8.2.11. Approval of the Funding Recommendations and Contingency List

The funding recommendations will be presented to the relevant policy advisory committee for recommendation to the Board of Directors. The Board of Directors will then be asked to approve the proposed funding recommendations.

9. Grant Agreement Execution

If awarded funds, an Applicant will enter into a grant agreement with SANDAG for the approved project scope of services and become a “Grantee.”

A sample grant agreement is included with the CFP. Applicants are encouraged to review the sample grant agreement within their organization before applying so they are fully aware of the requirements they will have to comply with during the Grant Term. Aside from any potential errors or omissions, the terms of the grant agreement will be substantially the same as those in the sample grant agreement and are non-negotiable.

9.1. Insurance Certificates

Following the recommendation of the proposed grant awards by the policy advisory committee, each non-public agency Grantee will receive an email from myCOI, the SANDAG insurance tracking system. The Grantee shall follow the instructions contained in the email and complete the online registration. Upon completion of registration, myCOI will request proof of insurance directly from the Grantee’s insurance agents. SANDAG will not provide the

grant agreement to the Grantee to sign until the Grantee is registered with myCOL, compliant certificates of insurance and endorsements have been received, and SANDAG has deemed the Grantee compliant with the insurance requirements.

9.2. Title VI Program

Grantees are required to develop a Title VI Program, have it approved by their governing body, and submit it to SANDAG for review. Once the Program has been accepted by SANDAG, the grant agreement signature stage can begin.

9.3. Grant Agreement Signature

SANDAG will prepare the grant agreement utilizing the sample provided with the CFP. Once the draft has been approved by SANDAG staff for signature, it will be sent electronically to the person listed in the grant application. Failure by the Grantee to sign and return the grant agreement within 45 days of receiving the grant agreement from SANDAG may result in revocation of the grant award. See the section entitled "SANDAG Board Policy No. 035."

9.4. Notice to Proceed

Grantees cannot begin work on their grant-funded project until they receive a written NTP from SANDAG. The NTP specifies the date the Grantee can begin work on the project. Any work performed before the NTP is not eligible for reimbursement.

9.5. Federal Subaward Report

Consistent with FFATA, SANDAG will report information on each grant subaward over \$30,000 to the FFATA Subaward Reporting System (FSRS) by the end of the month in which the grant agreements have been executed.



Flexible Fleets Pilot Grant Program Performance Metrics

Below are the performance metrics that will be used to measure a project's success in meeting the Flexible Fleets Pilot grant program goals and objectives. The metrics are organized into categories, and the applicable mode(s) are also provided. All performance metrics listed for a particular mode will apply. Applicants may propose their own performance metric(s) in the grant application, but they must be quantifiable and will be included in the grant agreement.

Grantees will be required to provide quarterly updates on their efforts to meet each metric and will provide a post-delivery measure (once the Flexible Fleets Pilot Grant Program project agreement ends) for each metric as part of the final project report. Applicants can refer to the Federal Transit Administration's [Mobility Performance Metrics for Integrated Mobility and Beyond](#) and Transportation for America's [Shared Mobility Playbook Performance Metrics](#) for additional guidance and examples.

Flexible Fleet Modes and Acronyms

- ❖ Microtransit (MT)
- ❖ NEV Shuttle (NEV)
- ❖ Micromobility, such as bike/scooter share (MM)
- ❖ Ridehail/Rideshare (RS)
- ❖ Carshare (CS)

Performance Metrics

Category	Metric	Definition	Unit of Measurement	Applicable Mode(s)	Notes
Productivity	Cancellation Rate	Number of cancelled ride requests divided by the total ride requests.	Per Month	MT, NEV, RS	Riders who frequently cancel an on-demand microtransit booking could be a sign of a performance issue.
Productivity	Missed Trips	Number of missed trip requests and the reason for the missed trip (e.g. rider no-show, dispatch error, traffic, accident, vehicle failure)	Per Month	MT, NEV, RS	
Productivity	Trip Denials	Number of denied trip requests and the reason for the denial (disruptive behavior, fare evasion, safety concerns, insufficient capacity to meet demand, violating service rules and policies, history of missed trips, abusive conduct towards staff) divided by the total ride requests.	Per Month	MT, NEV, RS	Sometimes transit providers must deny service in order to maintain overall performance. Tracking the rate of trip denials enables greater control over service quality.
Productivity	Vehicle Utilization	Divide the actual number of seats used by the number of seats available in each vehicle multiplied by 100	Each vehicle and Per Month	MT, NEV, RS, CS	Optimizing fleet performance comes down to knowing where vehicles are needed the most. Vehicle utilization compiles performance data based on the number of boardings and vehicles in service per hour.
Productivity	Wait Time Predictability	The deviation between the originally stated wait time and the actual wait time	Per Month	MT, NEV, RS	
Productivity	Ride Time Predictability	The deviation between the originally stated ride time and the actual ride time	Per Month	MT, NEV, RS	
Productivity	Overall Ridership	The number of riders using the service	Per Month	MT, NEV, MM, RS, CS	
Productivity	Ride Time/Trip Time	The length of each rider's trip in minutes	Per Month	MT, NEV, RS	

Category	Metric	Definition	Unit of Measurement	Applicable Mode(s)	Notes
Productivity	Vehicle Miles Traveled	Distance traveled by all vehicles/devices in a specific area	Per Quarter	MT, NEV, MM, RS, CS	Keeping an eye on vehicle miles traveled helps with vehicle maintenance and reveals clues on how to optimize service zone placement.
Productivity	Average Wait Times	The average time spent waiting for a pickup after a ride is requested and the rider's disability status (disabled or non-disabled)	Per Hour	MT, NEV, RS	This data helps service providers strategize about the full scope of an on-demand microtransit service whether it's fleet size, zone placement, or automated dispatch efficiency and helps determine that individuals with disabilities receive the same service that non-disabled individuals receive
Productivity	Complaints	Number of complaints by topic (response time, service quality, driver, safety, service animal or accessibility, stranded passenger)	Per Month	MT, NEV, RS, CS	
Shared Rides/ Transit Connections	Transit Connection Trips	Number of pickups and drop-offs to transit stops and stations	Per Month	MT, NEV, MM, RS, CS	
Shared Rides/ Transit Connections	Percentage of Shared Rides	Number of pooled/shared trips divided by the total trips	Per Month,	MT, NEV, RS, CS	Service providers can better plan for multimodal transportation integration if they know at which stage riders are accessing on-demand Flexible Fleets.
Community/ Equity	Wheelchair-Accessible Trip Fulfillment	Number of wheelchair-accessible trips completed compared to the number of wheelchair-accessible trips requested	Per Month	MT, NEV, RS, CS	Allows program administrators to evaluate the effectiveness of the ADA option for disabled riders.
Community/ Equity	Origin-Destination Evaluation:	Number of trips to or from disadvantaged communities	Per Month,	MT, NEV, MM, RS, CS	Because on-demand Flexible Fleets can go anywhere, data is produced on where riders begin and end their journeys. That's valuable transit data for transit providers who are focused on providing increased mobility to low-income neighborhoods

Category	Metric	Definition	Unit of Measurement	Applicable Mode(s)	Notes
Community/ Equity	Trip Purpose (To/From Work, Shopping/ Eating Out, Recreation/ Social/Church, School, Medical/Dental, Other)	Purpose of trip	Per Month	MT, NEV, MM, RS, CS	Understand the why to where riders are going when using on-demand Flexible Fleets. Sorting on-demand rides by trip type gives clarity on how frequently riders are traveling for work, practicality (e.g., grabbing groceries), or leisure.
Community/ Equity	Rider Demographic Data	Rider Age, Rider Zip Code, Rider Preferred Language, Rider Disability status (disabled and requested wheelchair-accessible vehicle (WAV), disabled and did not request WAV, non-disabled)		MT, NEV, MM, RS, CS	Understanding rider age, preferred language, or whether or not a rider is of a disadvantaged population or has a disability can provide insight into the achievement of the Flexible Fleets Pilot Grant Program goals relating to equity.
Community/ Equity	Call Center Trip Fulfillment	Percentage of trips requested via a call center compared to the percentage of trips completed via call center booking	Per Month	MT, NEV, MM, RS, CS	Evaluation allows program administrators to evaluate the effectiveness of the call center option and account for whether this is a productive booking option for riders without access to a smartphone
Community/ Equity	Service Animals and Personal Care Attendants	Number of riders with a personal care attendant or service animal	Per Month	MT, NEV, RS, CS	
Community/ Equity	Language Assistance	Number of requests for language assistance by intercept (call center, smartphone app, in-person)	Per Month	MT, NEV, RS, CS	Helps evaluate the demand for language assistance
Community/ Equity	Service Availability Outreach	Number of public engagement events held and number of people engaged with them	Per Month	MT, NEV, MM, RS, CS	
Community/ Equity	Service Development Outreach	Number of community members and community organizations involved in service development and representation by underserved/ vulnerable groups	Per Month	MT, NEV, MM, RS, CS	

Category	Metric	Definition	Unit of Measurement	Applicable Mode(s)	Notes
Community/ Equity	Application of Community Feedback	Number of instances where community transportation needs were identified and applied to operations adjustments		MT, NEV, MM, RS, CS	E.g. Hours of operation, service zone, or fleet size.
Cost Effectiveness	Subsidy Ratio	Ratio between the amount paid by the rider and the total trip price	Per Month	MT, NEV, MM, RS, CS	
Cost Effectiveness	Median Trip Cost	Median trip cost to the provider	Per Month	MT, NEV, MM, RS, CS	
Cost Effectiveness	System Cost per Revenue Mile	Ratio between the actual daily operation cost and the total revenue miles	Per Month	MT, NEV, MM, RS, CS	
Cost Effectiveness	System Cost per Revenue Hour	Ratio between the actual daily operation cost and the total revenue hours	Per Month	MT, NEV, MM, RS, CS	
Cost Effectiveness	Number of Deadheading Hours	Number of deadheading hours in a day divided by 24	Per Month	MT, NEV, RS	Deadheading is when there are not active pickups/drop-offs (no passengers in the vehicle)
Cost Effectiveness	Farebox Recovery Ratio	Ratio of operating expenses which are met by the fares paid by passengers.	Per Month	MT, NEV, MM, RS, CS	
Cost Effectiveness	Advertising/ Sponsorship Revenue Ratio	Ratio between operating costs and revenue from third-party advertising or sponsorship partners	Per Month	MT, NEV, MM, RS, CS	

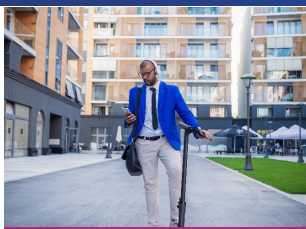


Flexible Fleets Pilot Grant Program Call for Projects

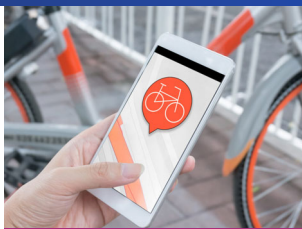
Transportation Committee | Item 7
Jenny Russo, Grants Program Manager
Emily Doss, Associate Regional Planner
March 21, 2025

1

Flexible Fleets Overview



Micromobility: Scootershare



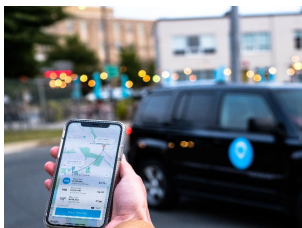
Micromobility: Bikeshare



Neighborhood Electric Vehicles (NEV)



Carshare



Rideshare



Vanpool



Microtransit

SANDAG | 2

2

Flexible Fleet Pilot Grant Program Development

| 3

3

Feedback on Flexible Fleets Pilot Projects

Spring 2024 - Joint Transportation, Regional Planning, and Borders Committees & Mobility Working Group

- Public Engagement & Rider Engagement
- Sustainable Funding for Operations
- Collaboration with MTS & NCTD Transit Connections
- Informed Service Zone Planning
- Inclusion of Equity Considerations

Summer 2024 - Flexible Fleet Task Force Meetings & Engagement

- Definitions of Evaluation Criteria
- Scoring weight of evaluation criteria
- Eligibility requirements
- Award Amount



4

Proposed Eligibility

Eligible Applicants	<ul style="list-style-type: none"> • Local, state, federal & tribal governmental agencies • Transit districts • Military institutions
Eligible Grant Types	<ul style="list-style-type: none"> • Service Operations • Capital (e.g. vehicles, software, supportive infrastructure)
Sample Eligible Activities	<ul style="list-style-type: none"> • New services. Existing services are not eligible • Direct operations of service (Microtransit, NEV, etc.) • Contract services (Microtransit, NEV, Bikeshare, Carshare, etc.) • Vehicle Procurement • Software/Hardware • Flexible Fleet Supportive Infrastructure (e.g. charging, docking stations, right of way improvements, signage and wayfinding)

SANDAG | 5

5

Available Funding and Award Sizes

- Available Funding: **\$4.5 million**
 - Federal Highway Administration (FHWA) Regional Transportation Surface Program (RSTP)
- Maximum Award: \$1,000,000
- Federal Funding Requirements
 - Matching funds (11.47% of Total Project Cost)
 - Federal Provisions, nondiscrimination, Title VI Program and ADA accessibility

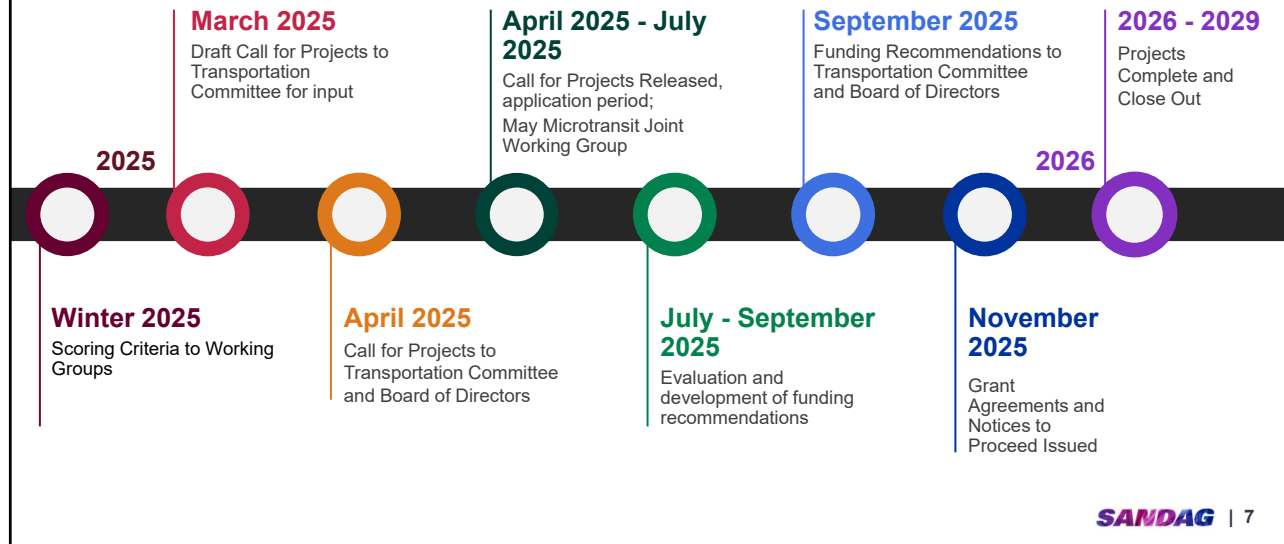


U.S. Department
of Transportation
Federal Highway
Administration

SANDAG | 6

6

Anticipated Timeline



7

Draft Evaluation Criteria

<i>Proposed Evaluation Criteria</i>	
Financial Sustainability	20%
Feasibility	20%
Integration with Transit	20%
Equity and Accessibility	15%
Engagement Plan	15%
Matching Funds	10%

SANDAG | 8

8

Draft Performance Metrics

Proposed Performance Metric Categories

Productivity

Transit Connections & Shared Rides

Community & Equity

Cost Effectiveness

SANDAG | 9

9

Winter 2025 Working Group Feedback

- Eligible projects should include existing services and services previously funded by SANDAG
- Need for additional, long-term funding
- Increase points for projects that provide services to transit deserts rural areas, and military bases. Refine Criteria No. 2
- Refine Criteria No. 4 so all populations have equal representation
- Require applicants to identify robust engagement plans and tactics
- Encourage projects that are collaborative efforts among multiple agencies

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10

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11