



Sustainable Communities Working Group Agenda

Thursday, March 20, 2025

1:30 p.m.

Welcome to SANDAG. The Sustainable Communities Working Group (SCWG) meeting scheduled for Thursday, March 20, 2025, will be held in person in the SANDAG Board room. While SCWG members will attend in person, members of the public will have the option of participating either in person or virtually.

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

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

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Vision Statement: *Pursuing a brighter future for all*

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

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

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

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



Sustainable Communities Working Group

MEMBERSHIP

The Sustainable Communities Working Group (SCWG) membership shall include one voting member and one or more alternate members from each SANDAG member agency, including the region's 18 cities and the County of San Diego. Each member agency shall have one vote. SCWG agency representatives shall be appointed by the membership agency to serve a two-year term and be an executive or senior staff level. Membership may also include participation from non-voting agency partners including, but not limited to, Caltrans, Metropolitan Transit System, North County Transit District, San Diego County Regional Airport Authority, San Diego County Water Authority, Air Pollution Control District, the Local Agency Formations Commission, Department of Defense, Southern California Tribal Chairman's Association, and the San Diego Unified Port District.

The SCWG generally meets at 1:30 p.m. on the third Thursday of every other month. Meetings shall be noticed according to and shall otherwise fully comply with the Ralph M. Brown Act.

Staff Contacts: Sara Toma Ischep, (619) 699-7327, sara.toma.ischep@sandag.org
Chesley DeLeon, (619) 595-5327, chesley.deleon@sandag.org

MEMBERS

Jeff Murphy
City of Carlsbad

Todd Phillips
City of Chula Vista

Richard Grunow
City of Coronado

Rami Talleh
County of San Diego

Karen Brindley
City of Del Mar

Noah Alvey
City of El Cajon

Patty Anders
City of Encinitas

Veronica Morones
City of Escondido

Meagan Openshaw
City of Imperial Beach

ALTERNATES

Eric Lardy
Robb Efird
City of Carlsbad

Laura Black
Desmond Corley
City of Chula Vista

Jesse Brown
Jasmine Bridges
City of Coronado

Julie Marlett
Tara Lieberman
County of San Diego

Clem Brown
Amanda Lee
City of Del Mar

Mike Viglione
City of El Cajon

Crystal Najera
City of Encinitas

Oscar Romero
City of Escondido

Reyna Ayala
Ryan Pua
City of Imperial Beach

Lynnette Santos
City of La Mesa

Michael Fellows
City of Lemon Grove

Angelita Palma
City of National City

Sergio Madera
City of Oceanside

Julie Procopio
City of Poway

Heidi Vonblum
City of San Diego

Saima Qureshy
City of San Marcos

Sandi Hazlewood
City of Santee

Joseph Lim
City of Solana Beach

Joe Vacca
City of Vista

ADVISORY MEMBERS

Reece Allen
California Department of Transportation
(Caltrans)

Keene Simonds
Local Agency Formation Commission (LAFCO)

Brent Boyd
Metropolitan Transit System (MTS)

Lillian Doherty
North County Transit District (NCTD)

Sureena Basra
Port of San Diego

Mike Watt
San Diego County Air Pollution Control District

Jared Chavez
City of La Mesa

Vacant
City of La Mesa

Carlos Aguirre
Martin Reeder
City of National City

Darlene Nicandro
City of Oceanside

Stan Donn
City of Poway

Tait Galloway
Seth Litchney
Coby Tomlins
City of San Diego

Joe Farace
Scott Nightingale
City of San Marcos

Vacant
City of Santee

Corey Andrews
City of Solana Beach

Patsy Chow
Michael Ressler
City of Vista

ADVISORY MEMBERS — ALTERNATES

Brandon Tobias
Kimberly Dodson
California Department of Transportation
(Caltrans)

Priscilla Mumpower
Joelle Burila
Michaela Peters
Local Agency Formation Commission (LAFCO)

Beverly Neff
Larry Renteria Luna
Metropolitan Transit System (MTS)

Katie Persons
North County Transit District (NCTD)

Vacant
Port of San Diego

Kathleen Keehan
Eric Luther
San Diego County Air Pollution Control District

Ralph Redman
San Diego County Regional Airport Authority

Jeff Stephenson
San Diego County Water Authority

Vacant
Southern California Tribal Chairmen's
Association

Sidney Noyce
San Diego County Regional Airport Authority

Vacant
San Diego County Water Authority

Vacant
Southern California Tribal Chairmen's
Association

Sustainable Communities Working Group

Thursday, March 20, 2025

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Sustainable Communities Working Group (SCWG) on any issue within the jurisdiction of SCWG 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. SCWG 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 SCWG is asked to approve the minutes from its January 16, 2025 , meeting.
[Meeting Minutes](#)

Reports

+3. Sustainable Communities Working Group 2025 Workplan

Discussion

Chesley DeLeon, SANDAG

Staff will present the proposed Sustainable Communities Working Group 2025 Workplan for discussion.

[Sustainable Communities Working Group 2025 Workplan](#)
[Att. 1 - Sustainable Communities Working Group Charter](#)
[Att. 2 - Draft Sustainable Communities Working Group 2025 Workplan Presentation](#)

+4. 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 seek feedback on the draft call for projects from SCWG members.

[Flexible Fleets Pilot Grant Program Call for Projects](#)
[Att. 1 - Draft Evaluation Criteria](#)
[Att. 2 - Draft Performance Metrics Presentation](#)

+5. TransNet Environmental Mitigation Program: A Year in Review and What's Next for Regional Habitat Conservation?

Information

Kim Smith, SANDAG

Staff will present an update on key achievements of the TransNet Environmental Mitigation Program, with a focus on work completed in FY 2024, including efforts made to identify the needs and opportunities for conservation in the San Diego region.

[TransNet Environmental Mitigation Program: A Year in Review and What's Next for Regional Habitat Conservation?](#)

[Att. 1 - Status Report - 2024 EMP Annual Report Presentation](#)

Adjournment

6. Adjournment

The next SCWG meeting is scheduled for Thursday, May 15, 2025, at 1:30 p.m.

+ next to an agenda item indicates an attachment

March 20, 2025

January 16, 2025, Meeting Minutes

[View Meeting Video](#)

Senior Regional Planner Sara Toma called the meeting of the Sustainable Communities Working Group (SCWG) to order at 1:30 p.m.

1. Public Comment/Communications/ Member Comments

Member Comments: None.

Public Comments: Purita Javier, Cesar Javier.

Agency Comments: Senior Regional Planner Sara Toma.

Consent

2. Approval of Meeting Minutes

The SCWG was asked to approve the minutes from its September 19, 2024, meeting.

3. Sustainable Communities Working Group 2025 Meeting Calendar

The SCWG was asked to approve the proposed meeting dates for 2025.

Public Comments: Cesar Javier

Action: Upon a motion by Seth Litchney (City of San Diego), and a second by Lynette Santos (La Mesa), the SCWG voted to approve the Consent Agenda.

The motion passed.

Yes: Robb Efird (Carlsbad), Desmond Corley (Chula Vista), Tara Lieberman (County of San Diego), Noah Alvey (El Cajon), Reyna Ayala (Imperial Beach), Lynette Santos, Carlos Aguirre (National City), Sergio Madera (Oceanside), Stan Donn (Poway), Seth Litchney, and Saima Qureshy (San Marcos).

No: None.

Abstain: None.

Absent: Coronado, Del Mar, Encinitas, Escondido, Lemon Grove, Santee, Solana Beach, and Vista.

Reports

4. San Ysidro Mobility Hub and Blue Line Transit-Oriented Development (TOD) 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 TOD Studies.

Public Comments: Cesar Javier.

Action: Information.

5. Regional Safety Planning Updates

Senior Regional Planner Sam Sanford and Associate Regional Planner Jacqueline Sisk presented the final regional Vision Zero Action Plan and supporting safety tools, and regional safety statistics.

Public Comments: Cesar Javier.

Action: Information.

6. Regional Climate Action Planning

Senior Regional Planner Anna Bettis and Associate Regional Planners Samaya Elder and Natasha Dulik presented an update on development of a long-term vision for climate action in the region and sought feedback on draft greenhouse gas reduction measures.

Public Comments: Cesar Javier.

Action: Information.

7. Adjournment

The next meeting of the SCWG is scheduled for Thursday, March 20, 2025, at 1:30 p.m.

Sara Toma adjourned the meeting at 2:43 p.m.

Confirmed Attendance at Sustainable Communities Working Group Meeting

Jurisdiction	Name	Attended
Chair (non-voting)	Joy Lyndes	No
	Jeff Murphy	No
City of Carlsbad	Eric Lardy	No
	Robb Efird	Yes
	Todd Philips	No
City of Chula Vista	Laura Black	No
	Desmond Corley	Yes
	Richard Grunow	No
City of Coronado	Jesse Brown	No
	Jasmine Bridges	No
	Rami Talleh	No
County of San Diego	Tara Lieberman	Yes
	Julie Marlett	No
	Karen Brindley	No
City of Del Mar	Clem Brown	No
	Amanda Lee	No
	Noah Alvey	Yes
City of El Cajon	Mike Viglione	No
	Patty Anders	No
City of Encinitas	Crystal Najera	No
	Veronica Morones	No
City of Escondido	Oscar Romero	No
	Meagan Openshaw	No
City of Imperial Beach	Reyna Ayala	Yes
	Ryan Pua	No
City of La Mesa	Lynnette Santos	Yes
	Jared Chavez	No
City of Lemon Grove	Michael Fellows	No
	Vacant	N/A
	Angelita Palma	No
City of National City	Carlos Aguirre	Yes
	Martin Reader	No

Jurisdiction	Name	Attended
City of Oceanside	Sergio Madera	Yes
	Darlene Nicandro	No
City of Poway	Julie Procopio	No
	Stann Donn	Yes
City of San Diego	Heidi Vonblum	No
	Tail Galloway	No
	Seth Litchney	Yes
	Coby Tomlin	No
City of San Marcos	Saima Qureshy	Yes
	Joe Farace	No
	Scott Nightingale	No
City of Santee	Vacant	No
	Sandi Hazelwood	No
City of Solana Beach	Joseph Lim	No
	Corey Andrews	No
City of Vista	Patsy Chow	No
	Michael Ressler	No
	Joseph Vacca	No
Advisory Members	Name	
Air Pollution Control District	Mike Watt	Yes
	Kathy Keehan	No
	Eric Luther	No
Caltrans	Reece Allen	No
	Brandon Tobias	No
	Kim Dodson	No
San Diego County Local Agency Formation Commission	Keene Simonds	No
	Priscilla Mumpower	No
	Joelle Burila	Yes
North County Transit District	Lillian Doherty	Yes
	Katie Persons	No
Metropolitan Transit System	Brent Boyd	No
	Beverly Neff	No
	Larry Renteria-Luna	No
	Sydney Noyce	No

Jurisdiction	Name	Attended
San Diego County Regional Airport Authority	Ralph Redman	No
San Diego County Water Authority	Jeff Stephenson	No
	Tim Bombardier	No
Port of San Diego	Sureena Basra	No
	Vacant	N/A
SoCal Tribal Chairman's Association	Vacant	N/A
	Vacant	N/A

March 20, 2025

Sustainable Communities Working Group 2025 Workplan

Overview

According to the [Sustainable Communities Working Group \(SCWG\) Charter](#), SCWG activities are identified through annual workplans. SANDAG staff will update the workplan in coordination with the SCWG to foster collaboration and consensus on working group activities. Attachment 2 includes the proposed draft SCWG 2025 Workplan.

Action: Discussion

Staff will present the proposed Sustainable Communities Working Group 2025 Workplan for discussion.

Key Considerations

The SCWG supports the development and implementation of the Regional Plan and Sustainable Communities Strategy (SCS) and provides an institutional forum for regional stakeholders to:

- (1) collaborate, coordinate, research, and peer exchange innovative solutions to address regional issues related to land use, housing, sustainability, habitat conservation, climate resilience and equity;
- (2) identify legislative and regulatory barriers and opportunities;
- (3) implement regional solutions that require cross-jurisdictional coordination;
- (4) develop guidelines that will facilitate implementation of policies, programs and solutions across the region; and
- (5) promote best practices and technical assistance that helps local jurisdictions align policies and programs with the Regional Plan and SCS.

The workplan will serve as a roadmap for working group tasks and activities. It is intended to provide focus and will be updated on an annual basis. The workplan can be amended as new initiatives emerge during the year. Additionally, technical task forces may be created to accomplish specific work as needed.

Next Steps

The SCWG will review and comment on the draft SCWG 2025 Workplan. If needed, a final workplan could be brought back to the next SCWG meeting for approval.

Antoinette Meier, Senior Director of Regional Planning

Attachments: 1. Sustainable Communities Working Group Charter
 2. Draft Sustainable Communities Working Group 2025 Workplan



Sustainable Communities Working Group Charter

PURPOSE

The purpose of the Sustainable Communities Working Group (SCWG) is to serve as a critical resource to carry out and promote cross-agency coordination on the development and implementation of the Sustainable Communities Strategy (SCS) of the SANDAG Regional Plan.

RESPONSIBILITIES

The SCWG provides an institutional forum and structure for regional stakeholders to: (1) collaborate, coordinate, research, and peer exchange innovative solutions to address regional issues related to land use, housing, sustainability, habitat conservation, climate resilience and equity; (2) identify legislative and regulatory barriers and opportunities; (3) implement regional solutions that require cross-jurisdictional coordination; (4) develop guidelines that will facilitate implementation of policies, programs and solutions across the region; and (5) promote best practices and technical assistance that helps local jurisdictions align policies and programs with the Regional Plan and SCS. The SCWG also provides SANDAG staff and the Regional Planning Committee (RPC) with input and recommendations on preparation and implementation of the Regional Plan and SCS.

SCWG activities are identified through annual workplans. SANDAG staff will update the workplan in coordination with the SCWG to foster collaboration and consensus on priority projects that advance the goals and projects contained in the Regional Plan and SCS.

LINE OF REPORTING

The SCWG will make recommendations to SANDAG staff and the Regional Planning Committee.

MEMBERSHIP

The SCWG membership shall include one voting member and one or more alternate members from each SANDAG member agency, including the region's 18 cities and the County of San Diego. Each member agency shall have one vote. SCWG agency representatives shall be appointed by the membership agency to serve a two-year term and be an executive or senior staff level. Membership may also include participation from non-voting agency partners including, but not limited to, Caltrans, Metropolitan Transit System, North County Transit District, San Diego County Regional Airport Authority, San Diego County Water Authority, Air Pollution Control District, the Local Agency Formations Commission, Department of Defense, Southern California Tribal Chairman's Association, and the Port of San Diego.

CHAIR

The Chair of the Regional Planning Committee shall appoint a Regional Planning Committee member to serve as a non-voting Chair of the SCWG for a period of one year.

The Chair shall preside at all SCWG meetings, call the meetings, and represent the SCWG at the Regional Planning Committee. In the event that the Chair is unavailable to perform these duties, the SCWG staff coordinator shall act in place of the Chair.

MEETING FREQUENCY

The SCWG will meet every other month or as needed. Meetings shall be noticed according to and shall otherwise fully comply with the Ralph M. Brown Act.

DURATION OF EXISTENCE

The SCWG will function on an on-going basis, subject to annual review by the SANDAG Executive Committee.



Sustainable Communities Working Group 2025 Workplan

This workplan will serve as a roadmap for working group tasks and activities that supports the SCWG's purpose and responsibilities. It is intended to provide focus and will be updated on an annual basis. The workplan can be amended as new initiatives emerge during the year. Additionally, technical task forces may be created to accomplish specific work as needed.

Regional Plan and Sustainable Communities Strategy (SCS):

- Review and support implementation of ongoing projects under the 2021 Regional Plan/SCS
- Evaluate and provide feedback on the draft 2025 Regional Plan/SCS
- Support outreach to member agencies and constituents on the 2025 Regional Plan/SCS
- Participate in joint meetings with other SANDAG Working Groups

Housing, Land Use, and Safety:

- Housing Acceleration Program (HAP)
- Regional Housing Needs Allocation (RHNA)
- Reconnecting Communities
- Mobility Hub and Transit Oriented Development Projects
- Regional Safety Planning

Grant Programs:

- Planning and capital grant programs through the HAP and *TransNet* Smart Growth Incentive Program (SGIP)
- Flexible Fleets Pilot Grant Program

Legislation:

- RHNA reform updates
- SB375 reform updates
- Discuss federal and state legislation and coordinate on regional approaches to informing the legislative process
- Coordinate and provide resources, as available, on implementing new relevant laws and regulations

Environment and Climate:

- Environmental Mitigation Program
- Cross border Climate Resiliency Plan
- Regional Climate Action Planning
- Regional Habitat Conservation



Sustainable Communities Working Group 2025 Workplan

Sustainable Communities Working Group | Item 3
Chesley DeLeon, Regional Planner I
Thursday, March 20, 2025

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SCWG Purpose & Line of Reporting



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SCWG Responsibilities

- Provides an institutional forum and structure for regional stakeholders to:
 1. Collaborate, coordinate, research, and peer exchange innovative solutions to address regional issues related to **land use, housing, sustainability, habitat conservation, climate resilience and equity**
 2. Identify legislative and regulatory barriers and opportunities
 3. Implement regional solutions that require cross-jurisdictional coordination
 4. Develop guidelines that will facilitate implementation of policies, programs and solutions across the region
 5. Promote best practices and technical assistance that helps local jurisdictions align policies and programs with the Regional Plan and SCS.

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Draft SCWG 2025 Workplan

- **Regional Plan and Sustainable Communities Strategy (SCS):**
 - Review and support implementation of ongoing projects under the 2021 RP/SCS
 - Evaluate and provide feedback on the draft 2025 RP/SCS
 - Support outreach to member agencies and constituents on the 2025 RP/SCS
 - Participate in joint meetings with other SANDAG Working Groups
- **Housing, Land Use, and Safety:**
 - Housing Acceleration Program (HAP)
 - Regional Housing Needs Allocation (RHNA)
 - Reconnecting Communities
 - Mobility Hub and Transit Oriented Development Projects
 - Regional Safety Planning

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Draft SCWG 2025 Workplan (continued)

- **Legislation:**

- RHNA reform updates
- SB375 reform updates
- Discuss federal and state legislation and coordinate on regional approaches to informing the legislative process
- Coordinate and provide resources, as available, on implementing new relevant laws and regulations

- **Environment and Climate:**

- Environmental Mitigation Program
- Cross border Climate Resiliency Plan
- Regional Climate Action Planning
- Regional Habitat Conservation

- **Grant Programs:**

- Flexible Fleets Pilot Grant Program
- HAP Grants
- SGIP Grants

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Email: chesley.deleon@sandag.org
sara.toma@sandag.org

SANDAG

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March 20, 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 SANDAG 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 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 USDOT 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).

Next Steps

Draft program eligibility and evaluation criteria (Attachment 1) are being presented to SANDAG Working Groups and Policy Advisory Committees for input. Sustainable Communities Working Group members are also asked to provide feedback on the draft program Performance Metrics (Attachment 2). The feedback received will be used to develop a 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 SANDAG Board of Directors in spring 2025.

Antoinette Meier, Senior Director of Regional Planning

Susan Huntington, Director of Financial Planning, Budgets and Grants

Attachments: 1. Draft Evaluation Criteria
2. Draft Performance Metrics

Action: Discussion

Staff will present an overview of the new grant program and seek feedback on the draft call for projects from Sustainable Communities Working Group members.

Fiscal Impact:

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

Schedule/Scope Impact:

Pending Board approval, staff anticipates releasing the Call for Projects in spring 2025.

I. Flexible Fleets Pilot Grant Program Scoring Criteria and Rubric

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

A. Scoring Criteria

No.	CRITERIA	POINTS POSSIBLE
1.	FINANCIAL SUSTAINABILITY	20
1.1	Does the Applicant propose stable, future funding sources to fund the project for one or more years beyond the grant term?	10
1.2	Does the Applicant have a feasible strategy for attaining future funding for the Flexible Fleet project?	10
2.	INTEGRATION WITH TRANSIT	20
2.1	Does the project service area overlap with existing transit services, or does the project serve a community with limited transportation access?	5
2.2	Does the project demonstrate how it will provide access to the existing transit network or fill a gap in the transit network?	15
3.	ENGAGEMENT PLAN	15
	Does the Applicant: <ul style="list-style-type: none"> Identify engagement goals? Put forth a plan for engaging community members and organizations throughout the program? Demonstrate how hard-to-reach populations (disabled, underserved, senior residents, etc.) will be engaged? Propose an effective marketing and engagement strategy that includes specific methods to promote sustainable transportation choices? Identify a plan to survey riders and community members before the program launch and throughout the program? 	
4.	EQUITY AND ACCESSIBILITY	15
	How well does the Applicant demonstrate that they will continuously implement measurable equity considerations in their program?	

5.	FEASIBILITY	20
	<ul style="list-style-type: none"> Does the Applicant identify a project mode? Does the Applicant include a well-thought-out approach to how they will deliver the project? Is the project schedule realistic and feasible? Does the Applicant identify proper staff and technical capacity for project oversight? Does the Applicant identify a plan for procurement of goods and services? Does the funding amount request match the scope (vehicles, infrastructure, operations platform, etc.)? Does the Applicant identify a service zone that is realistic and feasible? Does the Applicant include a map of the proposed service area? Is the program fleet size feasible with the proposed schedule, budget, and service zone? 	
6.	MATCHING FUNDS	10
	Points will be awarded based on the scale provided in the Scoring Rubric.	
	TOTAL	100

B. Scoring Rubric

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

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

1. FINANCIAL SUSTAINABILITY

Up to 20 points possible

1.1. Stable Future Funding Sources

Up to 10 points possible

An Applicant will receive points based on the availability of stable future funding to sustain the service for one or more years beyond the grant term. Examples of stable project funding sources may include multi-year general fund allocation, long-term contractual cost-sharing agreements with private partners, parking fee revenue, and transit operations funding. Please note that a future competitive grant is not considered a stable funding source. To be considered stable, the funding must already be secured, or the Applicant has the authority to authorize the funding in the future.

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

Applicant Response	Points
The application includes stable future funding for four to five years following the end of the grant term.	10 points
The application includes stable future funding for three to four years following the end of the grant term.	8 points
The application includes stable future funding for two to three years following the end of the grant term.	6 points
The application includes stable future funding for one to two years following the end of the grant term.	4 points
The application includes stable future funding for seven months to one year following the end of the grant term.	2 points
The application includes stable future funding for six months following the end of the grant term.	1 point
The application does not include stable future funding sources for at least 6 months beyond the grant term.	0 points

1.2. Strategy to Attain Future Funding

Up to 10 points possible

Applicants should provide a strategy for securing a stable funding source following the end of the grant term. For example, the application should detail the steps needed to form a parking district and generate revenue through parking fees or the required steps to allocate general funds to the program annually. Applicants should also identify a timeline for obtaining each future funding source, how long the funding could be available, and the likelihood that the Applicant will be able to secure that funding.

Applicant Response	Points
Clearly and convincingly demonstrates a feasible strategy for the Applicant to financially sustain the Flexible Fleet project long-term and provides substantive documentation or evidence.	10 points
Sufficiently demonstrates a feasible strategy for the Applicant to financially sustain the Flexible Fleet project long-term and provides adequate documentation or evidence.	8 points
Mostly demonstrates a feasible strategy for the Applicant to financially sustain the Flexible Fleet project long term and provides general documentation or evidence.	6 points
Partially demonstrates a feasible strategy for the Applicant to financially sustain the Flexible Fleet project long-term but provides incomplete documentation or evidence.	4 points
Minimally demonstrates a feasible strategy for the Applicant to financially sustain the Flexible Fleet project long-term and provides little to no documentation or evidence.	2 points
Unable to address criterion, even to a minimal extent	0 points

2. INTEGRATION WITH TRANSIT

Up to 20 points possible

2.1. Service to Existing Transit or Service to a Transit Desert

Up to 5 points possible

*NOTE: The SANDAG Data Science staff will calculate the points awarded for this criteria. Points will be awarded based on the inclusion or proximity to existing transit facilities in the proposed project's service area. A link to the interactive map identifying the existing transit network will be provided.

The Applicant should demonstrate that the service will connect riders to existing bus and/or rail services. A regional transit station is any station served by COASTER, SPRINTER, Trolley, Rapid, or Rapid Express Routes. A local transit stop is any stop served by MTS bus routes or NCTD BREEZE services.

Applicant Response	Points
<p>The project's service area includes at least one of the following:</p> <ul style="list-style-type: none"> • A regional transit station • At least two (2) adjacent transit lines (local/Rapid/express bus route or light rail/regional rail/heavy rail line) • An area that is not served by local or regional transit (a transit desert) 	5 points
The project's service area does not include existing transit services and facilities or does not provide services to an area that lacks local or regional transit service.	0 points

2.2. Access to the Existing Transit Network

Up to 15 points possible

The Applicant should explain how the project will integrate with transit in other ways besides the service area. For example, free trips to transit stops/stations, service is staged or docked at transit stops/stations, and signage or other advertising of the service at transit stops/stations. The Applicant could also demonstrate how the project will fill an existing transit-need gap such as providing service during existing transit's off-operation hours.

Applicant Response	Points
Clearly and convincingly demonstrates how the project will provide access to the existing transit network, and the application provides substantive documentation or evidence.	15 points
Sufficiently demonstrates how the project will provide access to the existing transit network, and the application provides adequate documentation or evidence.	11-14 points
Mostly demonstrates how the project will provide access to the existing transit network, and the application provides general documentation or evidence.	8-10 points
Partially demonstrates how the project will provide access to the existing transit network, but the application provides incomplete documentation or evidence.	4-7 points
Minimally demonstrates how the project will provide access to the existing transit network, and the application provides incomplete documentation or evidence.	1-3 points
Unable to address criterion, even to a minimal extent.	0 points

3. ENGAGEMENT PLAN

Up to 15 points possible

An engagement plan is a document that outlines strategies for public participation and outreach in a community. It includes a timeline, assigned roles, and specific project strategies that may impact the community. An engagement plan aims to involve the public in decision-making, giving local knowledge and public opinion more weight. Examples of methods used in engagement plans include surveys/questionnaires, presentations to community members to gain feedback, and online media engagement tools. The Applicant should include the following in its response:

- Define the goals and purpose of the engagement plan
- Identify the target community to be engaged, including community organizations
- Include a strategy that identifies the methodology of how the service will meet the specific needs of the community
- Propose an effective marketing and engagement strategy that includes specific methods to promote sustainable transportation choices.
- Determine engagement methods and strategies, including how hard-to-reach populations (disabled, underserved, senior residents, etc.) will be engaged. (Pre-launch and continuous community surveying are required.)
- Develop an action plan to implement the service, including a survey of riders and community members before the service launches and throughout the service delivery. The Applicant should also describe how the service will be implemented.
- How the Applicant will evaluate and measure the results of the service.

The Applicant should also demonstrate how the community's feedback will be incorporated into project goals and service operations. Examples include expanding the service area to reach a community college, extending service hours on a particular day(s) of the week, and revising the operations plan on a seasonal basis.

Applicant Response	Points
Clearly and convincingly demonstrates how the Applicant will accomplish successful project community engagement, and the application provides substantive documentation or evidence.	15 points
Sufficiently demonstrates how the Applicant will accomplish successful project community engagement, and the application provides adequate documentation or evidence.	11-14 points
Mostly demonstrates how the Applicant will accomplish successful project community engagement, and the application provides general documentation or evidence.	8-10 points
Partially demonstrates how the Applicant will accomplish successful project community engagement but the application provides incomplete documentation or evidence.	4-7 points
Minimally demonstrates how the Applicant will accomplish successful project community engagement, and the application provides little or no documentation or evidence.	1-3 points
Unable to address criterion, even to a minimal extent.	0 points

4. EQUITY AND ACCESSIBILITY

Up to 15 points possible

Applicants should demonstrate that they will continuously implement measurable equity considerations in their program. The Applicant is required to demonstrate five methods of incorporating equity and accessibility in the engagement plan and operations plan. Examples include ensuring a language assistance service is available, ride booking options for unbanked riders and riders without access to a smartphone/internet, educational engagement, service hours that accommodate nontraditional work schedules, coordination with local community organizations, targeted outreach to hard-to-reach populations (disabled, underserved, senior populations, etc.), first/last mile access to schools or jobs.

Please note that providing an ADA-accessible Flexible Fleet service is a requirement of this program.

Applicant Response	Points
Clearly and convincingly demonstrates how equity and accessibility will continuously be implemented throughout the project, and the application provides substantive documentation or evidence.	15 points
Sufficiently demonstrates how equity and accessibility will continuously be implemented throughout the project and the application provides adequate documentation or evidence.	11-14 points
Mostly demonstrates how equity and accessibility will continuously be implemented throughout the project, and the application provides general documentation or evidence.	7-10 points
Partially demonstrates how equity and accessibility will continuously be implemented throughout the project, but the application provides incomplete documentation or evidence.	4-6 points
Minimally demonstrates how equity and accessibility will continuously be implemented throughout the project, and the application provides little or no documentation or evidence.	1-3 points
Unable to address criterion, even to a minimal extent.	0 points

5. FEASIBILITY

Up to 20 points possible

Applicants will receive points based on how feasible the project is, as demonstrated by the proposed project scope of work, schedule, and budget. The following factors should be considered.

- Does the Applicant identify a project mode?
- Does the Applicant include a well-thought-out approach to how they will deliver the project?
- Is the project schedule realistic and feasible?
- Does the Applicant identify proper staff and technical capacity for project oversight?
- Does the Applicant identify a plan for procurement of goods and services?
- Does the funding amount requested align with the scope (vehicles, infrastructure, operations platform, etc.)?
- Does the Applicant identify a service area that is realistic and feasible? The effectiveness of a Flexible Fleet deployment depends on a series of demand and service design factors: population/job density, transit frequency, transit "deserts," target population demographics, and multiple trip types. For more information, refer to Chapter 4 of the [Flexible Fleets Implementation Strategic Plan](#).
- Is the program fleet size feasible with the proposed schedule, budget, and service area?

Applicant Response	Points
Clearly and convincingly demonstrates how the project scope of work, schedule, and budget are feasible and realistic, and the application provides substantive documentation or evidence.	20 points
Sufficiently demonstrates how the project scope of work, schedule, and budget are feasible and realistic, and the application provides adequate documentation or evidence.	16-19 points
Mostly demonstrates how the project scope of work, schedule, and budget are feasible and realistic and the application provides general documentation or evidence.	11-15 points
Partially demonstrates how the project scope of work, schedule, and budget are feasible and realistic, but the application provides incomplete documentation or evidence.	6-10 points
Minimally demonstrates how the project scope of work, schedule, and budget are feasible and realistic, and the application provides incomplete documentation or evidence.	1-5 points
Unable to address criterion, even to a minimal extent.	0 points

6. MATCHING FUNDS

Up to 10 points possible

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

Points for Matching Funds will be awarded based on the following scale. The Match percentage is derived by dividing the total Matching Funds provided in the grant application by the sum of the total Flexible Fleets Pilot Program grant requested and the total Matching Funds listed in the grant application.

Percentage of Matching Funds	Points
30.01% - 40.00% and above of the Total Project Cost	10 points
25.01% - 30.00% of the Total Project Cost	8 points
20.01% - 25.00% of the Total Project Cost	6 points
15.01% - 20.00% of the Total Project Cost	4 points
11.48% - 15.00% of the Total Project Cost	2 points
11.47% of the Total Project Cost	0 points



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	

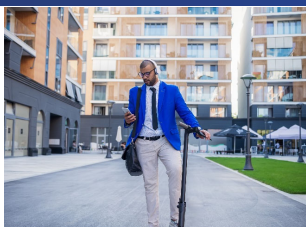


Flexible Fleets Pilot Grant Program Call for Projects

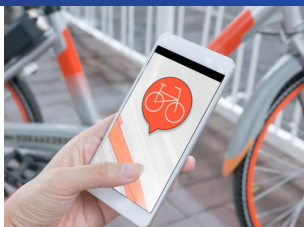
Sustainable Communities Working Group | Item 4
Jenny Russo, Grants Program Manager
Emily Doss, Associate Regional Planner
Thursday, March 20, 2025

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Flexible Fleets Overview



Micromobility: Scootershare



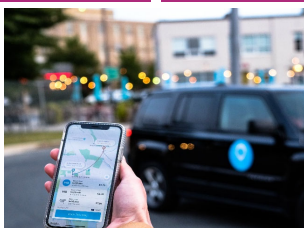
Micromobility: Bikeshare



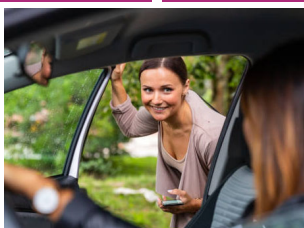
Neighborhood Electric Vehicles (NEV)



Carshare



Rideshare



Vanpool



Microtransit

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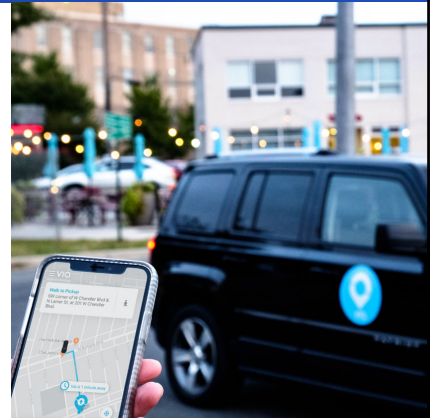
SANDAG Supported Flexible Fleets



Oceanside NEV
gO'side



Pacific Beach NEV
Beach Bug



Southeastern San Diego
Microtransit

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Additional Flexible Fleet Services

Neighborhood Electric Vehicle Services

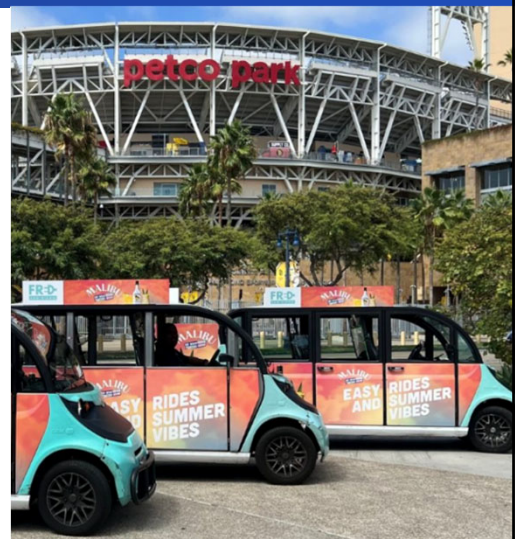
- FRED (Downtown San Diego)
- FRANC (National City)
- Island Express (Coronado)
- IB Shuffling (Imperial Beach)

Microtransit Services

- Chula Vista Community Shuttle
- Carlsbad Good Ride
- San Marcos Microtransit (NCTD+)
- North Park/City Heights Microtransit

Coming Soon

- El Cajon Microtransit
- Barrio Logan/Logan Heights Microtransit



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Flexible Fleet Pilot Grant Program Development

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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



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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"> • 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)

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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

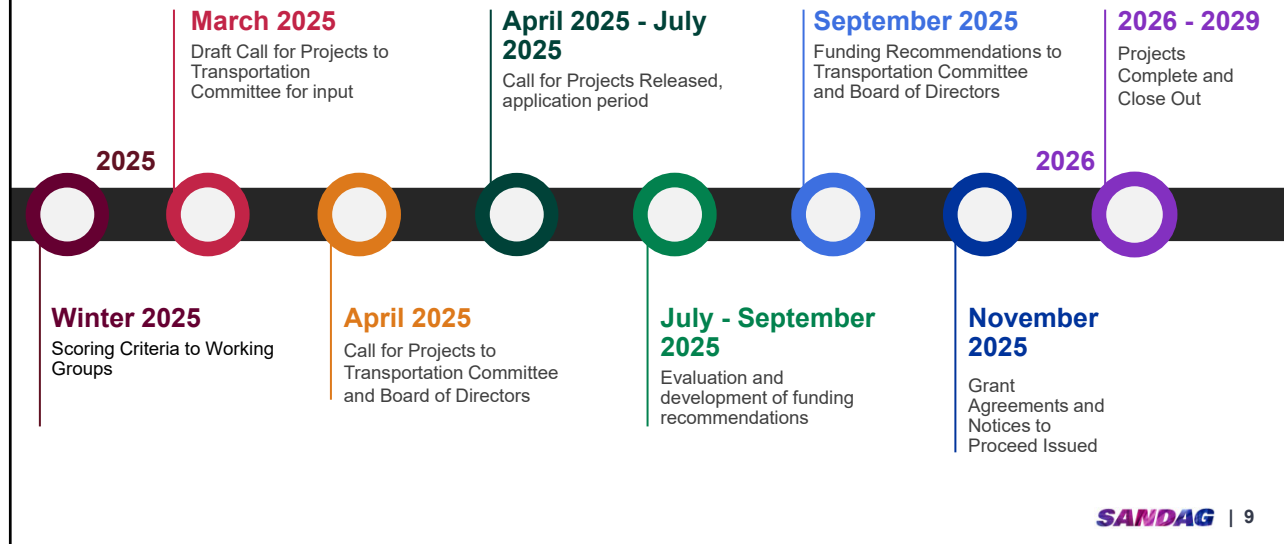


U.S. Department
of Transportation
Federal Highway
Administration

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Anticipated Timeline



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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%

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Draft Performance Metrics

Proposed Performance Metric Categories

Productivity

Transit Connections & Shared Rides

Community & Equity

Cost Effectiveness

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grantsdistribution@sandag.org

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March 20, 2025

TransNet Environmental Mitigation Program: A Year in Review and What's Next for Regional Habitat Conservation?

Overview

For the past 30 years SANDAG, as the regional Council of Governments, has brought together the local, state, and federal agencies and key stakeholders to advance habitat conservation throughout the region.

Since 1991, the region has successfully approved two subregional Habitat Conservation Plans (HCP), the Multiple Species Conservation Program in 1997 and the Multiple Habitat Conservation Program in 2003. Two additional plans are being prepared for the northern and eastern portion of the county. All are examples of the proactive planning efforts aimed at conserving the unique species and their habitats throughout the San Diego region.

The TransNet Extension Ordinance and Expenditure Plan, approved by voters in 2004, includes the Environmental Mitigation Program (EMP), which provides funding to mitigate habitat impacts from regional and local transportation projects and provides funding for regional land management and biological monitoring to support the implementation of these plans. Today, staff will present key achievements of the EMP Program in 2024 (Attachment 1), including on-going efforts by SANDAG to advance recommendations made in the [San Diego Collaboration for Conservation Report](#).

Key Considerations

- Since its inception in 2008, the TransNet EMP has played a vital role in habitat conservation, scientific research, and land management across San Diego County. To date, over 9,215 acres of land have been preserved by the EMP and regional partners, and 136 grants provided to organizations for land management efforts. To implement the TransNet EMP, two funds were created:
 1. Transportation Mitigation Fund, which provides funds for the acquisition, restoration, and management of mitigation for regional transportation projects included in the Regional Transportation Plan and for Local Streets and Roads. As of 2024, mitigation has been secured for over 75% of TransNet Early Action Projects, including the completion of restoration for two large coastal lagoon projects that serve as compensatory mitigation for the Interstate 5 North Coast Corridor Program. The TransNet EMP has also banked over 300 acres for local transportation projects that can be used by the local jurisdictions.
 2. Regional Habitat Conservation Fund, which provides funding for regional habitat management and monitoring necessary to implement habitat conservation planning throughout the region. These funds help maintain the current condition of the regional habitat preserve system; thereby reducing the likelihood the system will degrade and reducing the need for listing of new species as endangered by federal and state governments. In 2024, SANDAG partnered with the San Diego Natural History Museum and released the [San Diego](#)

Action: Information

Staff will present an update on key achievements of the TransNet Environmental Mitigation Program, with a focus on work completed in FY 2024, including efforts made to identify the needs and opportunities for conservation in the San Diego region.

Fiscal Impact:

Funding for implementation of the Environmental Mitigation Program is included in the Fiscal Year 2025 Capital Improvement Program Budget.

Schedule/Scope Impact: None.

[Collaboration for Conservation Report](#). This report was the culmination of data gathered from 261 regional biodiversity stakeholders to identify the gaps in conservation efforts throughout the region and assess the opportunities to close those gaps considering increasing environmental challenges.

- With all the successes of the TransNet EMP, the program now faces considerable challenges in the near term that include:
 1. Short-term cash flow constraints caused by the repayment of funds borrowed in the beginning of the program from major corridor projects and exacerbated by the back-to-back implementation of two large lagoon projects.
 2. Securing endowments for the perpetual management of properties conserved as mitigation for regional transportation project.
 3. Identifying long-term funding for the [San Diego Management and Monitoring Program \(SDMMP\)](#) which has served as the regional management and monitoring entity as envisioned under the regional habitat conservation plans.

Next Steps

Staff will continue to implement the program and collaborate with federal, state and local agencies and jurisdictions on ways to continue to advance habitat conservation in the region while providing efficient mitigation of transportation projects. SANDAG will be looking at cash flow options under TransNet Program Update and assessing the EMP as part of the larger discussion with the Board of Directors on TransNet.

Over the next few months, SANDAG will also be reaching out to jurisdictions, federal and state resource agencies, conservation stakeholders and land managers to assess specific funding needs, challenges and information gaps. This research will be summarized into a Regional Habitat Conservation Needs Assessment in fall of 2025. Staff will continue to return in FY 2026 with the next annual status update for the TransNet EMP.

Antoinette Meier, Director of Regional Planning

Attachment: 1. Status Report - 2024 EMP Annual Report



2024
ENVIRONMENTAL
MITIGATION PROGRAM

Annual Report

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
Assistència lingüística gratuïta | मुफ्त भाषा सहायता | Assistance linguistique gratuite | ជំនួយភាសាឥតគិតថ្លៃ
ఉచిత భాషా సహాయం | ການຊ່ວຍເຫຼືອດ້ານພາສາພຣີ | Kaalmada Luqadda ee Bilaashka ah | Безкоштовна мовна допомога
SANDAG.org/LanguageAssistance | 619.699.1900





About the ENVIRONMENTAL MITIGATION PROGRAM

Since its inception in 2008, the TransNet Environmental Mitigation Program (EMP) has played a vital role in habitat conservation, scientific research, and land management across San Diego County.

Through the TransNet EMP, the San Diego Association of Governments (SANDAG) purchases, conserves, and restores native habitat to offset potential impacts from the development of transportation projects. TransNet, a regional half-cent sales tax for transportation approved by San Diego County voters, funds the EMP.

As of December 2024, the EMP has helped acquire more than 9,215 acres of valuable open space in partnership with other government agencies and conservation groups. The program has also provided 136 grants to local organizations and jurisdictions for land management that help protect rare plant and animals species.

OVERVIEW

9,215 total acres **preserved** by EMP and partners

\$164 million* in **open space** investments

\$33.2 million in leveraged funds from **conservation partners**

136 land management grants awarded since the start of the EMP, **totaling \$18.8 million awarded** to local organizations, jurisdictions, and non-profit organizations **benefitting over 71 species** of rare plants and animals.

\$64.3 million secured for **Regional Management and Monitoring** *Including leveraged funds

Completed distribution surveys for over **47 species of rare plant and animals**

Performed long-term monitoring for over **50 species of rare plant and animals**

Produced management plans for **23 species of rare plant and animals and threats**

Collaboration and coordination with **115 partner organizations**

Mitigation secured for over **3/4** of TransNet Early Action Projects

Banked over **300 acres of habitat** for local and regional transportation projects

Regional Habitat CONSERVATION VISION

SANDAG has been working with conservation stakeholders and members of the Regional Habitat Conservation Taskforce to implement the Regional Habitat Conservation Vision as identified in the 2021 Regional Plan.



Protect existing native species through the strategic acquisition, management, and monitoring of critical habitat areas identified in regional habitat conservation plans



Connect habitat areas through wildlife corridors and linkages, as well as connecting people to local species and natural habitats



Respect native species and habitat. Balance the demands for recreation opportunities while protecting landscapes. Encourage respect for natural lands through increased public outreach and education of San Diego's unique biodiversity

Habitat CONSERVATION

Highlighted projects for FY 2024

San Dieguito Lagoon | San Dieguito Restoration Project Phase II

- » \$87 million restoration project
- » Mitigation for the I-5 North Coast Corridor Program, which includes LOSSAN Double Track Improvements, the City of San Diego's El Camino Real Bridge Replacement Project, and the San Dieguito River Park Joint Powers Authority (SDRPJPA) Coast to Crest Trail.
- » Partnerships with Caltrans, SDRPJPA, City of San Diego, Southern California Edison and 22nd Agricultural District
- » Phase II of this project helped complete restoration in the lagoon that was started in 2012 by Southern California Edison.
- » Construction of the 84 acres of coastal wetland habitat completed in September of 2024
- » Restoration of the wetland habitat has allowed rare species such as the Ridgeway rail and Savannah sparrow to move in
- » The completed wetland welcomes in visitors with a new mile-long trail to explore.
- » SANDAG and Caltrans will continue their work by monitoring the wetlands for the next decade to ensure that the ecosystem remains healthy and intact.



Environmental STEWARDSHIP

The SANDAG Board of Directors awarded \$2.4 million in funding for 19 TransNet EMP Land Management Grants (LMG). The EMP Land Management Grant Program is to assist regional land managers with the protection of threatened, rare, and endangered species and enhance their habitats to avoid future listing of endangered species in San Diego County.

Annie's Canyon Trail Enhancement Project

The project's aim is to address threats to the San Elijo Lagoon Ecological Reserve by off-trail human interaction and nonnative species. The project produced 200 feet of new fencing to discourage off-trail foot traffic, implemented erosion control measures to repair damage caused by off trail use, controlled two-acres of invasive species, restored one-acre of native habitat, and installed one new interpretative sign to Annie's Canyon Trail.



Otay Ranch Preserve Enhancement

The project was successful in restoring and increasing the quality of habitat for the federally endangered Quino checkerspot butterfly through seasonal road closure, seeding, and planting within suitable Quino checkerspot butterfly habitat.



Scientific RESEARCH

The purpose of the Regional Management and Monitoring Program scientific research is to better inform land managers about best management and monitoring practices for rare, threatened, and endangered species and their habitats in San Diego County.

EMP funds make it possible for scientists, including the San Diego Management and Monitoring Program (SDMMP) to coordinate science-based biological management and monitoring of conserved lands in San Diego County in order to conserve those species that are listed and/or at risk of extinction.



Mountain Lions

Mountain lion populations have been heavily impacted by depredation permits that are issued after they have killed a domestic animal. Another reason their populations are declining is because of collisions with vehicles.

SANDAG has been working with the University of California, Davis on studies that help understand how lions move across the landscape, in addition to, educating land owners on how to protect their livestock and reduce these interactions.



Hermes Copper Butterfly

Native to southern and Baja California, the Hermes copper butterfly depends on the spiny redberry as its host plant. Due to drought and wildfires in the region, their numbers have severely declined.

SANDAG has been working with the University of Central Missouri on annual surveys to understand Hermes population status with ongoing threats. Future efforts include the development of spiny redberry nurseries with translocation of butterfly populations as insurance against fire, drought and small population size.



Western Burrowing Owl

In southern California, the western burrowing owl was once widespread and abundant from the coast to the foothills, but has experienced declining populations for decades. Because of these declines it is now a candidate species for listing by the California Department of Fish and Wildlife.

SANDAG and regional stakeholders have worked for decades to coordinate on implementing actions that help conserve the burrowing owl in spite of its decline and listing as a candidate species. The San Diego Zoo Wildlife Alliance has led the way on projects including the development of a regional monitoring plan, restoration of suitable habitat, and the reintroduction of owls back onto conserved lands in San Diego County.



Baja Oatgrass

Last seen in Baja California in 1886, the Baja Oatgrass (*Sphenopholis interrupta* ssp. *Californica*) was observed for the first time in the United States in 2021, in Carlsbad, California.

Through SANDAG's partnership with the SDMMMP, this discovery has been shared to provide coordinated efforts on more research for this species.



Crotch's Bumble Bee

Crotch's bumblebee is a unique bumblebee named after the entomologist George Robert Crotch. This bumble bee exists primarily in California, including the Mediterranean region, Pacific Coast, and Western Desert.

SANDAG, in partnership with the University of Central Missouri is developing a Pollinator Monitoring Plan which will support conservation efforts and monitoring of critical pollinator populations throughout the region, including the Crotch's bumblebee.



The SDMMP's mission is to coordinate science-based biological management and monitoring of lands in San Diego that have been conserved through various conservation planning and mitigation efforts.

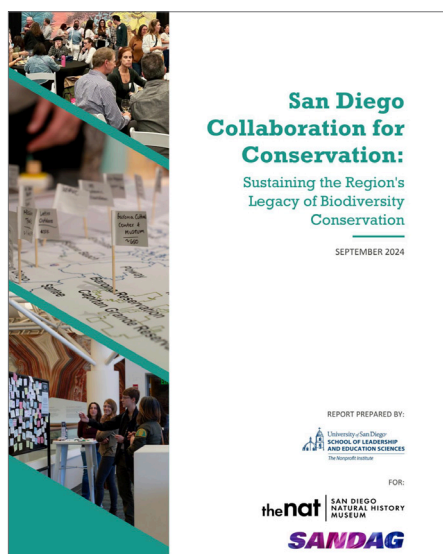
Regional COORDINATION



SANDAG partnered with the San Diego Natural History Museum (The NAT) to develop a regional stakeholder workshop to look at the state of biodiversity in the region and help identify gaps and opportunities to further the Regional Habitat Conservation Vision

San Diego Collaboration for Conservation Report

- Highlights priorities identified by stakeholders to continue conservation efforts in the region. The top five priorities include habitat monitoring and management, ecosystem benefits and economic resilience, education and public awareness, equitable access that supports biodiversity, and research and policy.
- Identifies multiple areas in which conservation efforts can be improved. These areas include community outreach, long-term funding for environmental programs, binational collaboration, and research.



Next Steps

SANDAG and regional stakeholders are working on completing a regional habitat needs assessment to understand the funding needs and levels of investment for acquisition, management and monitoring in order to fulfill the commitments made in the regional habitat conservation plans.

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SANDAG



Vision

Pursuing a brighter future for all

Mission

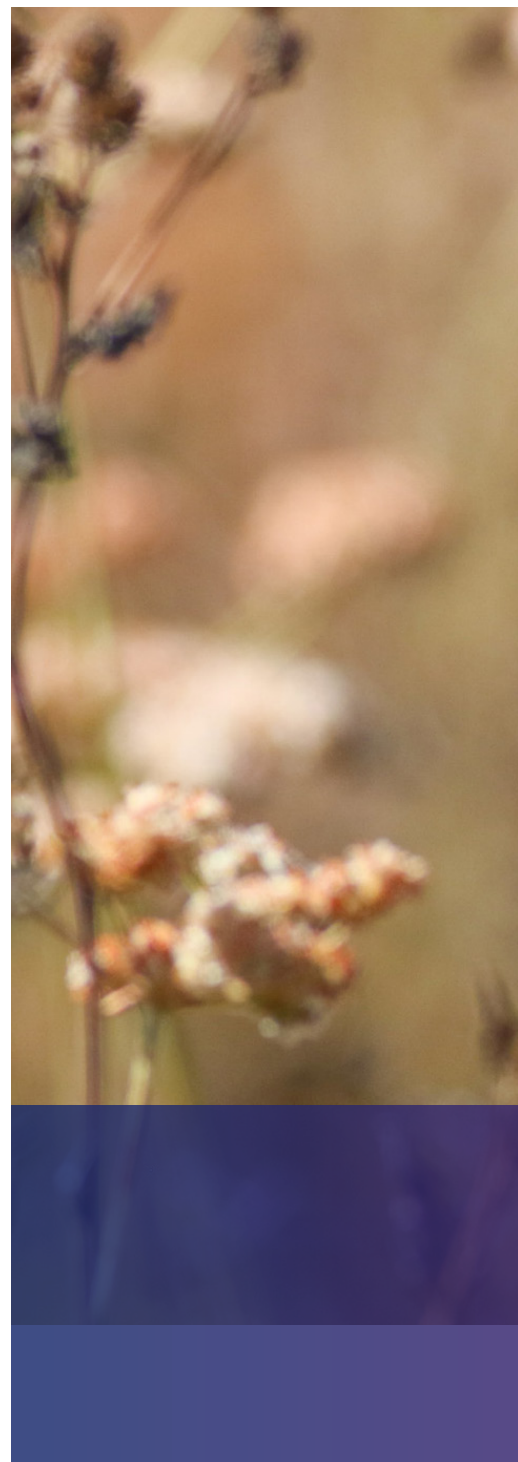
We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.

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.





***TransNet* EMP: A Year in Review and What's Next for Habitat Conservation?**

Sustainable Communities Working Group | Item 5
Kim Smith, Senior Regional Planner
Thursday, March 20, 2025

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About the *TransNet* EMP

Since its inception in 2008, the TransNet Environmental Mitigation Program (EMP) has played a vital role in habitat conservation, scientific research, and land management across San Diego County.

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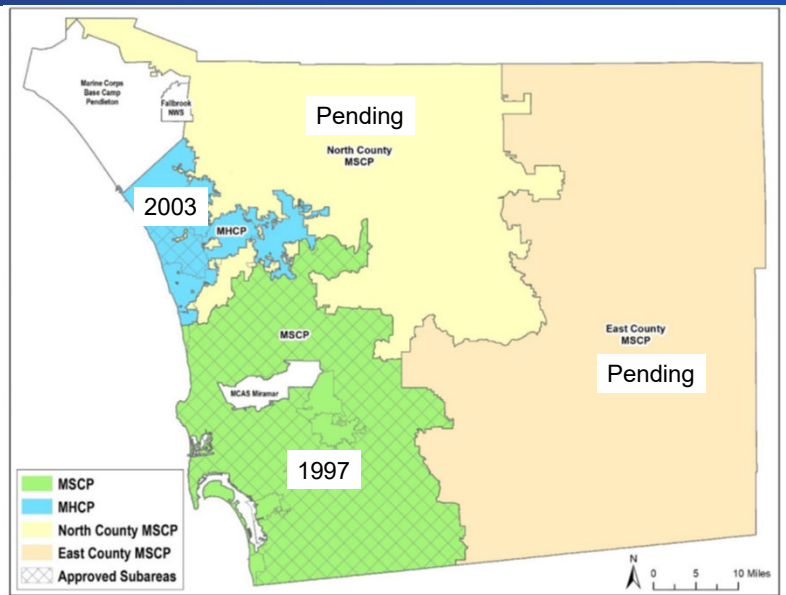
San Diego Region Habitat Conservation Plans



Coastal Sage Scrub



Freshwater Marsh



3

EMP Contributions

- 9,215 total acres preserved by EMP and partners
- \$164 million* in open space investments
- \$33.2 million in leveraged funds from conservation partners
- 136 land management grants awarded since the start of the EMP, totaling \$18.8 million awarded to local organizations, jurisdictions, and non-profit organizations benefitting over 71 species of rare plants and animals.
- \$64.3 million secured for Regional Management and Monitoring
*Including leveraged funds
- Completed distribution surveys for over 47 species of rare plant and animals
- Performed long-term monitoring for over 50 species of rare plant and animals
- Produced management plans for 23 species of rare plant and animals and threats
- Collaboration and coordination with 115 partner organizations
- Mitigation secured for over ¾ of TransNet Early Action Projects
- Banked over 300 acres of habitat for local and regional transportation projects



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2024 Highlights

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Habitat Conservation – San Dieguito Lagoon Restoration



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San Dieguito Lagoon Restoration



State Recognition



Partnerships



Benefits

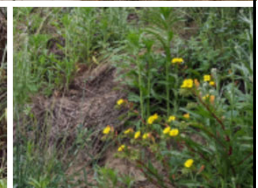
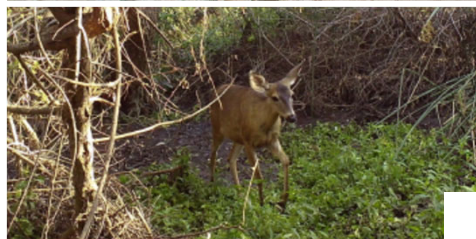
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Environmental Stewardship

Annie's Canyon Trail Enhancement Project

- 200 feet of fencing
- Invasive species removal
- Restored one-acre of habitat
- New interpretive sign



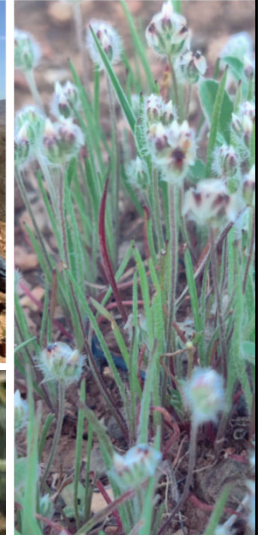
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Environmental Stewardship

Otay Ranch Preserve Enhancement

- Seeding and planting of native species for the endangered Quino checkerspot butterfly
- Seasonal road closure



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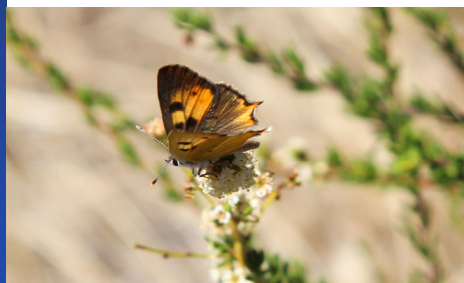
Scientific Research



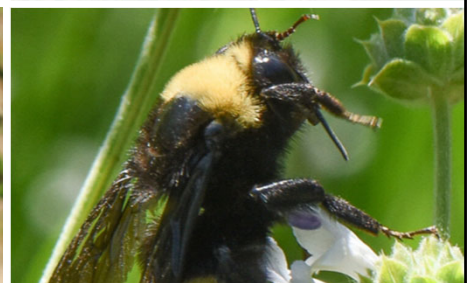
Mountain Lion



Western Burrowing Owl



Hermes Copper Butterfly



Crotch's Bumble Bee

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Scientific Research

New Species!
Baja Oatgrass



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SANDAG - 2021 Regional Plan



Protect existing native species through the strategic acquisition, management, and monitoring of critical habitat areas identified in regional habitat conservation plans



Connect habitat areas through wildlife corridors and linkages, as well as connecting people to local species and natural habitats



Respect native species and habitat. Balance the demands for recreation opportunities while protecting landscapes. Encourage respect for natural lands through increased public outreach and education of San Diego's unique biodiversity

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Regional Collaboration



San Diego Collaboration for Conservation:

Sustaining the Region's
Legacy of Biodiversity
Conservation

SEPTEMBER 2024

REPORT PREPARED BY:



FOR:

the nat SAN DIEGO
NATURAL HISTORY
MUSEUM

SANDAG

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Challenges

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Funding Challenges

1. Short-term cash flow issue
 - Repayment of funds borrowed against Major Corridor Projects
 - Implementation of two large lagoon restoration projects
2. Endowments for properties acquired as mitigation
3. Future funding for the San Diego Management and Monitoring Program (SDMMP) as the regional management and monitoring entity

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Land Management Challenges



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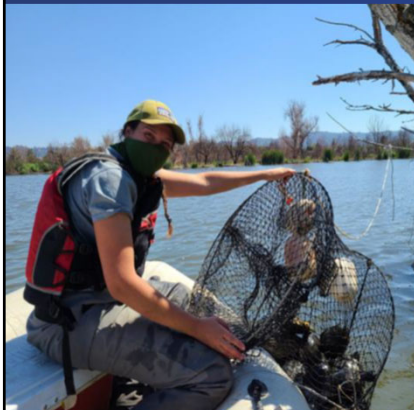
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What's Next?

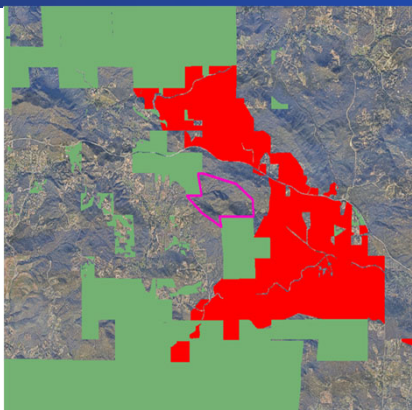
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Regional Habitat Conservation Needs Assessment'

What are the current regional funding needs for the region?



Monitoring



Acquisition



Management

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