



Board of Directors Special Session Agenda

Friday, December 13, 2024

9 a.m.

Welcome to SANDAG. The Board of Directors Special Session meeting scheduled for Friday, December 13, 2024, will be held in person in the SANDAG Board Room. While Board of Directors members will attend in person, members of the public will have the option of participating either in person or virtually.

For public participation via Zoom webinar, click the link to join the meeting: <https://us02web.zoom.us/j/88269015326>

Webinar ID: 882 6901 5326

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Public Comments: Members of the public may speak to the Board of Directors on any item at the time the Board of Directors 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 Board of Directors meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. the business day before the meeting will be provided to members prior to the meeting. All comments received prior to the close of the meeting will be made part of the meeting record.

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

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To hear the verbatim discussion on any agenda item following the meeting, the [audio/video](#) recording of the meeting is accessible on the SANDAG website.

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

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



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This meeting will be conducted in English, and simultaneous interpretation will be provided in Spanish. Interpretation in additional languages will be provided upon request to ClerkoftheBoard@sandag.org at least 72 business hours before the meeting.

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[Безкоштовна мовна допомога | sandag.org/LanguageAssistance | \(619\) 699-1900](#)

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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.

Board of Directors

Friday, December 13, 2024

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

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

Consent

+2. Approval of Meeting Minutes

Francesca Webb, SANDAG

Approve

The Board of Directors is asked to approve the minutes from its December 6, 2024, meeting.

[Meeting Minutes](#)

+3. Policy Advisory Committee Actions

Francesca Webb, SANDAG

Approve

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

[Policy Advisory Committee Actions](#)

+4. Regional Safety Planning Updates

Sam Sanford, Rachel Forseth, SANDAG

Information

This report provides an update on regional safety efforts in developing the Regional Vision Zero Action Plan.

[Regional Safety Planning Updates](#)

+5. FY 2024 Transportation Development Act (TDA) Audit Extension Requests

Marcus Pascual, SANDAG

Approve

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

[FY 2024 Transportation Development Act Audit Extension Requests](#)

[Att. 1 - City of Santee Extension Request](#)

[Att. 2 - SANDAG Extension Request](#)

+6. Review of Draft Board Agenda

Ariana Galvan, SANDAG

Approve

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

[Draft Board Agenda - January 10, 2025](#)

- +7. Approval of Proposed Budget Amendment and Contract Award for the Uptown Bikeways: Washington Street and Mission Valley Bikeways Project*** Approve
David Cortez, Kelly Mikhail, SANDAG

The Board of Directors is asked to:

1. Approve the acceptance of additional funds from the City of San Diego in the amount of \$359,000;
2. Approve an amendment to the FY 2025 Program Budget for the Uptown Bikeways: Washington Street and Mission Valley Bikeway Project (CIP No. 1223084), increasing the total project budget by \$6.495 million; and
3. Authorize the Chief Executive Officer to award a contract to Dick Miller, Inc., for the construction of the Uptown Bikeways: Washington Street and Mission Valley Bikeways Project.

[Approval of Proposed Budget Amendment
Att. 1 - CIP No. 1223084 Uptown Bikeways](#)

- +8. FY 2025 Proposed Budget Amendments for the New Regional Tolling Back-Office System project on SR 125 and I-15** Approve
Alex Estrella, SANDAG

The Board of Directors is asked to approve an amendment to the FY 2025 Annual Program Budget for the New Regional Back-Office System project (Capital Improvement Project Nos. 1400406 and 1400407).

[FY 2025 Proposed Budget Amendments for the New Regional Tolling Back-Office System project on SR 125 and I-15
Att. 1 - CIP Project New Office System](#)

Chair's Report

- +9. Chief Executive Officer FY 2025 Performance Goals and Objectives** Approve
Chairwoman Nora Vargas, Mario Orso, SANDAG

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

[CEO FY 2025 Performance Goals and Objectives
Att. 1 - FY 2025 CEO Proposed Goals, Objectives, and Metrics](#)

- 10. Year in Review*** Information
Mario Orso, SANDAG

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

Reports

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

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

[TransNet Smart Growth Incentive Program
Att. 1 - Discussion Memo
Att. 2 - SGIP Performance Metrics](#)

Adjournment

12. Adjournment

The next Board of Directors meeting is scheduled for Friday, January 10, 2025, at 10:30 a.m.

+ next to an agenda item indicates an attachment

* next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item

December 6, 2024, Board of Directors Minutes

[View Meeting Video](#)

Second Vice Chair Lesa Heebner (Solana Beach) called the meeting of the Board of Directors to order at 10:02 a.m.

1. Non-Agenda Public Comments/Member Comments

Public Comments: Truth, Michael Brando, Clifford Weiler, Shirli Weiss, Alex Wong.

Member Comments: Roy Abboud (Caltrans), Second Vice Chair Heebner, Mayor Tony Kranz (Encinitas), Councilmember Jack Shu (La Mesa), Chief Executive Officer Mario Orso (SANDAG), Mayor Rebecca Jones (San Marcos).

Consent

2. Approval of Meeting Minutes

The Board of Directors was asked to approve the minutes from its November 22, 2024, meeting.

3. Policy Advisory Committee Actions

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

4. Overview of Developments in the Financial Markets, Quarterly Finance Report as of September 30, 2024

This report provided an update on the latest developments in the financial markets, economy, sales tax revenues, and strategies being explored and implemented to minimize possible impacts to the TransNet Program.

5. Approval of Proposed Budget Amendment and Contract Award for the Uptown Bikeways: Washington Street and Mission Valley Bikeways Project

This item was deferred to the December 13, 2024, Board of Directors meeting.

6. Meetings and Events Attended on Behalf of SANDAG

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

Public Comments: Truth, Mark, Consuelo, Katheryn Rhodes, Blair Beekman, Paul the Bold.

Action: Upon a motion by Councilmember Shu and a second by Mayor John Minto (Santee), the Board voted to approve the Consent Agenda.

The motion passed.

Yes: Second Vice Chair Heebner, Councilmember Melanie Burkholder (Carlsbad), Councilmember Carolina Chavez (Chula Vista), Councilmember John Duncan (Coronado), Deputy Mayor Terry Gaasterland (Del Mar), Mayor Bill Wells (El Cajon), Mayor Kranz, Mayor Dane White (Escondido), Councilmember Mitch McKay (Imperial Beach), Councilmember Shu, Mayor Racquel Vasquez (Lemon Grove), Councilmember Luz Molina (National City), Councilmember Vivian Moreno (City of San Diego),

Mayor Jones, and Mayor Minto.

No: None.

Abstain: None.

Absent: Oceanside, Poway, and Vista.

Chair's Report

7. Chief Executive Officer FY 2025 Performance Goals and Objectives

The Board of Directors was asked to provide feedback on the FY 2025 performance goals and objectives for the Chief Executive Officer.

Public Comment: Truth, Mark, Paul the Bold, Katheryn Rhodes, Consuelo, Blair Beekman.

Action: Discussion.

Reports

8. Revised FY 2025 Position Classification/Salary Range Table

Director of Human Resources Josh Golter presented the item.

Public Comments: Truth, Consuelo, Phone #672, Paul the Bold, Blair Beekman, Katheryn Rhodes.

Action: Upon a motion by Councilmember Shu and a second by Councilmember Molina, the Board of Directors voted to approve the recommended mid-year changes to the SANDAG FY 2025 Position Classification/Salary Range Table.

The motion passed.

Yes: Second Vice Chair Heebner, Councilmember Burkholder, Councilmember Chavez, Councilmember Duncan, Deputy Mayor Gaasterland, Mayor Wells, Mayor Kranz, Mayor White, Councilmember McKay, Councilmember Shu, Mayor Vasquez, Councilmember Molina, Councilmember Moreno, Mayor Jones, and Mayor Minto.

No: None.

Abstain: None.

Absent: Oceanside, Poway, and Vista.

9. Airport Transit Connection Update

Senior Regional Planner Marisa Mangan presented an update on the advanced planning and outreach for the Airport Transit Connection project.

Public Comments: Truth, Mark, Janet Rogers, Steve Kohn, Sue Yezzi, Monica Thrasher, Christine Beebe, Pat Ransil, Ina Weitzman, Paul Herstein, Karen Baler, Annalisa Kane, Bill Rogers, Alex Wong, Henry Agnew, Paul the Bold, Consuelo, Katheryn Rhodes, Blair Beekman.

Action: Discussion.

Continued Non-Agenda Public Comments: Katheryn Rhodes, Consuelo, Paul the Bold, Blair Beekman.

Closed Session

10. Conference with Legal Counsel - Significant Exposure to Litigation Pursuant to Government Code Section 54956.9 (D)(2) (One Potential Case)

Public Comments: Truth, Katheryn Rhodes, Consuelo, Paul the Bold, Blair Beekman.

Second Vice Chair Heebner adjourned the meeting to closed session at 1:17 p.m.

Second Vice Chair Heebner reconvened the meeting to open session at 1:37 p.m. Board Counsel Alfred Smith reported the following out of closed session: The Board met in closed session on Agenda Item No. 10, and there was no reportable action.

11. Adjournment

The next Board of Directors meeting is scheduled for Friday, January 10, 2025, at 10 a.m.

Second Vice Chair Heebner adjourned the meeting at 1:38 p.m.

DRAFT

Confirmed Attendance at SANDAG Board of Directors Meeting

Board of Directors	Title	Name	Attend
Carlsbad	Councilmember	Melanie Burkholder (Primary)	Yes
Chula Vista	Councilmember	Carolina Chavez (Primary)	Yes
Coronado	Councilmember	John Duncan (Primary)	Yes
County of San Diego	Chairwoman	Nora Vargas (Primary)	No
County of San Diego	Supervisor	Joel Anderson (Primary)	Yes
Del Mar	Deputy Mayor	Terry Gaasterland	Yes
El Cajon	Mayor	Bill Wells (Primary)	Yes
Encinitas	Mayor	Tony Kranz (Primary)	Yes
Escondido	Mayor	Dane White (Primary)	Yes
Imperial Beach	Councilmember	Jack Fisher (Primary)	Yes
La Mesa	Councilmember	Jack Shu (Primary)	Yes
Lemon Grove	Mayor	Racquel Vasquez (Primary)	Yes
National City	Councilmember	Luz Molina (Primary)	Yes
Oceanside	Deputy Mayor	Ryan Keim (Primary)	No
Poway	Mayor	Steve Vaus (Primary)	No
City of San Diego	Mayor	Todd Gloria (Primary)	No
City of San Diego	Councilmember	Vivan Moreno (Alternate)	Yes
San Marcos	Mayor	Rebecca Jones (Primary)	Yes
Santee	Mayor	John Minto (Primary)	Yes
Solana Beach	Second Vice Chair	Lesia Heebner (Primary)	Yes
Vista	Deputy Mayor	Katie Melendez (Primary)	No
Caltrans	Deputy Director	Roy Abboud (Alternate)	Yes
Metropolitan Transit System	Councilmember	Matthew Leyba-Gonzalez (Primary)	Yes
North County Transit District	Deputy Mayor	Jewel Edson (Primary)	Yes
Imperial County	Supervisor	Jesus Eduardo Escobar (Primary)	No
U.S. Department of Defense	Deputy Director	Anna Shepherd (Alternate)	Yes
Port of San Diego	Commissioner	Dan Malcolm (Primary)	No
SD County Water Authority	Director	Mel Katz (Primary)	No
SDCRAA	Director	Gil Cabrera (Primary)	Yes
Mexico	Consul General	Alicia Kerber-Palma (Primary)	No
SCTCA	Chairwoman	Erica Pinto (Alternate)	No
Association of Planning Groups	Board Chair	Robin Joy Maxson (Primary)	Yes

Policy Advisory Committee Actions

Overview

[SANDAG Board Policy No. 001](#) delegates certain responsibilities to the Policy Advisory Committees to allow SANDAG to effectively address key public policy and funding responsibilities. All items delegated to the policy advisory committees are subject to ratification by the Board of Directors. Below are the delegated actions taken by the policy advisory committees that are subject to ratification.

The links provided below will navigate to the SANDAG web page where the meeting agenda and minutes (when available) will be posted.

Action: Approve

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

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

[Executive Committee – December 6, 2024¹](#)

Approved a “support” position on the Border Water Quality Restoration and Protection Act of 2024 (S. 5075 / H.R. 9640) and directed staff to take additional actions to support related efforts at the state and federal level.

Victoria Stackwick, Chief of Staff

¹ Any changes to these actions will be reported to the Board of Directors following the Executive Committee meeting on Friday, December 6, 2024.

Regional Safety Planning Updates

Overview

On June 22, 2022, the SANDAG Board of Directors adopted Resolution 2023-02 directing staff to seek funding and develop a Regional Vision Zero Action Plan (VZAP) to advance traffic safety goals for the San Diego region. This planning effort is included in the 2021 Regional Plan as a near-term implementation action and safety is a goal area for the proposed 2025 Regional Plan. Funded through a [Safe Streets and Roads for All \(SS4A\)](#) grant, the VZAP was completed in November 2024 and enables local jurisdictions to apply for federal implementation funds.

Action: Information

This report provides an update on regional safety efforts in developing the Regional Vision Zero Action Plan.

Fiscal Impact:

The Regional Safety Program is funded under Overall Work Program 3102700.

Schedule/Scope Impact:

The Regional Vision Zero Action Plan was completed in November 2024.

Key Considerations

Final Regional Vision Zero Action Plan

Developed in collaboration with local agency staff, the VZAP Technical Advisory Group¹, community-based organizations and the public, the VZAP identifies local traffic safety challenges and solutions that help the region achieve the goal of zero fatal and serious injuries by 2050. Using data from the [Traffic Safety Dashboard](#), the plan identifies where the most fatal and serious injury crashes occur and provides resources to improve safety in those areas. The plan also details SANDAG’s role in implementing safety solutions and how progress toward Vision Zero will be evaluated. With the VZAP finalized, local agencies are eligible for SS4A implementation grants. The **final VZAP** and its [technical appendices](#) were presented to the Transportation Committee on November 15, 2024, and are available on SANDAG’s [Vision Zero webpage](#). [technical appendices](#) were presented to the Transportation Committee on November 15, 2024, and are available on SANDAG’s [Vision Zero webpage](#).

Implementation Steps

The Regional VZAP includes implementation steps that are organized under seven focus areas: Coordinate, Advocate, Plan, Fund, Educate, Evaluate, and Implement. Multiple implementation efforts are currently in progress and SANDAG has recently launched three: including California Assembly Bill 43 (Friedman, 2021) technical support, local agency countermeasure tool development, and grant criteria updates.

- California Assembly Bill 43 (AB 43) (Friedman) establishes a more flexible speed limit setting for municipalities. SANDAG is developing a Safety Corridor Network for each jurisdiction to identify portions of their roadway network that can be eligible for a 5-mph speed limit reduction.
- An online platform for local agencies is being developed to share safety data, resources, support safety project development, and countermeasure selection.
- Regional Active Transportation Program and Smart Growth Incentive Program evaluation criteria are being updated to further safety goals and leverage the Regional VZAP analyses.

¹ The Technical Advisory Group (TAG) consists of multidisciplinary community members with diverse perspectives including local jurisdictions, transit agencies, tribal nations, community-based organizations, Vision Zero advocacy groups, first responders, health professionals, education professionals, and law enforcement.

Next Steps

Additional presentations for local agency staff on the AB 43 Safety Corridor Networks are scheduled for winter 2024-2025. Annual updates on plan progress will be provided to SANDAG working groups, and policy advisory committees. Completion of the VZAP makes local agencies eligible for federal safety grant funds. Additionally, the development of this plan will inform development of the proposed 2025 Regional Plan and future planning efforts.

Antoinette Meier, Senior Director of Regional Planning

FY 2024 Transportation Development Act Audit Extension Requests

Overview

In accordance with California Public Utilities Code (PUC) Section 99245, each Transportation Development Act (TDA) claimant must submit an audit within 180 days after the end of the fiscal year. SANDAG, acting as the Regional Transportation Planning Agency for the San Diego region, may grant up to a 90-day extension, moving the deadline from December 27, 2024, to no later than March 27, 2025. No further extensions are permitted.

Key Considerations

SANDAG has engaged an independent certified public accounting firm to perform the required FY 2024 TDA compliance audits. While every effort is being made to complete each audit prior to December 27, the auditors anticipate that the City of Santee and SANDAG may not meet this deadline and will require extensions due to various reasons.

- City of Santee will need additional time due to accounting software that was down for an extended period.
- SANDAG will need additional time due to a change in software and time restraints in the audit process.

Approval of the extension requests will allow the city and agency to continue receiving allocated TDA funds in FY 2025.

Next Steps

Staff will submit an extension request with board approval to the State Controller's Office.

Dawn Vettese, Chief Financial Officer

- Attachments:
1. City of Santee Extension Request
 2. SANDAG Extension Request

Action: Approve

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

Fiscal Impact:

None.

Schedule/Scope Impact:

Pending Board approval, submission of audited Transportation Development Act financial reports will be extended to March 27, 2025.

Mayor
John W. Minto
City Council
Ronn Hall
Laura Koval
Rob McNelis
Dustin Trotter

November 15, 2024

Dawn Vettese
Chief Financial Officer
SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Dear Ms. Vettese,

Please accept this letter as a request for an extension to submit the TDA Financial Report for the City of Santee for the fiscal year ended June 30, 2024.

Due to nefarious reasons, the City's accounting software was down for an extended period. Staff was unable to access any records and as a result year end closing is substantially behind schedule. Staff is currently working on closing the books and preparing for audit. We have tentatively scheduled the audit with the auditors for January 2025.

If you have questions or concerns, please contact me at hjennings@cityofsanteeca.gov or at 619-258-4100 extension 143.

Sincerely,



Heather Jennings
Director of Finance



November 13, 2024

Dawn Vettese
Chief Financial Officer
SANDAG
401 B Street
San Diego, CA 92101

Dear Ms. Vettese:

Please accept this letter as a request for an extension to submit the TDA Financial Report for the SANDAG TDA AUP for the fiscal year ended June 30, 2024.

The auditors at Davis Farr LLP are working with Agency staff to complete the necessary review process. However, the SANDAG believes the TDA Financial Report will not be filed prior to December 27, 2024 due to a change in software and time restraints in the audit process. For this reason, we would like to file an extension until March 27, 2025 deadline.

If you have any questions or concerns, please contact Sandi Craig (619) 699-6998 or via email at Sandi.Craig@sandag.org.

Sincerely,

A handwritten signature in cursive script that reads "Sandi Craig".

Sandi Craig
Finance Manager

Board of Directors

Friday, January 10, 2025

Elections

1. **SANDAG Board Leadership Election (2025-2026)** Approve
Chairwoman Nora Vargas

The Board of Directors is asked to conduct the SANDAG Board Officer election for calendar years 2025-2026.

Comments and Communications

2. **Non-Agenda Public Comments/Member Comments**

Members of the public shall have the opportunity to address the Board of Directors on any issue within the jurisdiction of SANDAG that is not on this agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to 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. Board members and SANDAG staff also may present brief updates and announcements under this agenda item.

Consent

- +3. **Approval of Meeting Minutes** Approve
Francesca Webb, SANDAG

The Board of Directors is asked to approve the minutes from its December 13, 2024, meeting.

- +4. **Policy Advisory Committee Actions** Approve
Francesca Webb, SANDAG

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

- +5. **Meetings and Events Attended on Behalf of SANDAG** Information
Francesca Webb, SANDAG

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

- +6. **Approval of Proposed Solicitations and Contract Awards** Approve
Kelly Mikhail, SANDAG

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

- +7. **Review of Draft Board Agendas** Approve
Ariana Galvan, SANDAG

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

Reports

- +8. SANDAG 101** Information
Robyn Wapner, SANDAG
- Staff will present an update on the agency's activities.
- +9. Grand Jury Report** Discussion / Possible Action
Mario Orso, SANDAG
- Staff will provide an update on the Grand Jury Report findings and response.
- +10. TransNet Major Corridor Projects Update: State Route 67*** Information
Sam Amen, Karina Cantero-Angel, Caltrans
- Caltrans staff will present an update on the State Route 67 Highway Improvements Project.

Adjournment

- 11. Adjournment**
- The next Board of Directors meeting is scheduled for Friday, January 24, 2024, at 9 a.m.

+ next to an agenda item indicates an attachment

* next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item

Approval of Proposed Budget Amendment and Contract Award for the Uptown Bikeways: Washington Street and Mission Valley Bikeways Project

Overview

The Washington Street & Mission Valley Bikeways is part of the Uptown Bikeways approved by the Board of Directors as part of the Regional Bike Plan Early Action Program (Bike EAP) in 2013. The 3.3-mile project runs mainly along Washington Street, San Diego Avenue, Hotel Circle South, Camino de la Reina, & Third Avenue in the City of San Diego, connecting to other regional and local bikeways in the Uptown and Mission Valley communities.

Key Considerations

Award of a Construction Contract

Solicitations valued at \$5 million or more are brought to the Board of Directors for approval prior to contract award.

SANDAG solicited bids from qualified and experienced contractors between October 1, 2024, and November 7, 2024, to construct the Washington Street & Mission Valley Bikeways Project. An engineer’s estimate of \$12,299,689.74 was prepared prior to issuance of the Invitation for Bids (IFB). On November 7, 2024, SANDAG received five bids in response to the IFB (see bid summary below).

Action: Approve

The Board of Directors is asked to:

1. Approve the acceptance of additional funds from the City of San Diego in the amount of \$359,000;
2. Approve an amendment to the FY 2025 Program Budget for the Uptown Bikeways: Washington Street and Mission Valley Bikeway Project (Capital Improvement Program Project No. 1223084), increasing the total project budget by \$6.495 million; and
3. Authorize the Chief Executive Officer to award a contract to Dick Miller, Inc., for the construction of the Uptown Bikeways: Washington Street and Mission Valley Bikeways Project.

Fiscal Impact:

Funding for the contract will come from Capital Improvement Program Project No. 1223084.

Schedule/Scope Impact:

The selected contractor for this project will provide construction services to complete the project in the estimated 477 working days.

Name of Bidder	Amount Bid
Dick Miller, Inc.	Base Bid: \$14,663,581.43 Additive Alternate A: \$112,100.00 Additive Alternate B: \$80,464.14 Additive Alternate C: \$118,383.57 Additive Alternate D: \$25,672.55 Total Bid: \$15,000,201.69

Name of Bidder	Amount Bid
Griffith Company	Base Bid: \$16,143,192.50 Additive Alternate A: \$146,422.00 Additive Alternate B: \$40,030.50 Additive Alternate C: \$49,470.00 Additive Alternate D: \$37,301.00 Total Bid: \$16,416,416.00
Nationwide Contracting Services, Inc. dba Nationwide General Construction Services	Base Bid: \$18,494,844.00 Additive Alternate A: \$168,150.00 Additive Alternate B: \$61,198.00 Additive Alternate C: \$67,149.00 Additive Alternate D: \$42,314.00 Total Bid: \$18,833,655.00
Palm Engineering Construction Company, Inc. (Non-Responsive)	Base Bid: \$19,673,324.91 Additive Alternate A: \$252,225.00 Additive Alternate B: \$62,617.85 Additive Alternate C: \$-8,235.75 Additive Alternate D: \$55,432.95 Total Bid: \$20,035,364.96
Reyes Construction, Inc. (Non-Responsive)	Base Bid: \$21,216,222.00 Additive Alternate A: \$291,633.00 Additive Alternate B: \$75,434.50 Additive Alternate C: \$111,687.00 Additive Alternate D: \$19,028.50 Total Bid: \$21,714,005.00

The lowest responsive and responsible bid amount is 20.11% over the engineer's estimate and has been evaluated in accordance with SANDAG's policies and procedures. It was determined that the most significant increases in cost can be attributed to concrete and masonry items such as curbs, curb ramps, and piping, landscape, and striping. Overall, construction costs have continued to increase due to inflation, labor shortages, and increased demand. This result is consistent with construction industry trends. In addition, this project is unique in that it is segmented and therefore requires site-specific traffic controls, working hour/time restrictions, and staging locations. Accordingly, the lowest responsive and responsible bid has been deemed fair and reasonable.

The Administration, Construction Support and Project Contingency tasks were increased to match observed expenditures on similar, recently completed, bikeway projects and to cover active risks identified on the project's risk register.

Additive Alternatives B, C, and D, which include repavement on portions of San Diego Avenue and Washington Street and the installation of a bus pad at the Hotel Circle and Bachman Place bus stop, will be paid for by the City of San Diego and are captured in the reimbursement agreement entered into between the parties. By combining the City's additional work with SANDAG's project, it will be more cost effective and less impactful to the community. The SANDAG Board is being asked to approve acceptance of these funds to the Project budget to support the construction of the Uptown Bikeways: Washington Street & Mission Valley Bikeways project.

Staff recommends that the Board authorize the Chief Executive Officer to award the contract (Base Bid and Additive Alternates A, B, C, and D) to Dick Miller, Inc., the lowest responsive and responsible bidder. The total value of the contract will not exceed \$15,000,201.69 plus a 10% contingency of \$1,500,020.17 for a total of \$16,500,221.86.

Next Steps

Budget Amendment

Pending Board approval, SANDAG staff will amend the project budget as shown in Attachment 1 and as described below:

- Accept the City's funding of \$359K
- Increase TransNet Bicycle, Pedestrian, Neighborhood and Safety (BPNS) funds by \$6.1 million

The additional BPNS funds will be allocated to this project in Fiscal Years 2025 through 2028. In September 2024, the Board approved the allocation of \$4.901 million in City of San Diego funds to the Eastern Hillcrest Bike project. This funding replaced the previously allocated TransNet BPNS funds, which were then reserved for any future unknown bike project needs and are now proposed to be allocated to this project to fund its current need.

At the July 2024 Board meeting, the Board approved the use of Commercial Paper for future Bike needs with a known balance of \$2.1 million. Of that \$2.1 million, this budget amendment is proposing to utilize \$1.199 million, leaving a remaining balance of \$901,000.

SANDAG and the City will continue to collaborate and ensure the City's contribution for Additive Alternatives B, C, and D portion of the Project reflects actual costs.

Contract Award

Pending Board approval, the budget amendment and authority to award the contract will allow SANDAG staff to prepare and issue a construction agreement and contract award to the firm noted above ahead of the December 31, 2024, funding deadline.

David Cortez, Director of Engineering and Construction

Kelly Mikhail, Director of Contracts and Procurement

Attachment: 1. CIP Project No. 1223084 Uptown Bikeways

Project Name:	Uptown Bikeways: Washington Street and Mission Valley Bikeways		
CIP No.	1223084	RTIP No:	SAN235
Project Manager:	Mary McGuirk	Corridor Director:	Omar Atayee

Project Scope:

Design and construct 3.3 miles of on-street bikeways.

Project Limits:

In the City of San Diego, Washington Street from the Washington Street Trolley Station to Ibis Street and Bachman Place, and from the San Diego River Trail in Mission Valley to Third Avenue and Walnut Street in Hillcrest within the I-5 South and Mid-Coast Corridors.

Progress to Date:

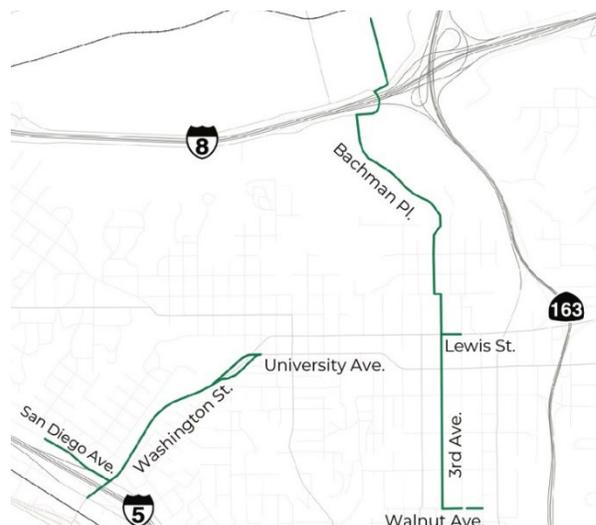
~~Design is 98% complete. Construction will begin in FY 2025.~~

Design is complete. Construction will begin in FY 2025.

Major Milestones:

Milestone	Date
Draft Environmental Document	N/A
Final Environmental Document	July-16
Ready to Advertise	August-24
Begin Construction	February-25
Open to Public	February-27
Construction Complete	February-28

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY33	Total
Administration	\$364	\$366	\$315	\$301	\$35	\$22	\$0	\$0	\$0	\$0	\$0	\$1,403
Administration	\$364	\$366	\$500	\$600	\$435	\$138	\$0	\$0	\$0	\$0	\$0	\$2,403
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	2,334	291	688	0	0	0	0	0	0	0	0	3,313
Right-of-Way Support	1	0	7	0	0	0	0	0	0	0	0	8
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	1,120	1,864	456	200	0	0	0	0	0	3,640
Construction Support	0	0	1,320	2,264	1,156	349	0	0	0	0	0	5,089
Construction Capital	0	0	5,000	5,397	2,500	800	0	0	0	0	0	13,697
Construction Capital	0	0	5,000	6,397	4,000	1,137	0	0	0	0	0	16,534
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	19	0	90	90	80	20	0	0	0	0	0	299
Project Contingency	0	0	200	280	105	50	0	0	0	0	0	635
Project Contingency	0	0	400	600	600	244	0	0	0	0	0	1,844
Total SANDAG	\$2,718	\$657	\$7,420	\$7,932	\$3,176	\$1,092	\$0	\$0	\$0	\$0	\$0	\$22,995
Total SANDAG (proposed)	\$2,718	\$657	\$8,005	\$9,951	\$6,271	\$1,888	\$0	\$0	\$0	\$0	\$0	\$29,490

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY33	Total
State												
82500001 SB1-LPP	\$0	\$0	\$3,380	\$2,984	\$525	\$111	\$0	\$0	\$0	\$0	\$0	\$7,000
83010001 STIP	0	0	3,380	2,984	525	111	0	0	0	0	0	7,000
Local												
91000100 TransNet-BPNS	2,718	657	660	1,964	2,126	870	0	0	0	0	0	8,095
91000100 TransNet-BPNS	2,718	657	1,245	3,624	5,221	1,666	0	0	0	0	0	15,131
91030001 City of San Diego	0	0	0	0	0	0	0	0	0	0	0	0
91030001 City of San Diego	0	0	0	359	0	0	0	0	0	0	0	359
Total Funding	\$2,718	\$657	\$7,420	\$7,932	\$3,176	\$1,092	\$0	\$0	\$0	\$0	\$0	\$22,995
Total Funding (proposed)	\$2,718	\$657	\$8,005	\$9,951	\$6,271	\$1,888	\$0	\$0	\$0	\$0	\$0	\$29,490

FY 2025 Proposed Budget Amendments for the New Regional Tolling Back-Office System project on SR 125 and I-15

Overview

SANDAG operates tolling on the Interstate 15 (I-15) Express Lanes and the State Route 125 (SR 125) Toll Road. In March 2024, SANDAG contracted with Deloitte/A-to-Be to replace the regional tolling back-office system for these facilities. On [October 11, 2024](#), SANDAG staff provided a progress update to the Board of Directors and shared that the delivery date of the new back-office system had shifted from November 2024 to July 2025 to allow additional time for system planning and data migration.

Key Considerations

The FY 2025 Annual Program Budget approved a total of \$20.84 million for the New Regional Tolling Back-Office System project, which includes funding under two Capital Improvement Projects (CIP): \$13.34 million in 1400406 New SR 125 Regional Tolling Back-Office System and \$7.5 million in 1400407 New I-15 Regional Tolling Back-Office System, to complete the implementation of the new back-office system.

Following the scope and schedule adjustments presented to the Board on October 11, 2024, and the subsequent approval to write off uncollectible account receivable balances older than three years in two phases, SANDAG staff engaged in negotiations with vendors. Based on these discussions, it is now estimated that an additional \$12.86 million in capital project funding spread across FY 2025 and FY 2026 will be required to fully complete the implementation of the new back-office system. The funding supports consultant and staff costs related to data migration and testing as well as replenishment of the project contingency.

While additional capital funds are being added to these budgets, the proposed amendment does not affect the overall contract amount with Deloitte/A-to-Be as the proposed contract amendment will reduce the ongoing maintenance and operations services to offset the increase in capital costs.

Next Steps

If approved, the new back-office system will be fully funded and complete the first phase of implementation by July 2025.

Antoinette Meier, Senior Director of Regional Planning

Attachment: 1. CIP Nos. 1400406 and 1400407 New SR 125 Regional Tolling Back-Office System and New I-15 Regional Tolling Back-Office System

Action: **Approve**

The Board of Directors is asked to approve an amendment to the FY 2025 Annual Program Budget for the New Regional Back-Office System project (Capital Improvement Project Nos. 1400406 and 1400407).

Fiscal Impact:

The proposed budget amendment allocates \$12.86 million of toll revenue funds to the FY 2025 Annual Program Budget, with \$10.1 million allocated to Capital Improvement Project No. 1400406 and \$2.8 million to Capital Improvement Project No. 1400407.

Schedule/Scope Impact:

Approval of this proposed budget amendment would allow the project to proceed with implementation through fiscal years 2025 and 2026, achieving the anticipated delivery launch date of July 2025.

Project Name:	New SR 125 Regional Tolling Back-Office System		
CIP No.	1400406	RTIP No:	N/A
Project Manager:	Chiachi Rumbolo	Corridor Director:	Alex Estrella

Project Scope:

This project will replace the Regional Tolling Back-Office System for SR-125 and will support future roadways that will have a tolling portion.

This project will replace the Regional Tolling Back-Office System for SR 125.

Project Limits:

SR 125 toll road.

Progress to Date:

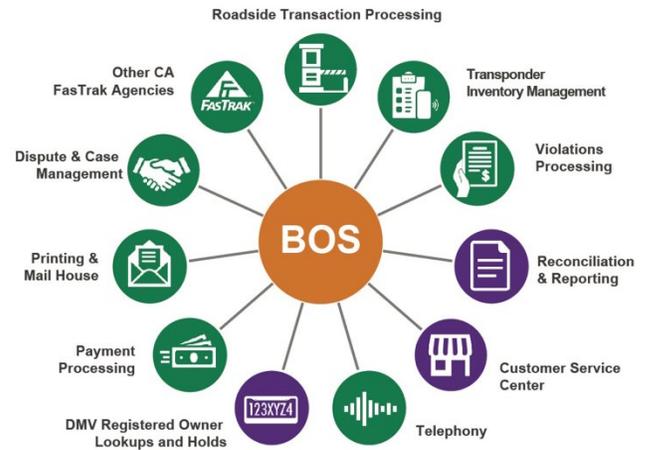
Data migration from current Regional Tolling Back-Office System to the new system, and development of core system features occurred in FY 2024. In FY 2025, work will consist of testing and system go-live which includes deployment of core system features. Development and deployment of additional system features and integration with the ERP will also occur in FY 2025. Additional system features, such as tools for Customer Service Representatives, are expected to be deployed in FY 2026.

Data migration from the current Regional Tolling Back Office System to new system, along with design and implementation, are currently ongoing in FY 2025. System go-live, including the deployment of core system features, is anticipated to be completed by July 2025. Additional system features, such as tools for Customer Service Representatives and Department of Motor Vehicles (DMV) hold functionalities, will be implemented in FY 2026.

Major Milestones:

Milestone	Date
Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Implementation	February-24
System Go Live	July-25
Implementation Complete	March-26
Implementation Complete	July-26

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	Total
Administration	\$0	\$60	\$1,374	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,934
Administration	\$0	\$60	\$1,500	\$1,000	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$3,060
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	1,024	6,078	1,975	0	0	0	0	0	0	0	9,077
I.T.	0	1,024	11,978	2,750	0	0	0	0	0	0	0	15,752
Professional Services	0	453	1,152	347	0	0	0	0	0	0	0	1,952
Professional Services	0	453	933	629	0	0	0	0	0	0	0	2,015
Communications	0	0	375	0	0	0	0	0	0	0	0	375
Communications	0	0	375	375	0	0	0	0	0	0	0	750
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	563	562	750	0	0	0	0	0	0	1,875
Total SANDAG	\$0	\$1,537	\$8,979	\$2,822	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,338
Total SANDAG	\$0	\$1,537	\$15,349	\$5,316	\$1,250	\$0	\$0	\$0	\$0	\$0	\$0	\$23,452

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	Total
Local												
93140001 SR 125 Toll Revenues	\$0	\$1,537	\$8,979	\$2,822	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,338

93140001 SR 125 Toll Revenues	\$0	\$1,537	\$15,349	\$5,316	\$1,250	\$0	\$0	\$0	\$0	\$0	\$0	\$23,452
Total Funding	\$0	\$1,537	\$8,979	\$2,822	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,338
Total Funding	\$0	\$1,537	\$15,349	\$5,316	\$1,250	\$0	\$0	\$0	\$0	\$0	\$0	\$23,452

Project Name:	New I-15 Regional Tolling Back-Office System		
CIP No.	1400407	RTIP No:	N/A
Project Manager:	Chiachi Rumbolo	Corridor Director:	Alex Estrella

Project Scope:

This project will replace the Regional Tolling Back-Office System for I-15 and will support future roadways that will have a tolling portion.

This project will replace the Regional Tolling Back-Office System for I-15.

Project Limits:

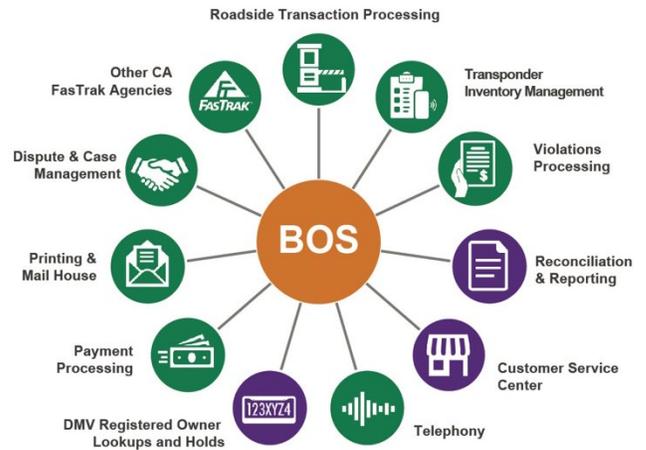
I-15 toll road.

Progress to Date:

Data migration from current Regional Tolling Back-Office System to the new system, and development of core system features occurred in FY 2024. In FY 2025, work will consist of testing and system go-live which includes deployment of core system features. Development and deployment of additional system features and integration with the ERP will also occur in FY 2025. Additional system features, such as tools for Customer Service Representatives, are expected to be deployed in FY 2026.

Data migration from the current Regional Tolling Back Office System to new system, along with design and implementation, are currently ongoing in FY 2025. System go-live, including the deployment of core system features, is anticipated to be completed by July 2025. Additional system features, such as tools for Customer Service Representatives and Department of Motor Vehicles (DMV) hold functionalities, will be implemented in FY 2026.

Site Location



Major Milestones:

Milestone	Date
Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Implementation	February-24
System Go Live	July-25
Implementation Complete	March-26
Implementation Complete	July-26

SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	Total
Administration	\$0	\$46	\$1,568	\$525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,139
Administration	\$0	\$46	\$1,200	\$1,000	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$2,546
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	1,226	2,320	594	0	0	0	0	0	0	0	4,140
I.T.	0	1,226	3,993	917	0	0	0	0	0	0	0	6,136
Professional Services	0	169	697	232	0	0	0	0	0	0	0	1,098
Professional Services	0	169	311	210	0	0	0	0	0	0	0	690
Communications	0	0	125	0	0	0	0	0	0	0	0	125
Communications	0	0	125	125	0	0	0	0	0	0	0	250
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	187	188	250	0	0	0	0	0	0	625
Total SANDAG	\$0	\$1,441	\$4,710	\$1,351	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,502
Total SANDAG	\$0	\$1,441	\$5,816	\$2,440	\$550	\$0	\$0	\$0	\$0	\$0	\$0	\$10,247

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	Total
Local												
92140001 I-15 FasTrak® Revenues	\$0	\$1,441	\$4,710	\$1,351	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,502

92140001 I-15 FasTrak® Revenues	\$0	\$1,441	\$5,816	\$2,440	\$550	\$0	\$0	\$0	\$0	\$0	\$0	\$10,247
	\$0	\$2,183	\$4,374	\$945	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,502
Total Funding	\$0	\$1,441	\$4,710	\$1,351	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,502
Total Funding	\$0	\$1,441	\$5,816	\$2,440	\$550	\$0	\$0	\$0	\$0	\$0	\$0	\$10,247

Chief Executive Officer FY 2025 Performance Goals and Objectives

Overview

The Board of Directors is required to establish and approve clear and measurable annual performance goals and review the demonstrated performance, at least annually, for the SANDAG Chief Executive Officer (CEO).

To support this review, a self-evaluation tool, Board discussion, leadership competency assessment, and a survey for Board members and employees will be used as part of the evaluation process.

Key Considerations

At its December 6, 2024, meeting, the Board reviewed the proposed FY 2025 CEO performance goals and objectives, suggested additions, and underscored the importance of defining measurable activities for each objective. Attachment 1 incorporates this feedback and provides examples of specific deliverables and metrics for each goal. These activities reflect the general type of work that will be started or completed over the next six months but are not intended to be a comprehensive list and may change over time.

Next Steps

Pending approval by the Board, the proposed goals and objectives will be used to conduct the CEO.

Mario Orso, Chief Executive Officer

Attachment: 1. FY 2025 CEO Proposed Goals, Objectives, and Metrics

Action: **Approve**

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

Fiscal Impact:

None.

Schedule/Scope Impact:

The SANDAG Chief Executive Officer performance evaluation is scheduled to be completed in June 2025, and on annual basis thereafter.

FY 2025 CEO Proposed Goals, Objectives, and Metrics

GOALS	OBJECTIVES
Leadership and Structure Align agency structure and practices to deliver the Board's vision.	Develop organizational structure to align with core mandates and Board's vision (organization performance)
	Position agency with new administrations in Sacramento, Washington D.C., and Mexico City in support of SANDAG projects, policy, and funding priorities
	Facilitate policy and funding decisions by the Board through transparent, consistent, and effective information-sharing
Oversight and Transparency Strengthen trust with the Board and public.	Establish culture of fiscal oversight and management
	Implement corrective actions and policy/process improvements as identified in audits and management review
	Provide continued opportunities for the public to access, understand, and participate in agency projects, planning, and activities
Focus on Fundamentals Implement internal process improvements to enable successful planning and delivery of the Board-approved Work Program, including the TransNet Program.	Deliver Board-approved Work Program, including the TransNet Program
	Institute system of best practices, trainings, tools, and guidelines
	Strengthen partnerships with community, member agencies, and owner/operators of agency

Leadership and Structure: Develop organizational structure to align with core mandates and Board's vision (organization performance)

Define new organizational structure	<i>Complete/Not Complete</i>
Establish a process for measuring employee engagement and create an action plan focused on improving engagement and trust.	<i>Complete/Not Complete</i>
Finalize plan for Board/General/Policy Advisory Committee Counsels	<i>Complete/Not Complete</i>

Leadership and Structure: Position agency with new administrations in Sacramento, Washington D.C., and Mexico City in support of SANDAG projects, policy, and funding priorities

Demonstrated relationships with state, federal, and binational legislative delegations and administrations	<i>Complete/Not Complete</i>
Advance RHNA reform discussions (letters/legislation/funding)	<i>Complete/Not Complete</i>
Elevate Tijuana River Valley environmental mitigation efforts as agency priority (letters/legislation/funding)	<i>Complete/Not Complete</i>

Leadership and Structure: Facilitate policy and funding decisions by the Board through transparent, consistent, and effective information-sharing

Agenda management (on-time meeting completion)	<i>85% target</i>
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Agenda postings one week in advance	<i>85% target</i>
Facilitate funding priority discussions with the Board	<i>Complete/Not Complete</i>

Oversight and Transparency: Establish culture of fiscal oversight and management

Implement the Contracts Procurement Optimization Program	<i>40% target</i>
Complete or begin development of internal controls program incorporating findings of OIPA audit (finance)	<i>10% target</i>
Establish consistent standards for CFO review and approval of purchases agencywide	<i>Complete/Not Complete</i>

Oversight and Transparency Implement corrective actions and policy/process improvements as identified in audits and management review

Complete or begin corrective action plans and audit recommendations	<i>50% target</i>
Review existing internal administrative policies and create new ones to avoid conflicts	<i>Complete/Not Complete</i>
Institute internal risk and compliance staffing infrastructure	<i>Complete/Not Complete</i>

Oversight and Transparency: Provide continued opportunities for the public to access, understand, and participate in agency projects, planning, and activities

Create online TransNet Dashboard	<i>50% target</i>
Transition Keep San Diego Moving to SANDAG.ORG	<i>25% target</i>
Complete or begin region-wide public survey to inform SANDAG work	<i>Complete/Not Complete</i>

Focus on Fundamentals: Deliver Board-approved Work Program, including TransNet Program

Deliver annual workplan on time and on budget	<i>80% Target</i>
Complete tolling back-office system transition on schedule	<i>Complete/Not Complete</i>
Release Draft 2025 Regional Plan	<i>Complete/Not Complete</i>

Focus on Fundamentals: Institute system of best practices, trainings, tools, and guidelines

Initiate development of project manager training (manual, tools, guidelines)	<i>Complete/Not Complete</i>
Complete or begin development of data governance policy	<i>10% complete</i>
Initiate data system and tools assessment	<i>Complete/Not Complete</i>

Focus on Fundamentals: Strengthen partnerships with community, member agencies, and owner/operators of agency

Identify opportunities to strengthen collaboration with Southern California Tribal Chairmen's Association	<i>Complete/Not Complete</i>
Provide regular updates to impacted jurisdictions on upcoming project impacts, benefits, and schedules	<i>Complete/Not Complete</i>

Identify opportunities to expand collaboration with community-based organizations

Complete/Not Complete

TransNet Smart Growth Incentive Program

Overview

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

Key Considerations

TransNet Triennial Performance Audit

Earlier this year, the 2024 TransNet Triennial Performance Audit was conducted and included an in-depth review of the SGIP. Six audit recommendations were made, and staff has been working to address the audit recommendations, as detailed in Attachment 1. Two of the recommendations have been completed, and the remaining four will be addressed with the release of the Cycle 6 Call for Projects.

Cycle 6 Call for Projects

The Cycle 6 Call for Projects was developed with input received from the local jurisdictions. Staff conducted stakeholder engagement through several opportunities, and a majority of the feedback was incorporated into the call for projects. Attachment 1 includes the stakeholder engagement process used to develop the call for projects. The draft Cycle 6 Call for Projects is included in Attachment 3.

The Transportation, Regional Planning, and Independent Taxpayer Oversight Committees were asked to recommend that the Board of Directors approve the evaluation criteria and release the call for projects at their respective meetings on [October 18, 2024](#) (Item 5), [November 1, 2024](#) (Item 3), and [November 13, 2024](#) (Item 9). At those meetings, the Committee members discussed minimum requirements for Climate Action Plans under the SGIP and whether TransNet Local Streets and Roads funding should be an allowable cash match source to receive points under the match funding criterion. Concerning the cash match for this program, Transportation Committee and Regional Planning Committee recommend moving forward with the staff recommendation to prohibit the use of TransNet Local Streets and Roads funding as a cash match because in-kind match would still be available. Independent Taxpayer Oversight Committee recommends allowing the use of TransNet Local Streets and Roads funding as a cash match to maximize the number of opportunities for local improvements because smaller jurisdictions may not have staff resources to provide in-kind match. Further details are included in Attachment 1.

Action: Approve

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

Fiscal Impact:

Up to \$45 million could be made available through the Cycle 6 Call for Projects through Overall Work Program No. 3300100: TransNet Smart Growth & Active Transportation Grant Programs.

Schedule/Scope Impact:

Pending Board of Directors approval, staff anticipates releasing the Smart Growth Incentive Program Cycle 6 Call for Projects in January 2025.

The Board is asked to consider the recommendations from the Committees and provide direction regarding the use of TransNet Local Streets and Roads funding as a match source.

Next Steps

The call for projects will be released in January 2025 and applications will be due in April 2025. The funding recommendations will be brought to the Independent Taxpayer Oversight Committee, Transportation Committee, and Regional Planning Committee for recommendation to the Board in July 2025.

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

- Attachments:
1. Discussion Memo
 2. SGIP Performance Metrics
 3. Cycle 6 Call for Projects

Discussion Memo

TransNet Triennial Performance Audit

In May 2024, the [2024 TransNet Triennial Performance Audit report](#) was released. The audit is mandated by the TransNet Ordinance, which requires an independent performance audit of the efficiency and effectiveness of Ordinance expenditures every three years. The FY 2024 audit scope focused on several areas, including SGIP and the status of implementing prior audit recommendations. Section 5 of the report details the audit results, which found that “activities adhered to grant applications and project outputs aligned with smart growth concepts - although there was limited data available to measure program outcomes.” Six audit recommendations were provided, and all received a Medium priority. Since the audit results were released, SGIP staff has been working to address the recommendations as quickly as possible. The first three recommendations require changes to be made to the Call for Projects, grant application, and grant agreement, which have all been addressed through the Cycle 6 Call for Projects.

1. Revamp the smart growth grant application form to clearly identify quantified, detailed objectives and deliverables to allow for meaningful analysis.
2. Require grantees to include a well-defined description of what will be constructed through the project to affect desired smart growth outcomes.
3. Require grantees to report on the quantifiable performance metrics now required in grant awards related to promoting smart growth goals to create compact, walkable, bikeable, and transit-oriented communities and increase housing and transportation choices around the region as applicable.
4. Put practice in place to summarize grantee performance data, analyze success of grant efforts, and report to ITOC.
5. Review grantees final close out reports and investigate any items the grantees marked as “in progress.”
6. Validate that smart growth grantees met all objectives and verify that grantees provided deliverables at project close-out during site visits.

One of the challenges with requiring detailed objectives and deliverables (audit recommendation Nos. 1 and 2 above) is developing a standard template that requires this information but also allows flexibility for the variances in project nuances. For the Cycle 6 Call for Projects, a more robust template for capital projects has been developed that sets the typical tasks for a capital project (e.g. project planning and development, final design and environmental review, right of way acquisition, construction contracting, construction, and project closeout) and requires grantees to include subtasks to help provide the project-level details that are needed. For planning and climate action plan projects, there is a wide array of methods and tasks that could be taken, so a more general template has been developed to request details at the task and subtask level such as the task or subtask description, task or subtask outcome/output, and task or subtask deliverables. Staff will review each planning and climate action plan application and conduct meetings with each applicant to review the scope of work in detail and make any necessary changes to include additional tasks or subtasks or other details that can assist with project monitoring, closeout, and future performance audits.

SGIP staff first incorporated performance measures (audit recommendation Nos. 3 and 4 above) in the Cycle 5 Call for Projects, but those projects had just begun when the 2024 Performance Audit was being conducted, and therefore, the results were not yet determined. Additionally, staff sought to develop more robust performance measures to more accurately detail the program’s achievements. Staff has developed a new set of SGIP performance metrics, included in Attachment 2, that applicants will be required to select from when their application is developed. The performance measures and baseline data will then

be included in their grant agreement, and the grantee will be required to demonstrate progress toward achieving those measures throughout the grant term and at project closeout. In January 2025, as part of the regularly scheduled TransNet grant programs quarterly status update, a new component will be introduced that includes detailed reporting of each grantee's progress to meet the performance measures in their agreement and a final assessment of what the grantee achieved with the grant at project closeout.

For audit recommendation Nos. 5 and 6 above, staff began implementing those recommendations as soon as the audit results were released. In June 2024, a new grant closeout checklist was implemented that requires all grants to be reviewed in detail prior to processing the final payment or releasing retention. This includes a review of the grantee's final report to ensure there are no items that are listed as still being in process. For construction projects, a site visit is conducted where the program manager goes to the project site and verifies that all work was completed as outlined in the grant agreement scope of work. The program manager then documents this on a capital project site visit report and the completed checklist and report files are included as an attachment when the final invoice and retention release requests are routed for approval to ensure that no final payments are made without the required documentation. Any grant where the grantee cannot provide all of the required deliverables or does not meet the program objectives will be brought to the ITOC and Transportation or Regional Planning Committees for resolution, including determining whether grant funding should be repaid to SANDAG.

Development of the Call for Projects

Stakeholder Engagement

To determine the need for SGIP funding in the region, staff began the development of the Cycle 6 Call for Projects with a listening session with the local jurisdictions on November 15, 2023. During this meeting, the following input was sought:

- **Staff Experience and Capacity:** Did the local jurisdictions have the staff capacity to implement both planning and capital projects within the grant agreement's timelines? Staff expressed concerns over limited capacity and the ability to prepare a competitive grant application.
- **Project Priorities:** What types of projects did the jurisdictions need funding for? Generally, local jurisdictions wanted funding for capital projects to enhance mobility and safety, augment staff to support projects, and planning activities to implement their housing elements.
- **Barriers:** What are the barriers to an agency in applying for funding? Some barriers include limited staff resources, grant administration, grant writing, a complicated application process, and schedules of other funding sources relating to ongoing projects.
- **Opportunities:** What are ways that SANDAG can address those barriers? Identifying processes and tools to support local jurisdictions, such as providing technical assistance in meeting grant requirements, offer grant writing resources and assistance with understanding project costs and developing a streamlined application, providing one-on-one consultations with jurisdiction staff, and providing data resources.
- **Application Process:** How can the call for projects process be changed to better suit your agency? Develop a streamlined application, allow multiple applications from a single jurisdiction, provide realistic timelines to execute projects successfully, and assist agencies with understanding how SGIP can fund a portion of a larger project.

Following the listening session, staff further refined the draft evaluation criteria and scoring rubric. The draft evaluation criteria (included in Attachment 3) were brought to the Mobility, Sustainable Communities, and Social Equity working groups for discussion at their June 2024 meetings, the Transportation Committee and the Climate Action Planning Task Force at their July 2024 meetings, and the Regional

Planning Committee at its September 2024 meeting. Feedback received included a greater consideration for equity and investing in underserved communities, raising the maximum award amount to account for inflation, reducing the administrative burden on applicants, and funding projects in descending score order without consideration of the number of awards an applicant could receive. This feedback was considered, and the following was incorporated into the proposed final call for projects.

- Increase the award maximums for the planning and capital project types. The planning project award maximum was raised from \$500,000 to \$1 million, and the capital project award maximum was raised from \$2.5 million to \$3.5 million.
- Further prioritize equity in the evaluation criteria. The Community Engagement criteria was enhanced to prioritize projects that are community-led, include underserved and limited English proficiency populations and provide a meaningful role for the community throughout the project lifespan.
- Reduce the administrative burden on applicants by simplifying the application to include more quantitative questions (Yes or No) and providing technical assistance to all applicants during the application period.
- Broadening the climate action plan project type to allow for jurisdictions with an adopted Climate Action Plan to receive funding for monitoring or implementation efforts that align with SGIP principles and the 2021 Regional Plan Environmental Impact Report.

Drafting the Call for Projects

To develop the SGIP Cycle 6 Call for Projects, staff utilized the most recent SGIP Call for Projects as a base. Changes were made to include the 2024 TransNet Triennial Performance Audit recommendations and an updated selection process as a result of input received from the Transportation Committee at its [July 21, 2023 meeting \(Item 9\)](#). Staff also made changes to the evaluation criteria to incorporate the agency's efforts in its Regional [Vision Zero Action Plan](#), including an emphasis on projects on the region's Safety Focus Network and Systemic Safety Network.

Similar to previous funding cycles of the SGIP, staff developed the Cycle 6 Call for Projects to include funding for two project types: planning and capital. Additionally, a third project type will fund new or updated climate action plans to address a commitment made in the 2021 Regional Plan Environmental Impact Report. The majority of funds would be made available in the capital category of funding, and a total of \$45 million would be available.

The proposed Call for Projects, including the evaluation criteria, is included in Attachment 3.

SGIP Eligibility

Project Location

The TransNet Ordinance states that SGIP funding “will be allocated to the Smart Growth Incentive Program to provide funding for a broad array of transportation-related infrastructure improvements that will assist local agencies in better integrating transportation and land use, such as enhancements to streets and public places, funding of infrastructure needed to support development in smart growth opportunity areas consistent with the Regional Comprehensive Plan,¹ and community planning efforts related to smart growth and improved land use/transportation coordination.” SGIP Cycle 5 limited funding to projects within geographically-restricted Smart Growth Opportunity Areas (SGOAs), which were identified in the Smart Growth Concept Map developed by SANDAG in 2016, and regionally identified employment centers.

¹ The Regional Comprehensive Plan is integrated into the 2021 Regional Plan.

With the adoption of the 2021 Regional Plan, the Sustainable Communities Strategy designated mobility hub areas as the region's strategy for integrating land use and transportation projects, policies and programs. To provide greater flexibility to local jurisdictions and align with the 2021 Regional Plan, staff proposes to remove the rigid geographic constraint used in prior cycles and fund projects that further smart growth principles and the goals and objectives of the 2021 Regional Plan and Sustainable Communities Strategy. Staff believe this approach will make funding available to a broader array of projects that further the goals of the TransNet SGIP identified above. Projects would:

- Implement a comprehensive approach to influence land development by improving the public realm and encouraging private smart growth projects that, in combination, create great places, advance mobility hub concepts, and leverage advanced technologies.
- Serve as model examples for smart growth in a variety of settings throughout the region.
- Contribute to reducing GHG emissions and vehicle miles traveled and improve public health by encouraging travel by means other than single-occupant vehicles. In particular, proposed projects would support public transit usage by improving access to transit and be located in areas served by transit.
- Support future housing development.
- Proposed capital projects would be "ready to go" and serve as catalysts for further smart growth development.

Adopted Climate Action Plan (CAP) or Greenhouse Gas (GHG) Reduction Plan

With the adoption of the 2021 Regional Plan and [GHG Mitigation Measure 5A included in the Environmental Impact Report](#), applicants must have a locally adopted CAP or GHG reduction plan to be eligible to receive grant funding for Planning and Capital Projects from the SGIP. The applicant is required to self-certify through the submittal of a resolution that the applicant has a locally adopted CAP or GHG reduction plan or will adopt one before the Board of Directors' approval of the SGIP funding recommendations.

Agencies that do not have a locally adopted CAP or GHG reduction plan can apply for SGIP funding to develop one under the climate action plan project type. The evaluation criteria for this project type prioritize funding for new CAPs over other climate action plan activities. Any new or updated CAP or GHG reduction plan that receives funding through SGIP must meet the requirements outlined in GHG Mitigation Measure 5A:

- Be adopted by the jurisdiction's elected decision-making body.
- Establish a locally appropriate 2030 GHG reduction target for communitywide GHG emissions derived from the State's legislative target for 2030 (as established by SB 32 or as amended by future legislation) and should establish long-term targets.
- Quantify, using substantial evidence, how local GHG reduction strategies, programs, and measures would meet or exceed the local GHG reduction target.
- Establish a mechanism to monitor the plan's progress toward achieving the target, including reporting data to SANDAG consistent with, and inclusion in, the Climate Action Data Portal or similar database, and a requirement to amend the plan if it is not achieving adopted goals.

Matching Funds

Previous SGIP Calls for Projects awarded points for matching funds. Applicants could provide matching funds as in-kind services or as cash from the Applicant. Points were awarded based on the amount of

matching funds the applicant provided, compared to the total cost of the project. Other TransNet funds, including Local Street and Road Program funding, were allowed to be used as a cash match, along with other federal, state, and local funding. Additionally, the Calls for Projects would state that “All TransNet funds are subject to [Board Policy No. 031](#), Rule 21. Local Street and Road Program TransNet funds are an acceptable source of match as long as TransNet grant funding will not be used to fulfill routine accommodations required under the Extension Ordinance and/or supplant TransNet funds committed to an existing project programmed in the currently adopted Regional Transportation Improvement Program.”

Staff has reviewed the [TransNet Extension Ordinance and Expenditure Plan](#) and Board Policy No. 031, and there is no specific language that allows for or prohibits the use of other TransNet funds as a cash match for SGIP funding. The Ordinance and Expenditure Plan states, “It is intended that these [SGIP] funds be used to match federal, state, local, and private funding to maximize the number of improvements to be implemented.”

When developing the Cycle 6 Call for Projects, Staff understood that other local, state, and federal funding may not be available to support all projects, and therefore, in-kind services such as staff salaries were recommended to be allowable and a match would not be required. Additionally, the amount of match required to receive points was reduced to incentivize applicants to provide a match but not to dissuade or adversely affect applicants who cannot provide a match.

Staff recommended to the Transportation and Regional Planning Committees that other TransNet funding, including Local Street and Road Program funding, not be a permitted cash matching funds source. The Transportation and Regional Planning Committees discussed this recommendation and expressed concerns that the change could harm smaller cities that do not have other sources of matching funds. Committee members discussed removing the matching funds criteria completely but decided not to recommend any changes to the draft Call for Projects, including matching funds, since in-kind services such as staff time could be provided as a match. The Transportation and Regional Planning Committees recommend that the Board of Directors approve the evaluation criteria and release the Cycle 6 Call for Projects for the Smart Growth Incentive Program.

The ITOC discussed the Transportation and Regional Planning Committees’ recommendation that other TransNet funding, including Local Street and Road Program funding, not be permitted as a source of cash match. At the meeting, ITOC members voiced concerns that this change could harm smaller cities and underserved communities that do not have other sources of funding besides TransNet. ITOC members noted that the SGIP funding makes many of the region’s local projects possible and that the number of opportunities for local improvements should be maximized. The ITOC recommends that the Board of Directors approve the evaluation criteria except for the prohibition on the use of other TransNet funding as a cash match and release the Cycle 6 Call for Projects for the Smart Growth Incentive Program.

The Ordinance states, “The Commission shall establish specific project eligibility criteria for this program,” and determining whether other TransNet funding can be an eligible matching funds source is being brought to the Board of Directors for consideration with the review of the Cycle 6 Call for Projects.



Smart Growth Incentive Program (SGIP) Performance Metrics

Below are examples of performance metrics that could be used to measure a project's success in meeting the SGIP goals, depending on the type of project funded through the SGIP. Grantees may propose their own performance metric(s) but they must be related to the project scope, be quantifiable, and be included in the grant agreement. For each measure used, the Grantee must provide the baseline measure (before the SGIP project began) and the post-delivery measure (once the SGIP project was completed). A minimum of five metrics must be used for each project. Grantees can refer to Smart Growth America's [From Policy to Practice: A Guide to Measuring Complete Streets Progress](#) for additional guidance and examples.

PROCESS METRICS

Funding Measures: *How money is budgeted and spent on Smart Growth*

- Percent of active transportation funding allocated to underserved communities
- Percent of funding allocated to systemic/risk-based safety efforts
- Percent of maintenance funding devoted to maintaining bike, pedestrian, and transit infrastructure
- Percent of publicly funded building projects that included an improvement for biking, walking, and/or transit (e.g., new/rebuilt schools, parks, or other capital projects that involve a publicly funded/owned site contributing to improvements)
- Percent of transportation funding allocated to high-injury networks
- Percent of transportation funding allocated to Safe Routes to Schools
- Percent of transportation funding allocated to sidewalks and bike lanes for transportation versus recreation
- Cost savings by combining efforts/funds leveraged between agencies or departments (e.g., transportation, public works, health, and parks departments)
- Transportation funding (Total and percent) allocated to projects that improve pedestrian, bicycle, and/or transit level of service

Accountability: *Efficiency and transparency of internal processes related to Smart Growth*

- Level of coordination/collaboration among relevant departments (transportation, land use/zoning, housing, economic development, public health, etc.)
- Number and nature of approved and denied exceptions
- Number of existing plans/policies updated to comply with the smart growth policy (including plans/policies for other departments such as school site policies, policies for locating community services, etc.)
- Number of new staff hired or existing staff/full-time equivalents focused on smart growth policy implementation
- Number of publicly available progress reports and/or dashboards with pertinent performance measures
- Number of public requests for smart growth projects/improvements and their fulfillment rate
- Number/percentage of staff who received training on smart growth per year (disaggregated by tenure, role, etc.)
- Number of uses of smart growth checklists in planning and capital projects
- Use of performance measures to inform project selection and prioritization (For example: Have traffic crash hot spots (high-injury networks) been identified and prioritized? Have "communities of concern" been identified and prioritized? Have systemic/risk-based areas and corridors been identified and prioritized?)

Community Engagement: *The extent to which the public can understand and participate in processes and projects related to smart growth*

- Number of authentic and creative public engagement events and actions such as “pop-up” demonstrations, walk audits, community bike/walk events, etc., and number of people engaged in them (disaggregated by demographics)
- Number of community members and community organizations involved in project development and representation by underserved/vulnerable groups
- Number of meetings held by a committee that includes both internal and external stakeholders (and representation of underinvested and vulnerable communities)
- Number of participatory budgeting events related to smart growth
- Number of suggestions/proposals from community engagement processes that are incorporated into decisions and plans

IMPLEMENTATION METRICS

Infrastructure Projects *(built/repaired/upgraded/removed): Physical alterations to streets and surrounding areas*

- Percent of ADA-accessible sidewalks and intersections (curb ramps, audio signals, tactile pavement, etc.)
- Percent of repaving miles that included a change/improvement for biking, walking, and/or transit; or safety improvements such as traffic calming, intersection improvements, etc.
- Accessible signage and information (existing and new additions) for all users (pedestrians, bicyclists, transit riders, etc.)
- Coverage of streets with lighting, especially at intersections, that is pedestrian-scaled, etc.
- Miles of bike lanes: new, repaired, and total (condition/quality, width, striped, protected, shaded, etc.)
- Miles of sidewalk: new/repaired /total (condition/quality, width, shaded, accessible, etc.)
- Number of bike racks, bike parking spaces, bike maintenance stations, and other supportive infrastructure, and their location in relation to need
- Number of beautification/art/ cultural projects (street trees, murals, façade improvements, painted crosswalks, collaboration with local artists, etc.)
- Number of intersection improvements to facilitate multimodal access (crosswalks, new/adjusted signal timing, stop signs, circular intersections, bollards, bike signals, etc.)
- Number of midblock crosswalks (and details such as striped, raised, improved signal, signage, distance to nearest transit stop or intersection, etc.)

Network Creation: *Projects to ensure a complete, multimodal transportation network*

- Percent of bike plan/walk plan/ Vision Zero network completed
- Average block length
- Conflicts (or absence thereof) between local and state or federal standards
- Distance between intersections/ changes in intersection density
- Measures of directness of implemented cycling and pedestrian projects from key origins and destinations throughout the network
- Number of interventions/projects to close gaps in pedestrian/bicycle/transit network and create connections to important destinations for nondriving (e.g., employment, food, healthcare)
- Number of projects focused on creating first-mile/last-mile transit access connections for non-drivers

Places And Destinations: *Placemaking and other actions to create more livable and healthy communities*

- Amount of usable public space (e.g., number of spaces and square feet)
- Number and type of changes to zoning ordinances to promote smart growth (e.g., sidewalks in residential zones and pedestrian amenities like benches, lighting, and trees in commercial zones)
- Percent of land area with exclusionary zoning (e.g., land area reserved only for large single-family houses)
- Increase in mixed-use zones/ coverage (in sustainable and equitable ways)
- Increase in residential density (in sustainable and equitable ways)

- New and existing outdoor seating spaces added/repaired/replaced
- Number of new placemaking amenities that naturally invite walking, rolling, sitting, dancing, eating/drinking, socializing, waiting for transit, seeking shade, playing, learning, etc.
- Number of outdoor dining space permits issued (without encroachment on sidewalk/ clearance)

Parking: *Actions to right-size parking policies and requirements*

- Percent of paid vs. unpaid parking
- Number of off-street surface parking spaces
- Number of on-street parking spaces added/removed, paid/unpaid
- Parking ratio in commercial office buildings: parking spaces per 100k sq ft of space
- Removal/reduction of parking minimum requirements and regulations
- Residential multifamily parking: number of spaces per unit in new buildings

IMPACT METRICS

ACCESS: *Improvements to the multimodal transportation system that give users options for safely reaching important destinations*

- Percent of population and jobs near high-quality transit (e.g., high-frequency service seven days a week).
- Percent of population burdened by transportation and housing combined (spending more than 45% of annual income on transportation and housing combined)
- Percent of population burdened by transportation costs (spending more than 15% of annual income on transportation)
- Percent of the population for whom lack of transportation kept them from/resulted in being late to important destinations such as work, medical appointments, education, social engagements)
- Percent of population with direct access to a low-stress bike network/sidewalks
- Percent of students traveling to school via active transportation modes (e.g., walking, biking)
- Percent of transit stops that are ADA accessible and with amenities (e.g., sidewalk, curb-cut/ramp access, shelters, seating, lighting)
- Percent of transit stops with marked crosswalks within 50 feet
- Changes in mode split and vehicle miles traveled (VMT) and/or single occupancy auto commute trips over time
- Commute times by travel mode. For example, the number of people that can reach jobs within 30, 45, and 60 minutes via transit, biking, walking, and driving

ECONOMY: *Effects of smart growth interventions on local economies*

- Amount of affordable and attainable housing near important destinations
- Amount of private investment in adjacent properties
- Changes in property values, vacancy rates, retail sales, number of jobs and local businesses, tax yield per acre
- Employment rates in nearby census tracts
- Number of private sector-led projects or public-private collaborations
- Number of visitors to the project area (total and by travel mode) and changes over time
- Permanent maintenance jobs created (or FTE dedicated) and hiring from local communities
- Surrounding rehabilitation construction permits
- Sales tax revenue
- Temporary construction jobs created (or FTE dedicated) and use of local workforce

SAFETY & PUBLIC HEALTH: *Benefits of smart growth interventions such as reducing crashes and rates of chronic illness*

- Percent of streets with stormwater facilities/xeriscape/rain gardens
- Average emergency vehicle response times (e.g., percentage of emergency calls for which the first arriving unit was <4 minutes)
- Changes in air quality (e.g., Air Quality Index or carbon emissions)
- Rates of chronic illnesses by race/age/income

- Changes in corridor and impact area noise levels (e.g., chronic exposure to noise levels > 45 dB)
- Changes in crash fatalities by demographics, location, and conditions
- Changes in crash injuries by demographics, location, and conditions
- Changes in motor vehicle operating speeds/speed limit compliance
- Changes in shade canopy coverage to mitigate the urban heat island effect and heat stress on vulnerable populations (measured via ambient temperatures)
- Changes in water pollution from runoff
- Rates of meeting physical activity guidelines by race/age/income

USAGE: *Changes in the ways people move around and occupy space*

- Average number of minutes users spend in places at different times of day, days of week, and times of year
- Number of people congregating at different times of day, days of week, and times of year in the project area (disaggregated by demographics such as age, gender, ability, race/ethnicity)
- Number of users on existing and new infrastructure
- Parking utilization for cars and bicyclists
- Transit ridership

PUBLIC PERCEPTION: *The opinions and perspectives of the public, business owners, and other stakeholders related to the implemented smart growth interventions*

- Changes in the perceived quality of life of residents in neighborhoods adjacent to the implemented project (compared with residents not adjacent to the project)
- Changes in the perceived safety of residents in neighborhoods adjacent to the implemented project (compared with residents not adjacent to the project) measured through surveys
- Changes in trust in government among residents in neighborhoods adjacent to the implemented project compared with residents of "control" neighborhoods (e.g., participation in community engagement events, surveys, etc)
- Perceptions of mobility among business owners and customers
- Perception of social cohesion/connectedness/community
- Perceptions of transportation needs: "Are your transportation needs being met?"
- Satisfaction with public places



Smart Growth Incentive Program (SGIP)

Cycle 6 Call for Projects

Program Website

<http://www.sandag.org/grants>

Program Contact

Goldy Herbon

Senior Grants Program Analyst

619-699-6990

grantsdistribution@sandag.org

Eligible Applicants

Cities in the County of San Diego and the County of San Diego

In order to receive funding for Planning or Capital projects, the Applicant must have an adopted Climate Action Plan (CAP). Eligible Applicants who do not have an adopted CAP can apply for a Climate Action Plan project to receive funding to develop a CAP.

Example Projects

- **Planning:** Curb management plans, specific or area plans, transit-oriented development plans, complete streets plans or policies, rezoning or zoning updates, Program-level environmental clearance, density bonus ordinance, etc.
- **Capital:** Updating housing supportive infrastructure, bike and pedestrian infrastructure enhancements, traffic calming infrastructure such as roundabouts, streetscape or placemaking enhancements for pedestrians, projects listed in CAPs as applicable, etc.
- **Climate Action Plan:** New or updates to existing climate action plans and GHG reduction plans

Program Overview

The San Diego Association of Governments (SANDAG) is soliciting applications for its Smart Growth Incentive Program (SGIP). The goal of this program is to fund comprehensive planning activities, public infrastructure projects, and climate action plan projects that facilitate compact, mixed-use, transit-oriented development and increase housing and transportation choices.

Funding Source: TransNet Extension Ordinance

Amount of Funding Available: \$45 million

- **Planning:** \$12 million
- **Capital:** \$30 million
- **Climate Action Plan:** \$3 million

Matching Funds: Matching Funds are not required

Project Types

Applicants can submit multiple applications under each project type.

- **Planning:** Includes plans and processes that accelerate smart growth activities but will not directly result in the construction of a public improvement project.
- **Capital:** Will eventually result in the construction of public improvements. Project phases can include environmental, design (conceptual, preliminary, or final), right-of-way, and construction.
- **Climate Action Plan:** To prepare a new CAP or CAP Update and GHG reduction plans, or CAP or GHG reduction plan implementation and monitoring efforts that keep pace with state targets and goals for GHG emission reductions.

Award Sizes and Performance Period

	Planning	Capital	Climate Action Plan
Minimum Award	\$150,000	\$500,000	\$150,000
Maximum Award	\$1,000,000	\$3,500,000	\$400,000
Performance Period	3 years	3.5 years	3 years

Timeline

Activity	Date
Release of the Call for Projects	1/6/2025
Call for Projects Question Deadline (by 5 p.m.)	3/28/2025
Deadline to request application assistance	3/28/2025
Responses to all questions released in BidNet	4/4/2025
Application Deadline (by 5 p.m.)	4/11/2025
Applicant Resolution Deadline	5/11/2025
SANDAG Regional Planning Committee Meeting (proposed funding recommendations)	7/18/2025
SANDAG Transportation Committee Meeting (proposed funding recommendations)	7/18/2025
SANDAG Board of Directors Meeting (proposed funding recommendations)	7/25/2025
Grant Agreements Executed/Notices to Proceed Issued	10/1/2025



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
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I. Glossary of Key Terms

Accessory Dwelling Unit (ADU) is a secondary living unit on the same property as a primary residence that can provide independent living for one or more people.

Applicant is an organization that is considering or has submitted an application in response to a Call for Projects.

Application Deadline is the date and time when applications must be submitted to the CTC's ATP Application Portal 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 Environmental Quality Act (CEQA) requires state and local agencies in California to identify the significant environmental impacts of their actions, including impacts to cultural resources, and to avoid or mitigate those impacts if feasible.

California Tax Credit Allocation Committee/Housing and Community Development (TCAC/HCD) Opportunity Map identifies areas whose characteristics have been shown by research to be most strongly associated with positive economic, educational, and health outcomes for low-income families – particularly long-term outcomes for children – when compared to other neighborhoods in the same region. The map also identifies areas in California that are both high-poverty and racially segregated. The 2024 TCAC/HCD Opportunity Map is available [here](#).

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.

Capital Project is a type of project that will eventually result in the construction of public improvements. Project phases can include environmental, design (conceptual, preliminary, or final), right-of-way, and construction.

Climate Action Plan (CAP) is a comprehensive policy document that outlines the actions a local jurisdiction is taking or will take to reduce community-wide greenhouse gas (GHG) emissions.

Climate Action Plan Project is a type of project that will prepare a new CAP or a CAP Update, including a GHG reduction plan that keeps pace with state targets and goals for GHG emission reductions.

- **New CAP** is a subtype under the Climate Action Plan Project type that will develop a CAP for an agency that does not have an adopted CAP.

- **CAP Update** is a subtype under the Climate Action Plan Project type that will update an already adopted CAP. The California Office of Planning and Research recommends that a CAP be updated every 3-5 years.
- **Implementation and/or Monitoring of an Existing CAP** is a subtype under the Climate Action Plan Project type that will develop an implementation or monitoring plan for an already adopted CAP.

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.

Environmental Impact Report (EIR) is a detailed statement prepared under the California Environmental Quality Act (CEQA) that describes and analyzes the significant environmental effects of a project and discusses ways to mitigate or avoid the effects.

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 rate.

General Plan A policy document required of California cities and counties by state law that describes a jurisdiction's future development in general terms. All land use decisions must be derived from this document. The General Plan contains broad policy statements about the jurisdiction's goals. It also must contain seven mandatory elements: Land Use, Circulation, Housing, Conservation, Open Space, Noise, Safety, and Environmental Justice.

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 Smart Growth Incentive Program and has entered into a grant agreement with SANDAG.

Greenhouse Gas Emissions (GHG) are the release of water vapor, ozone, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, chlorofluorocarbons, perfluorocarbons, and sulfur hexafluoride that influence global climate change.

Independent Taxpayer Oversight Committee (ITOC) is a group of community members appointed by SANDAG to provide an enhanced level of accountability for expenditures of TransNet funds, as outlined in the TransNet Extension Ordinance and Expenditure Plan. The committee helps ensure that all voter mandates are carried out as required and develops recommendations for improvements to the financial integrity and performance of the program. The ITOC meetings are generally held on the second Wednesday of every month. More details on ITOC are available [here](#).

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. The indirect cost rate is the ratio (expressed as a percentage) of the indirect costs to a direct cost base.

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.

Local Transit Stop is any stop served by MTS bus routes or NCTD BREEZE services. A list of MTS transit services and stations is available here: <https://www.sdmts.com/transit-services>. A list of NCTD services and stations is available here: <https://gonctd.com/services/transit-centers/>.

Major Transit Stop is a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

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.

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 Call for Projects.

Mixed Use is the combining of commercial, office, and residential land uses to provide easy pedestrian access and reduce the public's dependence on driving. It can be implemented in multistory buildings containing businesses and retail stores on the lower floors and housing on the upper floors.

Mobility Hubs are communities with a high concentration of people, destinations, and travel choices. They provide an integrated suite of mobility services, safe roads, and supporting amenities and technology to help people reach high-frequency transit or make short trips around a community. Mobility Hubs can span one, two, or a few miles, and each hub is uniquely designed to fulfill a variety of travel needs while strengthening the sense of place.

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.

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.

Performance Metric is the specific, quantifiable unit of measurement that will be used to determine an SGIP project's success in meeting SGIP goals and objectives. For example, a performance metric could be the number of linear feet of class IV bicycle facilities constructed in the project area.

Planning Project is a type of project that includes plans and processes that accelerate smart growth activities but will not directly result in the construction of a public improvement project.

Prohousing Designation is a designation that the California Department of Housing and Community Development gives to document a jurisdiction's commitment to implementing local policies that remove obstacles to new housing and recognizes the work that a jurisdiction has already done to address California's severe housing shortage and affordability crisis. Applicants seeking to build affordable housing projects in local governments that receive the Prohousing Designation can receive priority processing or funding points when applying for several funding programs. More information is available [here](#).

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 Notice to Proceed 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 Housing Needs Assessment (RHNA) quantifies the need for housing and informs land use planning in addressing identified existing and future housing needs resulting from population, employment, and household growth. The RHNA process is reassessed every eight years, and SANDAG is currently in its 6th cycle, covering April 15, 2021 – April 15, 2029.

Regional Planning Committee (RPC) is one of six policy advisory committees at SANDAG that advise the Board of Directors on developing and implementing the Regional Plan and Sustainable Communities Strategy. The RPC reviews and provides recommendations to the Board on the eligibility and evaluation criteria of the Call for Projects and reviews and provides recommendations to the Board on the SGIP funding recommendations. The RPC 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 RPC are available [here](#).

Regional Transit Station is any station served by COASTER, SPRINTER, Trolley, Rapid, or Rapid Express Routes.

Regional Vision Zero Resolution is a resolution adopted by the SANDAG Board of Directors that contains actionable steps toward eliminating all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility options for all. The Resolution is available [here](#).

Safety Focus Network (SFN) identifies roads with the highest concentration of fatal and serious injury crashes. SANDAG identified this regional network as part of its Vision Zero

program The SFN consists of 6% of the non-freeway network and accounts for 54% of fatal and serious injury crashes. A GIS layer detailing the Safety Focus Network locations is available on the SANDAG Traffic Safety Dashboard [here](#).

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.

Smart Growth Incentive Program (SGIP) is a competitive grant program funded by the *TransNet* Extension Ordinance that provides funding for transportation-related infrastructure improvements and planning efforts that support smart growth development.

Smart Growth is a compact, efficient, and environmentally sensitive pattern of development that provides people with additional travel, housing, and employment choices by focusing future growth away from rural areas and closer to existing and planned job centers and public facilities while preserving open space and natural resources.

Sustainable Communities Strategy is an element of the Regional Transportation Plan that demonstrates how development patterns and the transportation network, policies, and programs can work together to achieve the targets set by the California Air Resources Board for reducing regional greenhouse gas emissions from cars and light trucks in a region. More information is available [here](#).

Systemic Safety Network (SSN) is a proactive, risk-based network screening that identifies facilities with several features that strongly correlate with severe crashes. SANDAG has developed this regional network as part of its safety program. A map detailing the Systemic Safety Network locations is available on the SANDAG Traffic Safety Dashboard [here](#).

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.

Transit Priority Area (TPA) is an area within a half-mile of a Major Transit Stop that is existing or planned.

Transit-Oriented Development (TOD) is residential and employment growth that occurs near existing and planned public transit facilities.

TransNet Extension Ordinance and Expenditure Plan is the document that was approved by the voters in 2004 to extend the half-cent sales tax from 2008 through 2048. The document is available [here](#).

TransNet is the half-cent sales tax administered by SANDAG to fund local transportation projects consistent with the Regional Plan. The first 20-year TransNet measure was approved by voters in 1987. It went into effect in 1988 and was extended by voters in 2004 for 40 years. TransNet is the funding that is provided to grantees through the SGIP.

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 Call for Projects and reviews and provides recommendations to the Board on the SGIP 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](#).

Vehicle Miles Traveled (VMT) is the total number of miles traveled on all roadways by all vehicles. Reducing VMT can help ease traffic congestion and improve air quality.

Vision Zero is a national campaign that uses a variety of strategies to work toward eliminating deaths and severe injuries on our streets by focusing on roadway design and policies that affect people’s choices.

II. 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.
SANDAG Board Policy No. 031, Rule 21	Review the Board Policy and rule that outlines the requirements for the use of TransNet funds for the accommodation of bicyclists and pedestrians.
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 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 Traffic Safety Dashboard	Interactive site with crash data from the Statewide Integrated Traffic Records System, National Transit Database, and Federal Rail Administration.
SGIP Cycle 6 Interactive Mapping Tool	Utilize the map to determine project eligibility and how points will be determined for several evaluation criteria. The map will also be used to submit information in the application. The map contains layers for the following: <ul style="list-style-type: none"> • Transit Stops and a half-mile buffer area • SSN and SFN and a half-mile buffer area • TPAs • Mobility Hubs • Disadvantaged Communities • Jurisdiction boundaries

SGIP Grant Program Webpage	Learn about the program, including program requirements, past grant awards, and SANDAG performance monitoring.
SGIP Performance Metrics	Review the examples of performance metrics that can be used to measure a project’s success in meeting the SGIP 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 Call for Projects materials.
TransNet Project Map	Provides an interactive map that shows some of the projects funded by the <i>TransNet</i> Smart Growth Incentive Program to date.
TransNet Webpage	Learn more about the TransNet program.

III. Background

A. 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.

B. Smart Growth Incentive Program

1. Overview

The [TransNet Extension Ordinance](#) provides funding for a competitive grant program that supports local efforts to increase walking, biking, and transit use throughout the region: the Smart Growth Incentive Program (SGIP).

2. Goals and Objectives

The goals of the SGIP are to encourage comprehensive public infrastructure projects and planning activities that facilitate compact, mixed-use development focused near public transit, and that aim to increase housing and transportation choices, reduce greenhouse gas (GHG) emissions, and improve public health. The SGIP seeks to fund projects that can serve as models around the region and attract private development. Projects funded by this program must support the objectives outlined below, derived from the goals in the SANDAG 2021 Regional Plan (Regional Plan) and its Sustainable Communities Strategy (SCS).

- Implement a comprehensive approach to influence land development by improving the public realm and encouraging private smart growth projects that, in combination, create great places, advance mobility hub concepts, and leverage advanced technologies.
- Serve as model examples for smart growth in a variety of settings throughout the region.
- Contribute to reducing GHG emissions and vehicle miles traveled, and improve public health by encouraging travel by means other than single-occupant vehicles. In particular, proposed projects should support public transit usage by improving access to transit and be located in areas served by transit.
- Support future housing development.
- Fund proposed capital projects that are “ready to go” and serve as catalysts for further smart growth development.

IV. Eligibility

A. Eligible Applicants and Projects

1. Eligible Applicants

- **Individual Jurisdictions:** Eligible Applicants include the 18 incorporated cities in the SANDAG region and the County of San Diego.
- **Partnerships:** Jurisdictions can opt to work together on an application to conduct eligible activities consistent with the goals and objectives of this program. Jurisdictions also may partner with a community-based organization (CBO) or nonprofit providing services in the San Diego region to ensure the benefits of their activities are realized by a broad population and in an equitable manner. Only the 18 cities and the County of San Diego are eligible to serve as the lead Applicant and grantee, and the grant agreement cannot be assigned to a third party.

Applicants forming partnerships must provide a letter of support from each jurisdiction, CBO, or nonprofit.

Per the adoption of the 2021 Regional Plan and [GHG Mitigation Measure 5A included in the Environmental Impact Report](#), Applicants must have a locally adopted CAP or GHG reduction plan to be eligible to receive grant funding for Planning and Capital Projects from the SGIP. The Applicant is required to self-certify through the submittal of a resolution that the Applicant has a locally adopted CAP

or GHG reduction plan or will adopt one before the Board of Directors' approval of the SGIP funding recommendations (see the Timeline for the anticipated date).

Agencies that do not have a locally adopted CAP or GHG reduction plan can apply for SGIP funding to develop one under the Climate Action Plan project type. The evaluation criteria for this project type prioritize funding for new CAPs over other climate action plan activities.

2. Eligible Project Types

Proposed projects must be eligible under the TransNet program. The [TransNet Extension Ordinance](#) broadly defines the SGIP. Proposed projects can include a “broad array of transportation-related infrastructure improvements that will assist local agencies in better integrating transportation and land use, such as enhancements to streets and public places, funding of infrastructure needed to support development... and community planning efforts related to smart growth and improved land use/transportation coordination” (Section 2C.3, p. 8 of the TransNet Extension Ordinance). The ITOC recommends to the Board of Directors whether a project is eligible to receive TransNet funding. All projects must meet the SGIP goals and objectives to be deemed eligible.

Three types of projects are eligible for funding, as listed below. See the Glossary of Key Terms for the definition of each type. Example projects under each type are provided below. Additional project examples may also be eligible as long as the project meets the goals of the SGIP and is consistent with the TransNet Extension Ordinance and Expenditure Plan. Applicants are encouraged to contact SANDAG to request assistance in determining whether a particular project not listed below may be eligible.

Planning Projects

- Comprehensive planning efforts:
 - Specific area plans or community plans
 - Amendments/updates to general or specific plans
 - Updates to complete street policies
- Smaller-scale neighborhood planning activities:
 - Traffic calming or mobility plans
 - Feasibility studies for future capital improvements
 - Parking management plans
 - Form-based codes or design guidelines
 - Planning efforts required to make smart growth zoning changes
 - Health Impact assessments (HIAs) to inform the development of local planning efforts funded by the SGIP, such as specific plans, area plans, or specific plan amendments. Any proposed HIAs must be directly connected to a proposed SGIP planning project
- Complete Streets Design Manuals
- Financing Tools
- Smart Growth Studies

- Transit Oriented Development Overlay Zones
- Transit Oriented Concept Plans
- Mobility Hub Plans

Capital Projects

Proposed projects must:

- Meet the requirements for the accommodation of bicyclists and pedestrians outlined in [SANDAG Board Policy No. 031, Rule 21](#).
- Meet the minimum geometric standards outlined in the Caltrans Highway Design Manual (Chapter 1000: Bicycle Transportation Design), the California Manual on Uniform Traffic Control Devices, and design guidance established by a national association of public transportation officials such as the National Association of City Transportation Officials (NACTO).
- Meet the [Public Rights-of-Way Accessibility Guidelines](#).

Applicants must have completed a feasibility study or an equivalent project feasibility evaluation.

Some examples of capital projects include, but are not limited to:

- Public plazas
- Pedestrian street crossings
- Streetscape improvements (such as median landscaping, street trees, lighting, and street furniture)
- Parklets
- Traffic calming features (such as pedestrian bulb-outs or traffic circles)
- Access improvements to transit stations/routes
- Wayfinding signage
- Community gateway features
- Pedestrian and bike paths and bridges
- On-street bike lanes
- Bike parking
- Low-impact development elements included as part of the above

Climate Action Plan Projects

The 2021 Regional Plan and [GHG Mitigation Measure 5A included in the Environmental Impact Report](#) requires SANDAG to make funding available for local jurisdictions to prepare new CAPs and CAP Updates and GHG reduction plans that keep pace with future longer-term State targets and goals for GHG emissions reductions. Any new or updated CAP or GHG reduction plan receiving funding through SGIP shall meet the following minimum criteria:

- Be adopted by the jurisdiction's governing body (city council or Board of Supervisors).
- Establish a locally appropriate 2030 GHG reduction target for communitywide GHG emissions derived from the State's legislative target for 2030 (as established by SB 32 or as amended by future legislation), and establish long-term targets.
- Shall quantify, using substantial evidence, how local GHG reduction strategies, programs, and measures would meet or exceed the local GHG reduction target.
- Shall establish a mechanism to monitor the plan's progress toward achieving the target, including reporting data to SANDAG consistent with, and inclusion in, the Climate Action Data Portal or similar database, and a requirement to amend the plan if it is not achieving adopted goals.

3. Other Project Eligibility Requirements

To be eligible, a project must also meet all of the following criteria:

- Funded projects must not have alcohol, political, religious, or discriminatory themes or affiliations.
- Projects must be able to meet the performance measures that are included in the grant agreement between SANDAG and the Grantee.
- Projects already underway and that are fully funded are eligible to apply **ONLY** if the application requests funds for additional work beyond the scope of the current project. *TransNet* funds cannot be used to replace existing project funding.

4. Project Milestone and Completion Deadlines

The project schedule must confirm the following milestone and completion deadlines established in SANDAG [Board Policy No. 035](#).

Planning and Climate Action Plan Projects

- If a consultant contract is required, the project must be completed within **three years** of receiving the Notice to Proceed (NTP) from SANDAG.
- If no consultant contract is necessary, the project must be completed within **two years** of receiving the NTP from SANDAG.
- Completion is when the grantee approves the final planning project deliverable specified in the grant agreement. The grantee's policies shall determine the level of approval required (e.g., staff or City Counsel).

Capital Projects

- If a construction contract is required, the project must be open to the public within **three and a half years** following SANDAG's issuance of the NTP.
- If no construction contract is necessary, the project must be open to the public within **eighteen months** following SANDAG's issuance of the NTP.
- Completion of construction is when the prime construction contractor is relieved from its maintenance responsibilities.

B. 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 Notice to Proceed 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.

C. Ineligible Activities and Expenses

Ineligible projects and activities are those that do not align with the program goals and objectives. Projects already funded by TransNet are not eligible.

The following activities and expenses are ineligible through the grant program:

- Capital financing, operation, or funding related to programs of individual development projects
- Administrative costs of persons employed by the grantee for activities not directly related to the preparation and adoption of the proposed activity or activities
- Costs for work performed prior to SANDAG issuing a Notice to Proceed or following the termination of the grant agreement; or
- Claims or litigation costs
- Curb, gutter, and other drainage improvements
- Driveway Ramps Installed Across Sidewalks
- If local roadway design standards require a roadway shoulder to be the standard bike lane width of five feet or wider, the cost of the shoulder construction is not eligible. Projects, including roadway shoulder construction, that do not exclusively and explicitly provide bike or pedestrian infrastructure are ineligible.
- Projects that are a required element of a larger capital improvement project.

If necessary, Applicants can include curb, gutter, and other drainage improvements as part of their broader application, and allocate Matching Funds toward their construction. Applicants should consult with SANDAG staff before they submit a grant application to confirm eligible and ineligible expenses. For example, if the removal and/or replacement of curb and gutter, driveway ramps, drainage facilities, and other existing improvements will be necessary to construct a bikeway or sidewalk, the cost of this work is likely eligible; however, Applicants will be required to justify the necessary inclusion of such improvements before submitting the grant application.

V. Funding

A. Available Funding

\$45 million is available through this CFP. SANDAG intends to award projects from each of the three project types as described below. The total amount of funding awarded for each project type will be determined by the number of applications received, the Minimum Total Application Score, each application's Total Application Score, and the Application Evaluation Process described in this Call for Projects.

- **Capital Projects** - \$30 million could be allocated to capital projects.
- **Planning Projects** - \$12 million could be allocated to planning projects.
- **Climate Action Plan Projects** - \$3 million could be allocated to climate action plan projects.

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”.

B. Minimum and Maximum Grant Awards

The minimum and maximum grant awards for an individual project under each project type are included in the table below.

Project Type	Minimum Award	Maximum Award
Planning	\$150,000	\$1,000,000
Capital	\$500,000	\$3,500,000
Climate Action Plan	\$150,000	\$400,000

C. Matching Funds

No Matching Funds are required; however, points will be awarded based on evidence of Matching Funds in the application. Matching funds can consist of in-kind services or cash match from the Applicant, funds from outside sources such as developer contributions, non-profit contributions, other state or federal funds (e.g., Caltrans planning grants), or other quantifiable sources. Other TransNet funds, including Local Street and Road Program funding, cannot be used as Matching Funds. Applicants are required to provide adequate documentation of Matching Funds and the match source(s) in the application.

D. 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.

VI. Other Program Requirements

A. 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.

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 Call for Projects; 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.

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.

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 in the “Project Milestone and Completion Deadlines” in this call for projects. Failure to meet the project milestone and completion deadlines following SANDAG’s issuance of the Notice to Proceed on the project may result in the revocation of all grant funds not already expended.

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.

B. Performance Measures

SANDAG has identified numerous performance metrics that can be used to measure a project's success in meeting the SGIP goals and objectives. Applicants must review the SGIP 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 SGIP Performance Metrics are provided as an attachment to this CFP and are available in BidNet.

All SGIP grantees must meet the performance measures they select during the application process, which are 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 ITOC, RPC, and TC may be asked to provide direction to SANDAG staff, including whether to terminate the grant and repay any previously reimbursed expenses.

C. Baseline Data Collection (Capital projects only)

Before the construction of grant-funded improvements, the Grantee must work with SANDAG and its consultant, who will develop a baseline data collection plan to gather information on walking and biking activity in the project area before the improvements are made. A subtask for this work has been included in the scope of work template.

D. Project Implementation and Oversight Requirements

1. Project Communication

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. Grantees must notify SANDAG of events related to the grant-funded project, such as groundbreakings, ribbon cuttings, and community workshops, and provide project before and after photos and required signage. The Grantee will be asked to provide project milestone information to support SANDAG media and communication efforts. SANDAG staff may attend any meetings as appropriate.

2. Plan Review (Capital projects only)

The Grantee must submit project design drawings to SANDAG for review and comment at 30 percent, 60 percent, 90 percent, and 100 percent. SANDAG may comment on submitted plans regarding consistency with the original project application and accepted bike/pedestrian facility and smart growth design standards.

3. 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 RPC and TC at their next meeting. Staff also provides semi-annual progress reports to the ITOC in January and June each year.

Quarter	Performance Period	Report Due Date	RPC and TC Meeting Date
1	7/1 – 9/30	10/31	January
2	10/1 – 12/31	1/31	April
3	1/1 – 3/31	4/30	July
4	4/1 – 6/30	7/31	October

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 RPC and TC. SANDAG will notify the grantee if it believes the grantee's performance warrants notification of RPC and TC. Poor performance may be grounds for termination of the grant agreement and revocation of the grant, as determined by RPC or TC.

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 Notice to Proceed 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 Notice to Proceed 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 SGIP 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.

5. Matching Funds

If the grant agreement contains 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. 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 promote smart growth. 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. For capital projects, SANDAG will conduct a site visit of the project to ensure that the entire scope of work was completed. Photos of the completed project will be taken and provided to the RPC and TC. SANDAG will also confirm whether the contractor and the grantee have met all labor compliance requirements.

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.

E. 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.

F. 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.

VII. Application and Submittal Process

A. Application Materials

Application materials are available online at <https://www.bidnetdirect.com/sandag/sandag-grants>. Different applications are available depending on the project type. The Applicant is responsible for completing the appropriate application for their project.

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 Call for Projects materials in BidNet will be notified by email.

B. Applicant Webinar, Questions, and Application Assistance

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.

2. Call for Projects 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.

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.

C. 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 the SANDAG bid management provider, 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-procurementssupport@bidnet.com.

VIII. Application Evaluation Process and Awards

A. Responsiveness Review

SANDAG Grants staff reviews submitted applications to ensure they are responsive to the requirements outlined in this CFP. If an application is deemed nonresponsive, SANDAG Grants staff will notify the Applicant in writing. Applicants may protest a nonresponsive determination pursuant to the protest procedures (see Protest Procedures). Unless a protest is filed and substantiated, an application that is deemed nonresponsive will not continue in the competitive selection process.

B. Eligibility Screening

Following the application submittal period and concurrently with the responsiveness review, SANDAG staff will perform an eligibility screening of all submitted applications. An eligibility screening involves verifying that an Applicant and their proposed project meet the eligibility requirements included in this CFP. During the eligibility screening process, SANDAG reserves the right to request additional information and/or clarification from any or all Applicants but is not required to do so. Staff may also seek input from a policy advisory committee to determine eligibility. Projects that pass the eligibility screening will be scored (see Project Scoring).

Any Applicants deemed ineligible or whose projects have been deemed ineligible during the eligibility screening 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 application that is deemed ineligible will not continue in the competitive selection process.

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.

1. Scope of Work Review

SANDAG Grant's staff will review the scope of work for all Planning and Climate Action Plan projects to ensure that there are tasks and subtasks with sufficient details needed to describe the project activities to be completed by the Applicant. Staff will meet with each Applicant to review the scope of work in detail and make any necessary changes to include additional tasks, subtasks, or other details that can assist with project monitoring, closeout, and future performance audits. The revised scope of work will be used in the evaluation process.

C. Scoring and Awarding of Funds

Eligible projects will be scored using the Qualitative and Quantitative criteria approved by the SANDAG Board of Directors and included in this CFP. There are three sets of scoring criteria: Capital, Planning, and Climate Action Plan. The application used will dictate which of the scoring criteria are used by the Evaluation Committee:

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 an SGIP Applicant due to the project being selected for funding will not be permitted to serve as evaluators.

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.

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.

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:

Capital Projects:

- Highest score on the Criteria #3
- Highest combined score on Criteria #4
- Highest combined score on Criteria #2

Planning Projects:

- Highest score on Criteria #3
- Highest combined score on Criteria #4
- Highest combined score on Criteria #2

Climate Action Plan Projects:

- Project that is a new CAP or CAP Update
- Highest combined score on Criteria #2
- Highest combined score on Criteria #3

5. Minimum Total Application Score

To ensure grant funds support quality projects, a project must receive a Total Application Score that is at least 50 points to be eligible for funding.

6. Funding Recommendations and Geographic Funding Distribution

Following the scoring process outlined above, applications in each project type 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 and the following. As previously stated, partial awards may be recommended (see the section entitled “Partial Awards”).

- First, for each project type the applications will be recommended to receive funding in descending Total Application Score order, until all Applicants with applications receiving scores 50 points or higher have received funding for at least one project or funding is exhausted, whichever comes first.
- If funding remains, additional applications will be recommended to receive funding in descending Total Application Score order until funding is exhausted.

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

7. 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.

8. 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 Call for Projects 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.

9. Review of Project Eligibility

Prior to taking the funding recommendations to the policy advisory committee and Board of Directors, ITOC will be asked to review the recommended projects and verify that the projects are consistent with the TransNet Extension Ordinance and eligible for funding.

10. Approval of the Funding Recommendations and Contingency List

Following the ITOC eligibility review, 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.

SANDAG will provide Applicants with a Notice of Intent to Award in advance of the publication of the meeting agenda in which the funding recommendations will be presented. See the Timeline for the Notice of Intent to Award date

D. 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 prior to submitting an application. 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. Failure 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.”

E. Protests

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

I. Capital Scoring Criteria and Rubric

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

A. Capital Project Scoring Criteria

No.	CRITERIA	POINTS POSSIBLE
1.	*RELATIONSHIP TO REGIONAL TRANSIT	10
	The project area includes or is within 0.5 miles of a 2035 Transit Priority Area	10
	The project area includes or is within 0.5 miles of an existing or planned transit stop	5
2.	FURTHERS THE REGIONAL PLAN AND SUSTAINABLE COMMUNITIES IMPLEMENTATION STRATEGIES	15
A.	The degree to which the project furthers the Sustainable Communities Strategy <ul style="list-style-type: none"> i. *Proximity To A Mobility Hub ii. Furthers The Sustainable Communities Strategy 	5
B.	The degree to which the project furthers safety and the Regional Vision Zero Resolution <ul style="list-style-type: none"> i. *Proximity To The Safety Focus Network Or Systemic Safety Network ii. Proposed Safety Improvements 	5
C.	The degree to which the project furthers equity and benefits disadvantaged communities <ul style="list-style-type: none"> i. *Project Location ii. Benefit To A Disadvantaged Community 	5
3.	SMART GROWTH IMPLEMENTATION	15
	The degree to which the project furthers smart growth principles and implementation	
4.	PROJECT FEASIBILITY	30
A.	*Project development milestones that are completed on or before the Application Deadline.	10
B.	The degree to which the project will efficiently use program funds, as demonstrated by the proposed project scope, schedule, and budget.	15
C.	The degree to which community members have been engaged and outreach is incorporated throughout the project.	5

5.	*BOARD POLICY NO. 033	25
A.	Prohousing Policies (Favorable Zoning and Land Use, Acceleration of Housing Production Timeframes, Reduction of Construction and Development Costs, Providing Financial Subsidies)	12.5
B.	Housing Equity/Affirmatively Furthering Fair Housing	12.5
6.	*MATCHING FUNDS	5
	Points will be awarded based on the scale provided in the Scoring Rubric.	
TOTAL		100

B. Capital Scoring Rubric

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

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

1. Relationship To Regional Transit

*NOTE: The SANDAG Data Science staff will calculate the points awarded for these criteria. Points will be awarded based on the proposed project's proximity to existing or programmed transit facilities included in the [2035 Transit Priority Areas identified in the SANDAG 2021 Regional Plan](#). An interactive map that identifies the Mobility Hubs can be found here: <https://sandag.maps.arcgis.com/apps/Cascade/index.html?appid=897af882e8c14b1e996c33e48bc15347>.

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

<https://gonctd.com/services/transit-centers/>. Distance refers to walking distance based on actual available pathways. **Up to 10 points possible**

Applicant Response	Points
The project area includes or is within 0.5 miles of a 2035 Transit Priority Area in the 2021 Regional Plan	10 points
The project area includes or is within 0.5 miles of an existing or planned transit stop	5 points
The project does not include or is not within 0.5 miles of an existing or planned transit stop	0 points

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

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

i. Proximity To A Mobility Hub

*NOTE: The SANDAG Data Science staff will calculate the points awarded for these criteria. Points will be awarded based on the proposed project’s proximity to one or more Mobility Hubs included in the [SANDAG 2021 Regional Plan](#). An interactive map that identifies the Mobility Hubs can be found here:

<https://sandag.maps.arcgis.com/apps/Cascade/index.html?appid=897af882e8c14b1e996c33e48bc15347>. **Up to 2 points possible**

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

ii. Furthers The Sustainable Communities Strategy

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

Up to 3 points possible

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

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

B. Furthers Safety And The Regional Vision Zero Resolution

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

i. Proximity To The Safety Focus Network Or Systemic Safety Network

*NOTE: The SANDAG Data Science staff will calculate the points awarded for this criterion. Points will be awarded based on the proposed project’s proximity to the Safety Focus Network or Systemic Safety Network. An interactive map that identifies the SFN and SSN can be found here:

<https://sandag.maps.arcgis.com/apps/Cascade/index.html?appid=897af882e8c14b1e996c33e48bc15347>. **Up to 2 points possible**

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

ii. Proposed Safety Improvements

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

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

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

i. Project Location

*NOTE: The SANDAG Data Science staff will calculate the points awarded for these criteria. Points will be awarded if the project is located in a disadvantaged community as identified in the SANDAG 2021 Regional Plan. An interactive map that identifies the disadvantaged communities can be found here: <https://sandag.maps.arcgis.com/apps/Cascade/index.html?appid=897af882e8c14b1e996c33e48bc15347>. **Up to 2 points possible**

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

ii. Benefit To A Disadvantaged Community

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

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

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

SANDAG seeks to promote a pattern of development with whole communities that feature a convenient mix of travel choices, safer streets, and supportive amenities. Smart Growth is a compact, efficient, and environmentally sensitive pattern of development that provides people with additional travel, housing, and employment choices by focusing future growth away from rural areas and closer to existing and planned job centers and public facilities while preserving open space and natural resources. The basic principles of smart growth include:

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

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

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

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

4. Project Feasibility (Up to 30 Points Possible)

A. Completion Of Major Milestones

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

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

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

B. Efficient Use Of Program Funds

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

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

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

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

Mostly demonstrates the project will efficiently use the grant funding by providing adequate documentation or evidence.	7-9 points
Partially demonstrates the project will efficiently use the grant funding by providing some documentation or evidence.	4-6 points
Minimally demonstrates the project will efficiently use the grant funding but provides no documentation or evidence.	1-3 points
Unable to address criterion, even to a minimal extent.	0 points

C. Community Engagement

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

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

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

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

5. Board Policy No. 033

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

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

A. Prohousing Policies

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

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

Applicant Response	Points
<ul style="list-style-type: none"> • Housing element plan for zoned capacity of >150% of RHNA • Permitting missing middle uses (e.g., duplexes, triplexes, fourplexes, townhomes) in existing low-density single-family zones • Eliminating minimum parking requirements • Allowing residential in commercial zones 	5 points
<ul style="list-style-type: none"> • Allowing more/larger accessory dwelling units (ADUs) than state law requires • Density bonus that is >10% more than state requirements • Established Workforce Housing Opportunity Zone (WHOZ) or housing sustainability district • Standards to promote more density • Housing element plan for zoned capacity of >125% of RHNA • Reduced parking requirements 	2.5 points
The Applicant has not implemented any of the above policies.	0 points

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

Applicant Response	Points
<ul style="list-style-type: none"> • Ministerial approval of housing • Streamlined/program-level California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for general plans/specific plans etc. • Permit process that is less than two months • Elimination of public hearings for projects consistent with zoning/general plan 	5 points

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

iii. Reduction Of Construction And Development Costs (Up to 5 points)

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

iv. Providing Financial Subsidies (Up to 5 points)

Applicant Response	Points
<ul style="list-style-type: none"> • Local housing trust fund or collaboration on regional fund • Program to comply with Surplus Lands Act and make publicly owned land available for affordable housing • Enhanced Infrastructure Financing District (EIFD) 	5 points

<ul style="list-style-type: none"> • Prioritization of local general funds for affordable housing 	
<ul style="list-style-type: none"> • Grants/low-interest loans for affordable ADUs • Direct residual redevelopment funds to affordable housing • Development and regular use of housing subsidy pool, local/regional trust, or similar funding source 	2.5 points
The Applicant has not implemented any of the above policies.	0 points

B. Housing Equity

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

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

<ul style="list-style-type: none"> • Displacement risk studies • Publicly available database of affordable housing properties at risk of losing affordability restrictions through the expiration of rent restrictions or tenant voucher programs • Proactive monitoring of housing at risk of losing affordability restrictions and proactive enforcement of state-mandated tenant notification provisions 	2.5 points
The Applicant has not implemented any of the above policies.	0 points

6. Matching Funds

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

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by dividing the total matching funds provided in the grant application by the sum of the total SGIP grant requested and the total matching funds listed in the grant application. **Up to 5 points possible**

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

II. Planning Scoring Criteria and Rubric

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

A. Planning Project Scoring Criteria

No.	CRITERIA	POINTS POSSIBLE
1.	*RELATIONSHIP TO REGIONAL TRANSIT	10
	The project area includes or is within 0.5 miles of a 2035 Transit Priority Area	10
	The project area includes or is within 0.5 miles of an existing or planned transit stop	5
2.	FURTHERS THE REGIONAL PLAN AND SUSTAINABLE COMMUNITIES IMPLEMENTATION STRATEGIES	20
A.	The degree to which the project furthers the Sustainable Communities Strategy <ul style="list-style-type: none"> i. *Proximity To A Mobility Hub ii. Furthers The Sustainable Communities Strategy 	10
B.	The degree to which the project furthers safety and the Regional Vision Zero Resolution <ul style="list-style-type: none"> i. *Proximity To The Safety Focus Network Or Systemic Safety Network ii. Proposed Safety Improvements 	5
C.	The degree to which the project furthers equity and benefits disadvantaged communities <ul style="list-style-type: none"> i. *Project Location ii. Benefit To A Disadvantaged Community 	5
3.	SMART GROWTH IMPLEMENTATION	15
A.	*Smart Growth Activities	5
B.	Furthers Smart Growth Implementation and Strategies	10
4.	PROJECT FEASIBILITY	25
A.	*The degree to which the project will efficiently use program funds, as demonstrated by the proposed project scope, schedule, and budget.	15
B.	The degree to which community members have been engaged and outreach is incorporated throughout the project.	10

5.	*BOARD POLICY NO. 033	25
A.	Prohousing Policies (Favorable Zoning and Land Use, Acceleration of Housing Production Timeframes, Reduction of Construction and Development Costs, Providing Financial Subsidies)	12.5
B.	Housing Equity/Affirmatively Furthering Fair Housing	12.5
6.	MATCHING FUNDS	5
	Points will be awarded based on the scale provided in the Scoring Rubric.	
	TOTAL	100

B. Planning Scoring Rubric

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

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

1. Relationship To Regional Transit

*NOTE: The SANDAG Data Science staff will calculate the points awarded for these criteria. Points will be awarded based on the proposed project’s proximity to existing or programmed transit facilities included in the [2035 Transit Priority Areas identified in the SANDAG 2021 Regional Plan](#). An interactive map that identifies the Mobility Hubs can be found here: <https://sandag.maps.arcgis.com/apps/Cascade/index.html?appid=897af882e8c14b1e996c33e48bc15347>.

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

<https://gonctd.com/services/transit-centers/>. Distance refers to walking distance based on actual available pathways. **Up to 10 points possible**

Applicant Response	Points
The project area includes or is within 0.5 miles of a 2035 Transit Priority Area in the 2021 Regional Plan	10 points
The project area includes or is within 0.5 miles of an existing or planned transit stop	5 points
The project area does not include or is not within 0.5 miles of an existing or planned transit stop	0 points

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

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

i. Proximity To A Mobility Hub

*NOTE: The SANDAG Data Science staff will calculate the points awarded for these criteria. Points will be awarded based on the proposed project's proximity to one or more Mobility Hubs included in the [SANDAG 2021 Regional Plan](#). An interactive map that identifies the Mobility Hubs can be found here:

<https://sandag.maps.arcgis.com/apps/Cascade/index.html?appid=897af882e8c14b1e996c33e48bc15347>. **Up to 3 points possible**

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

ii. Furthers The Sustainable Communities Strategy

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

Up to 7 points possible

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

Sufficiently demonstrates how it furthers the SCS and provides adequate documentation or evidence.	5-6 points
Mostly demonstrates how it furthers the SCS and provides general documentation or evidence.	3-4 points
Partially demonstrates how it furthers the SCS and provides incomplete documentation or evidence.	1-2 points
Unable to address criterion, even to a minimal extent	0 points

B. Furthers Safety And The Regional Vision Zero Resolution

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

i. Proximity To The Safety Focus Network Or Systemic Safety Network

*NOTE: The SANDAG Data Science staff will calculate the points awarded for this criterion. Points will be awarded based on the proposed project’s proximity to the Safety Focus Network or Systemic Safety Network. An interactive map that identifies the Mobility Hubs can be found here:

<https://sandag.maps.arcgis.com/apps/Cascade/index.html?appid=897af882e8c14b1e996c33e48bc15347>. **Up to 2 points possible**

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

ii. Proposed Safety Improvements

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

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

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

i. Project Location

*NOTE: The SANDAG Data Science staff will calculate the points awarded for these criteria. Points will be awarded if the project is located in a disadvantaged community as identified in the SANDAG 2021 Regional Plan. An interactive map that identifies the Mobility Hubs can be found here:

<https://sandag.maps.arcgis.com/apps/Cascade/index.html?appid=897af882e8c14b1e996c33e48bc15347>. **Up to 2 points possible**

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

ii. Benefit To A Disadvantaged Community

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

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

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

SANDAG seeks to promote a pattern of development with whole communities that feature a convenient mix of travel choices, safer streets, and support amenities. Smart Growth is a compact, efficient, and environmentally sensitive pattern of development that provides people with additional travel, housing, and employment choices by focusing future growth away from rural areas and closer to existing and planned job centers and public facilities, while preserving open space and natural resources. The basic principles of smart growth include:

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

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

A. Smart Growth Activities

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

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

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

<p>weather protection for pedestrians and other standards to enhance the pedestrian realm.</p> <ul style="list-style-type: none"> • Walkability or Bike Plans that include design improvements to the public realm such as street trees, increased crosswalk visibility, wider sidewalks, street benches, wayfinding signage, provisions for bicycle parking near building entrances using racks that can support the bicycle's frame at two points, protected bikeways, reduced vehicle speed limits, etc. • Developing a comprehensive active transportation plan citywide, or within a targeted transit-rich neighborhood • Implementing Vision Zero plan city-wide • The project will offer people access to shared, on-demand transportation services that provide convenient and personalized travel options • Measures that reduce costs for transportation-related infrastructure or that encourage active transit or other alternatives to cars • Increasing transportation options (such as bus/rail service, micromobility, active transit, etc.) that connect existing or planned housing to other land uses • The project will create a highly connected street grid network where all adjacent roads are connected to the internal street network and provide for future connection with adjacent properties. • Plan to provide amenities to improve mobility such as trip-planning kiosks, complimentary WiFi, mobile device charging options, electric vehicle charging options, parcel delivery lockers, mobile retail services, passenger loading areas, and secure parking and charging for bikes, scooters, and rideable electric vehicles. • The project includes plans to minimize the impacts of climate change, such as actions identified by the U.S. Environmental Protection Agency (e.g., building compactly and using energy-efficient, green building techniques). • Project includes measures to reduce greenhouse gas emissions and implement a jurisdiction's CAP 	
<p>The project does not include any of the above smart growth activities.</p>	<p>0 points</p>

B. Furthers Smart Growth Implementation and Strategies

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

Applicant Response	Points
<p>Clearly and convincingly demonstrates smart growth implementation and directly furthers the basic principles of smart growth strategies by providing substantive documentation or evidence.</p>	<p>5 points</p>

Sufficiently demonstrates smart growth implementation and furthers the basic principles of smart growth strategies by providing sufficient documentation or evidence.	4 points
Mostly demonstrates smart growth policy implementation and furthers the basic principles of smart growth strategies by providing adequate documentation or evidence.	3 points
Partially demonstrates smart growth implementation and furthers the basic principles of smart growth strategies by providing some documentation or evidence.	2 points
Minimally demonstrates smart growth implementation and furthers the basic principles of smart growth strategies but provides no documentation or evidence.	1 point
Unable to address criterion, even to a minimal extent.	0 points

4. Project Feasibility (Up to 25 points possible)

A. Efficient Use Of Program Funds

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

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

- The scope of work should identify all major tasks and subtasks that are necessary to complete the project. The Applicant should take into consideration any tasks or subtasks that may be necessary, even if, during project implementation, those tasks are deemed unnecessary. Applicants should consider the steps necessary to complete the planning work, including robust stakeholder engagement. All projects should consider the effort necessary to prepare any necessary consultant work for competitive bidding and ensure that their agency’s procurement requirements will be met before advertising the solicitation. The scope of work should also consider the approvals needed to enter into the contract with the selected consultant.
- The project schedule should include start dates that are reasonable, taking into account any work that has already been completed before the NTP has been issued, and any other tasks or subtasks that might impact the start date. Project durations and completion dates should be reasonable and take into account timeframes that the Applicant can actually achieve. Applicants should keep in mind that they will be required to adhere to the schedule listed in their grant application and that all schedules must meet the Project Milestone and Completion Deadlines that are listed in [SANDAG Board Policy No. 035](#). Applicants are strongly discouraged from including timeframes that are not reasonable, and Applicants should be aware that any

awarded project that cannot meet the Project Milestone and Completion Deadlines will be put on the watch list and subject to scrutiny by the TransNet Independent Taxpayer Oversight Committee, and Regional Planning and Transportation Committees.

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

Applicant Response	Points
Clearly and convincingly demonstrates the project will efficiently use the grant funding.	13-15 points
Sufficiently demonstrates the project will efficiently use the grant funding by providing sufficient documentation or evidence.	10-12 points
Mostly demonstrates the project will efficiently use the grant funding by providing adequate documentation or evidence.	7-9 points
Partially demonstrates the project will efficiently use the grant funding by providing some documentation or evidence.	4-6 points
Minimally demonstrates the project will efficiently use the grant funding but provides no documentation or evidence.	1-3 points
Does not demonstrate that the project will efficiently use the grant funding	0 points

B. Community Engagement

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

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

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

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

5. Board Policy No. 033

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

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

A. Prohousing Policies

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

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

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

<ul style="list-style-type: none"> • Allowing residential in commercial zones 	
<ul style="list-style-type: none"> • Allowing more/larger accessory dwelling units (ADUs) than state law requires • Density bonus that is >10% more than state requirements • Established Workforce Housing Opportunity Zone (WHOZ) or housing sustainability district • Standards to promote more density • Housing element plan for zoned capacity of >125% of RHNA • Reduced parking requirements 	2.5 points
The Applicant has not implemented any of the above policies.	0 points

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

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

iii. Reduction Of Construction And Development Costs (Up to 5 points)

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

iv. Providing Financial Subsidies (Up to 5 points)

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

B. Housing Equity

In February 2021, the SANDAG Board of Directors adopted a statement demonstrating its [Commitment to Equity](#). Following Government Code section 8899.50 and SANDAG's Commitment to Equity, SANDAG encourages development in jurisdictions with Housing Equity policies. Applicants will be awarded 2.5 or 5 points, as indicated below, for each policy that advances housing equity and affirmatively furthers fair housing. A maximum of 5 points can be earned per category for Applicants without a Prohousing Designation,

and no Applicant can receive more than 12.5 points when all subcriteria scores are added together. **(Up to 12.5 points possible)**

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

6. Matching Funds

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

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by dividing the total matching funds provided in the grant application by the total sum of the total SGIP grant requested and the total matching funds listed in the grant application. **Up to 5 points possible**

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

III. Climate Action Plan Scoring Criteria and Rubric

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

A. Climate Action Plan Scoring Criteria

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

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

B. Climate Action Plan Scoring Rubric

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

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

1. New Climate Action Plan Or CAP Update Contents (Up to 20 points possible)

A. New CAP Or CAP Update Timeline

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

The California Office of Planning and Research recommends that a CAP be updated every 3-5 years. It is encouraged that jurisdictions apply that are looking to develop a new CAP, or an update to a CAP adopted in the last three or more years by the governing agency. Applicants are still eligible to apply if the grant application is for an update to an adopted CAP that was completed within less than three years. **Up to 4 points possible**

Applicant Response	Points
The project will develop a new CAP or update an existing CAP that was adopted three or more years ago.	4 points
The project will develop an update to a CAP that was adopted less than three years but more than one year ago.	2 points
The project will develop an update to a CAP that was adopted within the last year or the project will neither develop a new CAP nor CAP Update.	0 points

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

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

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

Applicant Response	Points
Clearly and convincingly demonstrates that the CAP or CAP update has or will have an inventory with established protocols, and includes near- and long-term GHG emissions forecasts and reduction targets (e.g., 2035 and 2050).	8 points
Sufficiently demonstrates that the CAP or CAP update has or will have an inventory with established protocols, and includes near- and long-term GHG emissions forecasts and reduction targets (e.g., 2035 and 2050).	6 points
Partially demonstrates that the CAP or CAP update has or will have an inventory with established protocols, and includes near- and long-term GHG emissions forecasts and reduction targets (e.g., 2035 and 2050).	4 points

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

C. GHG Reduction Measures

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

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

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

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

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

A. CAP Implementation

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

OR

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

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

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

B. CAP Monitoring

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

OR

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

Monitoring CAP implementation is a key part of the iterative climate planning process. Regular monitoring allows a jurisdiction to evaluate progress toward reaching its GHG emissions target, alter strategies or goals based on performance, and reassess future emissions projections. Early in the development of a CAP, staff should consider what data will be necessary to best monitor the CAP after it is adopted. CAP implementation can be monitored by overall emissions and by reduction strategies, measures, and actions. GHG inventories may not reflect the impacts of all local CAP measures. Monitoring local activity may provide a way to demonstrate progress on specific measures. **Up to 15 points possible**

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

3. Project Feasibility (Up to 225 points possible)

A. Efficient Use Of Program Funds

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

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

- The scope of work should identify all major tasks and subtasks that are necessary to complete the project. The Applicant should take into consideration any tasks or

subtasks that may be necessary, even if, during project implementation, those tasks are deemed unnecessary. Applicants should consider the steps necessary to complete the planning work, including robust stakeholder engagement. All projects should consider the effort necessary to prepare any necessary consultant work for competitive bidding and ensure that their agency’s procurement requirements will be met before advertising the solicitation. The scope of work should also consider the approvals needed to enter into the contract with the selected consultant .

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

Applicant Response	Points
Clearly and convincingly demonstrates that the project will efficiently use the grant funding.	13-15 points
Sufficiently demonstrates that the project will efficiently use the grant funding by providing sufficient documentation or evidence.	10-12 points
Mostly demonstrates that the project will efficiently use the grant funding by providing adequate documentation or evidence.	7-9 points
Partially demonstrates that the project will efficiently use the grant funding by providing some documentation or evidence.	4-6 points
Minimally demonstrates that the project will efficiently use the grant funding but provides no documentation or evidence.	1-3 points
Does not demonstrate that the project will efficiently use the grant funding.	0 points

B. Community Engagement

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

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

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

Applicant Response	Points
Clearly and convincingly demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	10 points
Sufficiently demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	7-8 points
Mostly demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	5-6 points
Partially demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	3-4 points
Minimally demonstrates that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	1-2points
Does not demonstrate that the project has or will have strong community support and opportunity for input and a meaningful role in the project, including underserved and limited English proficiency populations.	0 points

4. Board Policy No. 033

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

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

A. Prohousing Policies

Applicants will be awarded 2.5 or 5 points, as indicated below, by demonstrating that the Applicant has implemented policies that accelerate the production of housing in the four categories listed below. An Applicant that has received a Prohousing Designation from

HCD will receive 12.5 points. A maximum of 5 points can be earned per category for Applicants without a Prohousing Designation and no Applicant can receive more than 12.5 points when all subcriteria scores are added together. **(Up to 12.5 points possible)**

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

Applicant Response	Points
<ul style="list-style-type: none"> • Housing element plan for zoned capacity of >150% of RHNA • Permitting missing middle uses (e.g., duplexes, triplexes, fourplexes, townhomes) in existing low-density single-family zones • Eliminating minimum parking requirements • Allowing residential in commercial zones 	5 points
<ul style="list-style-type: none"> • Allowing more/larger accessory dwelling units (ADUs) than state law requires • Density bonus that is >10% more than state requirements • Established Workforce Housing Opportunity Zone (WHOZ) or housing sustainability district • Standards to promote more density • Housing element plan for zoned capacity of >125% of RHNA • Reduced parking requirements 	2.5 points
The Applicant has not implemented any of the above policies.	0 points

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

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

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

iii. Reduction Of Construction And Development Costs (Up to 5 points)

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

iv. Providing Financial Subsidies (Up to 5 points)

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

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

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

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

5. Matching Funds

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

Points for matching funds will be awarded based on the following scale. The matching fund percentage is derived by dividing the total matching funds provided in the grant application by the sum of the total SGIP grant requested and the total matching funds listed in the grant application. **Up to 5 points possible**

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



TransNet Smart Growth Incentive Program

Cycle 6 Call for Projects

Board of Directors | Item 11
Jenny Russo, Grants Program Manager
Goldy Herbon, Senior Grants Program Analyst
December 13, 2024

1

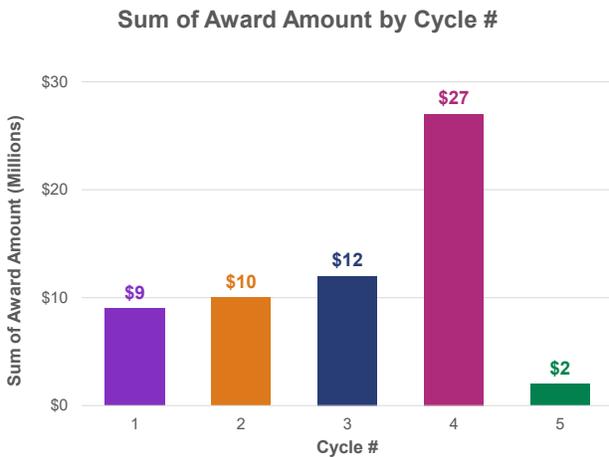
SGIP Overview

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



2

SGIP Awards Cycle 1-5



Sum of Award Amount by Project Type
(in millions)



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3

SGIP Projects

More than 70 planning & capital projects throughout the region

Projects include:

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



Third Avenue Streetscape Implementation



Armorlite Complete Street Corridor



Lemon Grove Trolley Plaza



Downtown Wayfinding Signage

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Cycle 6 Call for Projects Development

5

Stakeholder Engagement

**November
2023**



Listening Sessions with Local Jurisdiction Staff

June 2024



Scoring Criteria to Sustainable Communities, Mobility and Social Equity Working Groups

July 2024



Scoring Criteria to Transportation Committee and Climate Action Planning Task Force

**September
2024**



Scoring Criteria to Regional Planning Committee

6

Summary of Feedback Received

From the Listening Session

- Staff Experience and Capacity
- Project Priorities
- Barriers
- Opportunities
- Application Process

From Working Groups and PACs

- Increase the award maximums
- Further prioritize equity
- Reduce the administrative burden on applicants
- Broaden the climate action plan project type
- Allow multiple applications per jurisdiction and fund projects in descending order

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Changes to Call for Projects Process



More Detailed Scoring Rubrics



Encourage Evaluator Consensus



Use Average Scores



Geographic Funding Distribution

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Other Changes Made



Increasing Maximum Project Awards



Enhancing Community Engagement Criteria



Reducing Administrative Burden For Applicants



CAP Monitoring Or Implementation Efforts

SGIP Eligibility

Project Locations

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

New! Proposing no geographic constraints, but projects must:

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

Climate Action Plan Projects

New Climate Action Plan (CAP) or CAP Update

- New CAP
- CAP Update
- GHG emissions inventory, emissions forecasts and reduction targets, or GHG reduction measures

CAP Implementation and Monitoring

- CAP Implementation
- CAP Monitoring

Final Call for Projects

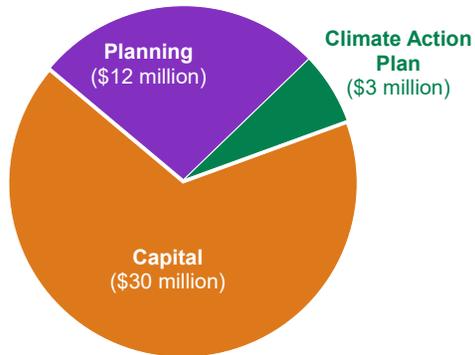
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Project Types Three project types will be eligible to receive funding	SGIP Cycle 6 Call for Projects		
	Climate Action Plan	Planning	Capital
Description	To prepare or update CAPs and GHG reduction plans that keep pace with state targets and goals for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

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Cycle 6 Funding Overview

Available Funding: \$45 million



Award Amounts and Performance Periods

	Climate Action Plan	Planning	Capital
Minimum	\$150,000	\$150,000	\$500,000
Maximum	\$400,000	Raised! \$1 million	Raised! \$3.5 million
Performance Period (NTP +)	3 years (36 months)	3 years (36 months)	3.5 years (42 months)

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Draft Evaluation Criteria

Planning and Capital Projects

Planning Projects	Percent
1. Relationship to Regional Transit	10%
2. Furthers The Regional Plan and Sustainable Communities Implementation Strategies	20%
3. Smart Growth Implementation	15%
4. Project Feasibility	25%
A. Efficient Use of Program Funds (15%)	
B. Community Engagement (10%)	
5. Board Policy No. 033	25%
6. Matching Funds	5%

Capital Projects	Percent
1. Relationship to Regional Transit	10%
2. Furthers The Regional Plan and Sustainable Communities Implementation Strategies	15%
3. Smart Growth Implementation	15%
4. Project Feasibility	30%
A. Major Milestones Completed (10%)	
B. Efficient Use of Program Funds (15%)	
C. Community Engagement (5%)	
5. Board Policy No. 033	25%
6. Matching Funds	5%

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Draft Evaluation Criteria

Climate Action Plan Projects

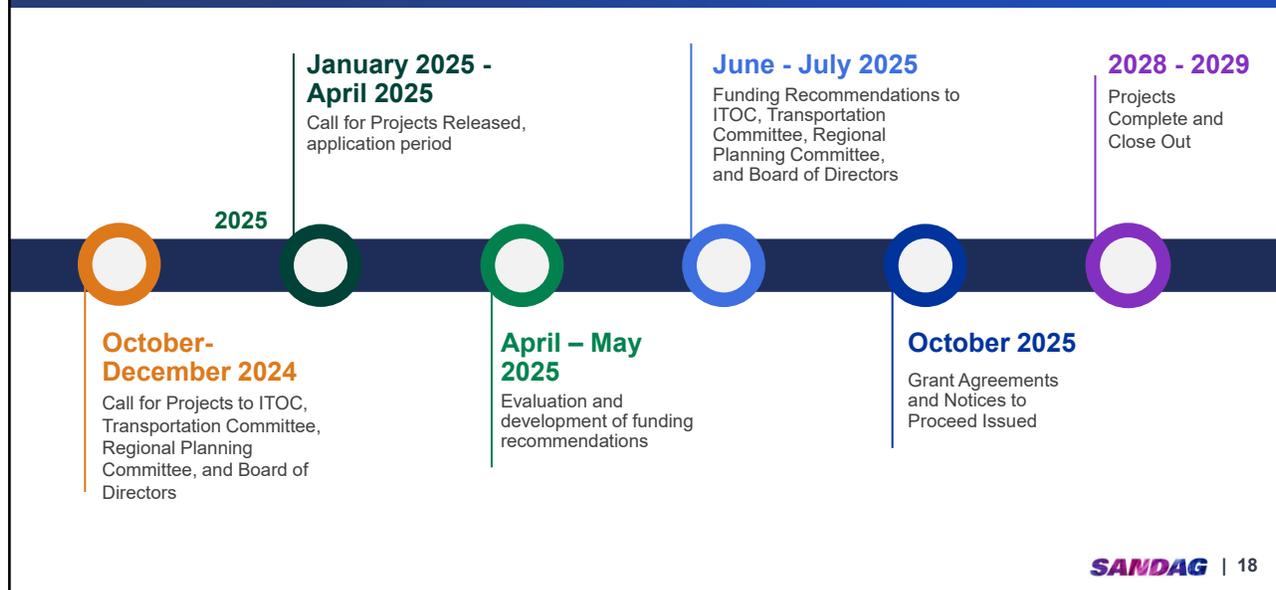
- *New CAP*
- *CAP Updates*
- *CAP Implementation and Monitoring*

Climate Action Plan Projects	Percent
1. New Climate Action Plan or CAP Update Contents	20%
A. New CAP or CAP Update Timeline (4%)	
B. GHG Emissions Inventory and Near and Long Term Emissions Forecasts and Reduction Targets (8%)	
C. GHG Reduction Measures (8%)	
2. Implementation and Monitoring	25%
A. CAP Implementation (10%)	
B. CAP Monitoring (15%)	
3. Project Feasibility	25%
A. Efficient Use of Program Funds (15%)	
B. Community Engagement (10%)	
4. Board Policy No. 033	25%
5. Matching Funds	5%

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Upcoming Timeline



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Using TransNet for Cash Match?



Transportation and Regional
Planning Committees
(TC and RPC)



Independent Taxpayer
Oversight Committee
(ITOC)

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