Previous Actions

• **July 12, 2019** - Board direction to develop a Regional Plan that meets federal and state laws/targets, assumes realistic and transparent revenues, utilizes the 5 Big Moves and Complete Corridors model, and prioritizes corridors previously scheduled for investment such as SR 78, 52, 67, and 94/125.

• **September 27, 2019** - Board approves $40 million for Comprehensive Multimodal Corridor Plans/Advanced Planning over the next 5 years.
Why Comprehensive Multimodal Corridor Plans (CMCPs)?

- Integrated multimodal transportation corridor planning, aligned with state goals and funding
- Details Complete Corridors included in the Regional Plan
- CMCPs suggested by California Transportation Commission to be competitive for SB1 and other state and federal funding
Fully Integrated CMCP
CMCPs - Phase One

- Purple Line/I-805
- Blue Line/I-5 South
- High-Speed Transit/SR 52/SR 67
- SPRINTERT/Palomar Airport Road/SR 78
- Central Mobility Hub and Connections
CMCP Work Underway

- Workshop held with Caltrans District 11
- Teams formed and work plans established
- Geographical areas defined
- Issues and opportunities statements drafted for discussion
CMCP Draft Study Area Boundaries

1. Purple Line/I-805/Blue Line/I-5 South
2. Sea to Santee (SR 52)
3. San Vicente Corridor (SR 67)
4. North County Corridor (SR 78)
5. Central Mobility Hub and Connections
Policy Considerations

1. Public safety and security
2. Preserve existing transportation infrastructure
3. Multimodal focus
4. Economic development and goods movement
5. System operations and congestion relief
6. Low income and disadvantaged communities
7. Reduce greenhouse gas emissions/vehicle miles traveled
8. Improve air quality and public health
9. Active transportation and micromobility
10. Prevent residential and small business displacement
11. Increase supply of affordable housing
12. Improve jobs-housing balance
Implementation Schedule

- Spring 2020: Develop Work Plans
- Summer/Fall 2020: Data Analysis
- Fall/Winter 2020/2021: Community Outreach
- Spring/Summer 2021: Draft and Final Plans

Planned Check-ins

- Summer/Fall 2020: Present data analysis and stakeholder engagement findings for review and discussion
- Fall/Winter 2020/2021: Conduct community outreach
- Spring/Summer 2021: Present draft and final CMCPs
Phase 2 CMCPs

1. North Coast Corridor/I-5 North
2. High-Speed Transit/I-8
3. High-Speed Transit/I-15
4. High-Speed Transit/SR 56
5. High-Speed Transit/SR 94
6. High-Speed Transit/SR 125
7. Airport to Airport (Cross Border Xpress to San Diego International Airport)
Specialized Transportation Grant Program (STGP): Cycle 11 Call for Projects Evaluation Criteria

Independent Taxpayer Oversight Committee
July 8, 2020
Program Goal

- Improve mobility for seniors and individuals with disabilities throughout the region by removing barriers to transportation services, expanding transportation mobility options, and providing transportation services that meet the special needs of seniors and individuals with disabilities.
Program Objectives

1. Fund projects that are derived from either the very-high priority or high priority strategies for addressing gaps in transportation service outlined in the Coordinated Plan.

2. Fund innovative and flexible programs that provide transportation services specifically designed to meet the special needs of seniors and individuals with disabilities in the San Diego region and that strive for continuous improvement as demonstrated by capacity building and increases in seniors and individuals with disabilities served.

3. Provide incentives for the coordination among specialized transportation providers to create efficiencies in service delivery, reduce duplication of services, and address any gaps in service for seniors and individuals with disabilities.

4. Encourage cost-efficient service provision through coordination, innovation, and the leveraging of matching funds.
## Overview of Evaluation Criteria and Points

<table>
<thead>
<tr>
<th>Section</th>
<th>Org. or Project</th>
<th>Evaluation Criteria Categories</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>A.</td>
<td>Org.</td>
<td>Project Readiness and Technical Capacity</td>
<td>20</td>
</tr>
<tr>
<td>B.</td>
<td>Org.</td>
<td>Coordination and Program Outreach</td>
<td>10</td>
</tr>
<tr>
<td>C.</td>
<td>Project</td>
<td>Goals and Objectives</td>
<td>10</td>
</tr>
<tr>
<td>D.</td>
<td>Project</td>
<td>Operational/Implementation Plan</td>
<td>20</td>
</tr>
<tr>
<td>E.</td>
<td>Project</td>
<td>Cost-Efficiency and Program Effectiveness</td>
<td>15</td>
</tr>
<tr>
<td>F.</td>
<td>Project</td>
<td>Operational Sustainability</td>
<td>10</td>
</tr>
<tr>
<td>G.</td>
<td>Project</td>
<td>Innovation</td>
<td>5</td>
</tr>
<tr>
<td>H.</td>
<td>Project</td>
<td>Performance Indicators</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Total Points</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

No changes to the evaluation criteria categories and points are proposed.
Summary of Proposed Changes to the Criteria

- Maximum grant request amount per project and per organization increased
- Updated performance indicators for operating projects based on data of current trends in specialized transportation delivery
- The seat utilization rate performance indicator was modified due to COVID-19
- Methodology of calculating past performance adjustments was altered
Eligibility Criteria

1. Eligible Applicant?
2. Civil Rights Assurances?
3. Serve at least 80% of target population?
4. Minimum-Maximum Grant Request Amount?
5. Very High or High Priority Strategy in Coordinated Plan?

<table>
<thead>
<tr>
<th>Eligible Applicants</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Local government agencies</td>
</tr>
<tr>
<td>• Private and public operators of public transportation</td>
</tr>
<tr>
<td>• Nonprofit organizations</td>
</tr>
<tr>
<td>• Tribal governments</td>
</tr>
<tr>
<td>• Social service agencies</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maximum Grant Request Amount</th>
<th>Existing Maximum Grant Amount</th>
<th>Proposed Maximum Grant Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum total grant request per project per year per funding source</td>
<td>$200,000</td>
<td>$250,000</td>
</tr>
<tr>
<td>Maximum total grant request per organization per year per funding source</td>
<td>$500,000</td>
<td>$600,000</td>
</tr>
</tbody>
</table>
### Performance Indicators for Operating Projects Only

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>Existing</th>
<th>Proposed</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost per One-Way Passenger Trip</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$8.46 or less</td>
<td>$9.55 or less</td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>$8.47 - $16.91</td>
<td>$9.56 - $19.09</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>$16.92 - $25.37</td>
<td>$19.10 - $28.64</td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>$25.38 - $33.83</td>
<td>$28.65 - $38.18</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>$33.84 - $42.29</td>
<td>$38.19 - $47.73</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>$42.30 or higher</td>
<td>$47.74 or more</td>
<td></td>
<td>0</td>
</tr>
<tr>
<td>Cost per Service Hour</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>$15.85 or less</td>
<td>$18.60 or less</td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>$15.86 - $31.70</td>
<td>$18.61 - $37.20</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>$31.71 - $47.56</td>
<td>$37.21 - $55.81</td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>$47.57 - $63.41</td>
<td>$55.82 - $74.41</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>$63.42 - $79.26</td>
<td>$74.42 - $93.01</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>$79.27 or higher</td>
<td>$93.02 or more</td>
<td></td>
<td>0</td>
</tr>
</tbody>
</table>
## Seat Utilization Rate

### Existing Criteria

<table>
<thead>
<tr>
<th>Seat Utilization</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greater than 40%</td>
<td>5</td>
</tr>
<tr>
<td>36 - 40%</td>
<td>4</td>
</tr>
<tr>
<td>31 - 35%</td>
<td>3</td>
</tr>
<tr>
<td>26 - 30%</td>
<td>2</td>
</tr>
<tr>
<td>20 - 25%</td>
<td>1</td>
</tr>
<tr>
<td>Less than 20%</td>
<td>0</td>
</tr>
</tbody>
</table>

### Proposed Criteria

<table>
<thead>
<tr>
<th>Seat Utilization</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the project’s proposed seat utilization rate reasonable given the service proposed and the need for physical distancing due to COVID-19? Despite potential constraints due to COVID-19, does the applicant demonstrate efforts and exhibit strategies to improve the proposed project’s seat utilization rate over time?</td>
<td>5</td>
</tr>
</tbody>
</table>

DRAFT
Methodology for Calculating Past Performance Adjustments

Existing Methodology

- If an applicant has held multiple specialized transportation grants from SANDAG in the past three years, staff calculates an average of the performance scores, such that each applicant has one past-performance adjustment applied to all proposed projects, irrespective of project type or level of funding.

Example

<table>
<thead>
<tr>
<th>Applicant A - One Applicant Past Performance Adjustment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specialized Transportation Grants in last 3 years</td>
</tr>
<tr>
<td>Project Type, Project Full Cost, Performance Score</td>
</tr>
<tr>
<td>Operating, $400,000, -4%</td>
</tr>
<tr>
<td>Operating, $100,000, 2%</td>
</tr>
<tr>
<td>Operating, $400,000, 2%</td>
</tr>
<tr>
<td>Operating, $100,000, 2%</td>
</tr>
<tr>
<td>Mobility Management, $150,000, 0%</td>
</tr>
<tr>
<td>Mobility Management, $450,000, 2%</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Past Performance Adjustment</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>+ 0.67%</td>
</tr>
</tbody>
</table>
Methodology for Calculating Past Performance Adjustments

Proposed Methodology

- If an applicant has held multiple specialized transportation grants from SANDAG in the past three years, staff would calculate an average of the performance scores by project type and weighted by project cost.

Example

<table>
<thead>
<tr>
<th>Specialized Transportation Grants in last 3 years</th>
<th>Non-Weighted Average</th>
<th>Weighted Average</th>
<th>Past Performance Adjustments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Type</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating</td>
<td>$400,000</td>
<td>-4%</td>
<td></td>
</tr>
<tr>
<td>Operating</td>
<td>$100,000</td>
<td>2%</td>
<td>-0.40%</td>
</tr>
<tr>
<td>Mobility Management</td>
<td>$150,000</td>
<td>0%</td>
<td></td>
</tr>
<tr>
<td>Mobility Management</td>
<td>$450,000</td>
<td>2%</td>
<td></td>
</tr>
</tbody>
</table>

Operating Project: -0.40%
Mobility Management: +1.50%
# Methodology for Calculating Past Performance Adjustments

## Proposed Modifications Due to COVID-19

<table>
<thead>
<tr>
<th>Projects completed before March 1, 2020</th>
<th>Projects that started before March 1, 2020, and a portion of the project was performed on or after March 1, 2020</th>
<th>Projects that started on or after March 1, 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>No changes to the methodology for past performance adjustments are proposed.</td>
<td>Staff would measure cost per unit of service and number of units delivered between March 1, 2019 and February 29, 2020 proportionately to these performance indicators as identified in the project scope of work.</td>
<td>No past performance adjustment would be applied.</td>
</tr>
</tbody>
</table>
Consolidated Transportation Services Agency (CTSA) Set-Aside

- TDA FY16-FY18 Triennial Performance Audit Recommendation
  - “SANDAG and FACT should work together to identify and pursue additional funding sources to support its activities as the CTSA.”
  - “The primary challenge facing FACT is long-term, sustainable funding solutions.”

- Options included:
  - Re-apportion TDA Article 4.5 funds
  - Spend down TDA balance in FACT’s reserves
CTSA Set-Aside

• TDA Article 4.5 funds: $6.6 million
  – 98% allocated to MTS and NCTD: $6.5 million
  – 2% allocated to the CTSA: $132K
    – FACT's only dedicated funding source

• TDA Balance in FACT reserves
  – $237K (as of FY18)
CTSA Set-Aside

• Set-aside 25% of Senior Mini-Grant and 5310 funds to FACT before opening competitive call for projects
  
  – Senior Mini-Grant:
    • Year 1: ~$369K of ~$1.48M total available funds
    • Year 2: ~$382K of ~$1.53M
  
  – 5310:
    • Year 1: ~$519K of ~$2.08M
    • Year 2: ~$535K of ~$2.14M

• Equals ~$1.8M proposed for Cycle 11
  • FACT awarded $1.2M in Cycle 10 (SMG and 5310 Mobility Management Projects)
CTSA Set-Aside

• Reduce the amount FACT could apply for from $600K/year per funding source to $200K/year
  – If FACT is successful:
    • 62% of Senior Mini-Grant funds still awarded to other grantees

• Amend the contract with FACT to:
  • Expand their required functions in the scope of work, and
  • Add Performance Measures tied to those additional functions
EARLY ACTION PROGRAM STATUS

70 OF 77 MILES OPEN OR UNDER DEVELOPMENT

1. PLANNING
2. PRELIMINARY ENGINEERING AND ENVIRONMENTAL CLEARANCE
3. FINAL DESIGN
4. CONSTRUCTION
5. PROJECT COMPLETE

WE ARE HERE

DRAFT
PROJECT FEATURES

BICYCLE/PEDESTRIAN

- Separated bikeways
- Neighborhood traffic circles, traffic calming
- High visibility crosswalks, ADA improvements
- Signal improvements
- Wayfinding signage
PROJECT FEATURES

CAPITAL IMPROVEMENTS

• Structures, walls, bridges
• Drainage and stormwater improvements
• Utility conflicts and relocations
• Upgrading to current standards
• Roadway (curb and gutter, repaving)
WHO WILL USE THESE BIKEWAYS?
COASTAL RAIL TRAIL:
ROSE CREEK BIKEWAY
COASTAL RAIL TRAIL:
ROSE CREEK BIKEWAY
COASTAL RAIL TRAIL: ROSE CREEK BIKEWAY

- Two miles in City of San Diego
- Construction is 83% complete
- Expected to open to public in fall 2020
INLAND RAIL TRAIL:
COUNTY OF SAN DIEGO AND CITY OF VISTA
INLAND RAIL TRAIL:
COUNTY OF SAN DIEGO AND CITY OF VISTA
INLAND RAIL TRAIL:
COUNTY OF SAN DIEGO AND CITY OF VISTA
INLAND RAIL TRAIL:
COUNTY OF SAN DIEGO AND CITY OF VISTA

- Three miles in County of San Diego, cities of Vista and Oceanside
- Construction is 91% complete
- Expected to open to public in summer
NORTH PARK | MID-CITY BIKEWAYS

Legend:
- Green: Georgia – Meade Bikeway
- Blue: Robinson Bikeway
- Magenta: Howard Bikeway
- Orange: Orange Bikeway
- Purple: Landis Bikeway
- Blue: University Bikeway
- Green: SR 15 Commuter Bikeway
- Red: Other Regional Bikeways

Note: Future Monroe Bikeway Alignment To Be Determined

- School
- Transit Center
NORTH PARK | MID-CITY BIKEWAYS:
GEORGIA – MEADE AND LANDIS BIKEWAYS
NORTH PARK | MID-CITY BIKEWAYS:
GEORGIA – MEADE AND LANDIS BIKEWAYS

• 6.5 miles in City of San Diego
• Construction is 17% complete
• Expected to open to public in spring 2022
UPTOWN BIKEWAYS:
FOURTH & FIFTH AVENUES BIKEWAY

Uptown Bikeways Alignments

Fourth and Fifth Avenue Bikeways
Uptown Bikeways
Other Regional Bikeways
City of San Diego University Avenue Bikeway
UPTOWN BIKEWAYS:
FOURTH & FIFTH AVENUES BIKEWAY
CITY OF SAN DIEGO URBAN BIKEWAYS

• Continuing under Development Services Division review:
  – Pershing Bikeway
  – Imperial Avenue Bikeway
  – Bayshore Bikeway Barrio Logan
  – Howard Bikeway
  – Border to Bayshore Bikeway
  – Robinson Bikeway

• Central Avenue Bikeway under Public Works review
AVERAGE DAILY BIKE COUNTS

Bayshore Bikeway Chula Vista

2019 v 2020 Daily Average Bike Counts January - May

Jan-May 2019
Jan-May 2020
AVERAGE DAILY BIKE COUNTS

Rose Canyon

2019 v 2020 Daily Average Bike Counts January - May

Jan-May 2019
Jan-May 2020
AVERAGE DAILY BIKE COUNTS

Inland Rail Trail San Marcos

2019 v 2020 Daily Average Bike Counts January - May

Jan-Mar: 2019 vs 2020 Count

Jan-May 2019
Jan-May 2020

- 2019
- 2020