Donuts and Displays Workshop for Cycle 4 Call for Projects:

TransNet Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP)
Pre-Application Workshop for Cycle 4 Call for Projects:

TransNet Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP)
Agenda

• Welcome and Introductions
• Cycle 4 Grant Programs
• Overview of SGIP and ATGP
• Distinctions between TransNet ATGP and Statewide/Regional Active Transportation Program (ATP)
• Light Lunch and Highlights from Previous Grant-Funded Projects
• Review of SGIP and ATGP Application Forms
• Overview of SGIP CAP and CS Policies Grants
• Question and Answer Session
• Wrap-Up and Concluding Remarks
Cycle 4 Grant Programs

- Available funding amounts
  - $27 million for SGIP; $3.6 million for ATGP

- Major Changes Since Cycle 3:
  - New eligibility requirements: CAPs and complete streets policies required to receive SGIP and ATGP funds
  - SANDAG must provide funding for preparation of CAPs and complete streets for jurisdictions that don’t have them
    - Up to $1 million from SGIP – any unused funds redirected back to SGIP
  - One-year “phased funding approach” to meet requirements
  - Evaluation criteria: Greater weight to GHG reductions
Six Grant Categories

- SGIP
  - Capital Projects
  - Planning Projects
  - Climate Action Plans
  - Complete Streets Policies
- ATGP
  - Capital Projects
    - Large and Small Category Projects
  - Non-Capital Projects
    - Planning, EEA, and Bike Parking
Grant website and Electronic Submittal Process

- sandag.org/cycle4grants
- Electronic submittal period: March 1 – 15, 2018
Overview of SGIP and ATGP Programs

• Program Goals and Eligible Applicants
• Eligible Projects
• Funding Amounts
• Timelines
• Eligibility Criteria, Scoring Criteria
• Scoring and Selection Process
• SANDAG Board Policy No. 033
• Eligible and Ineligible Expenses
• Matching Funds
• Project Implementation and Oversight
# Program Goals and Eligible Applicants

<table>
<thead>
<tr>
<th>Program Goals</th>
<th>SGIP</th>
<th>ATGP</th>
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<tbody>
<tr>
<td></td>
<td>• Encourage comprehensive public infrastructure projects and planning activities that facilitate compact, mixed-use development focused around public transit, and that aim to increase housing and transportation choices, reduce greenhouse gas emissions, and improve public health.</td>
<td>• Encourage the planning and development of Complete Streets and provide multiple travel choices for the region’s residents, visitors, and businesses, though safe and well-connected bicycle and pedestrian networks.</td>
</tr>
<tr>
<td></td>
<td>• Fund projects that can serve as models around the region and attract private development.</td>
<td>• Promote a comprehensive, neighborhood-based approach to planning and implementing active transportation improvements and traffic calming by coordinating existing and planned land use and transit to increase connectivity for bicyclists and pedestrians.</td>
</tr>
<tr>
<td></td>
<td>• Create great places in the San Diego region.</td>
<td>• Support the program objectives derived from the goals in SANDAG Riding to 2050: The San Diego Regional Bicycle Plan.</td>
</tr>
</tbody>
</table>

**Eligible Applicants:** Local Jurisdictions (Cities and the County)
Smart Growth Concept Map

Smart Growth Opportunity Areas
- Existing/Planned Potential
  - Metropolitan Center
  - Urban Center
  - Town Center
  - Community Center
  - Rural Village
  - Special Use Center
  - Mixed Use Transit Corridor

New Resource
Geographic Boundary Viewer: http://gbv.sandag.org
SGIP: Eligible Projects – Capital Grants

Must be in an “Existing/Planned” SGOA

- Pedestrian Improvements
- Bike Facilities
- Transit Access Improvements
- Streetscape Improvements
- Public Plazas
- Traffic Calming Features
- Other Innovative Smart Growth supporting infrastructure
SGIP: Eligible Projects – Planning Grants

*Must be in either a “Potential” or “Existing/Planned” SGOA*

- Comprehensive planning efforts such as:
  - Specific area plans or community plans
  - Amendments/updates to general or specific plans
  - Updates to climate action plans
  - Updates to complete streets policies

- Smaller-scale neighborhood planning activities such as:
  - 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 Benefit and Impact Assessment (HIA) connected to a SGIP-funded project
  - Environmental planning documents connected to a SGIP-funded project
ATGP: Eligible Projects – Capital Grants

- New bike facilities including paths and bike boulevards
- Bike lane striping and widening
- New sidewalks, widening of sidewalks, sidewalk gap closures
- New pedestrian facilities
- Pedestrian over and under crossings
- Shortcuts to shorten bike/walk travel time and provide for safer connections
- High visibility crosswalks (ladder/zebra/continental style)
- Bulb outs and intersection treatments
- Roundabouts and traffic circles
- Speed humps and speed tables
- Raised intersections
- Median refuges
- Road diets
- Full or half street closures
- Pedestrian and bike-related traffic control devices and pavement markings
- Pedestrian-scale lighting
- Signage and wayfinding
ATGP: Eligible Projects – Non-Capital Grants

Three categories:

• **Planning:** (Comprehensive Active Transportation Strategies and Bicycle Master Plans ($300k max))
  
  Note: Stand-alone pedestrian master plans are not eligible

• **EEA Programs:** ($300k max)

• **Bike Parking:** (Bike racks, lockers, and corrals ($50k max); bike stations ($100k max))
  
  Note: Jurisdictions can submit only one application per category
## Funding Amounts

<table>
<thead>
<tr>
<th></th>
<th>SGIP: $27 million</th>
<th>ATGP: $3.6 million</th>
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<tbody>
<tr>
<td><strong>Capital</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>80%</td>
<td></td>
<td>75%</td>
</tr>
<tr>
<td>$2.5 million cap</td>
<td></td>
<td>$500,000 – $1.5 million for large category projects; 60% max toward large projects</td>
</tr>
<tr>
<td>$21.6 million total</td>
<td></td>
<td>$499,999 or below for small category projects; 40% max toward small projects</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$2.7 million total, with $1.62 million for projects over $500,000 and $1.08 million below $499,999</td>
</tr>
<tr>
<td><strong>Planning/Non-Capital</strong></td>
<td>20% plus any rollover from Capital</td>
<td>25% plus any rollover from Capital</td>
</tr>
<tr>
<td>$500,000 cap</td>
<td></td>
<td>$900,000 total; no % allocation req.</td>
</tr>
<tr>
<td>$5.4 million total</td>
<td></td>
<td>Funding caps:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Planning ($300k)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Education/ Encouragement/ Awareness ($300k)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Bike parking ($50k for bike racks, lockers, or corrals; $100k for bike stations)</td>
</tr>
</tbody>
</table>
Timeline and Important Dates

- Applications due: **4 p.m. Thursday, March 15, 2018**
- Electronic submittal period: March 1 – March 15, 2018
- Applicant presentations to Evaluation Panels:
  - Weeks of April 9 and/or 16, 2018
  - Dates and times TBD based on availability of evaluation panelists
- Anticipated funding recommendations:
  - Regional Planning and Transportation Committees: July 6, 2018
  - SANDAG Board: July 27, 2018
  - NTPs: Dec 2018/Jan 2019, or rolling
- Anticipated CAP and CS dates:
  - Funding Recommendations: Spring 2018
  - NTPs: Summer 2018
Eligibility Criteria

- Only cities and the County can apply
- Consistency with the *TransNet* Extension Ordinance
- For SGIP Grants: Smart Growth Opportunity Area Designation
- Climate Action Plan and Complete Streets Policy
- Resolution showing status of CAPs and CS Policy, authorize submission of application, commit to provide identified matching funds, and authorize contract execution if awarded
- SANDAG Board Policy No. 031, Rule 21 (*TransNet* Ordinance and Expenditure Plan Rules) – Routine Accommodation
- Capital Grants Only:
  - Minimum Design Standards and Guidelines
  - Project Readiness (feasibility study or equivalent evaluation of project feasibility)
Scoring Criteria: SGIP Capital

- Land Use and Transportation Characteristics (26%)
- Quality of Proposed Capital Improvement Project (35%)
- Project Readiness (9%)
- Efficient Use of Program Funds (2%)
- Matching Funds (3%)
- SANDAG Policy No. 033 Points (25%)
Scoring Criteria: SGIP Planning

- Relationship to Regional Transit (8%)
- Potential for Smart Growth Development and Advanced Technologies (10%)
- Proposed Project Goals and Objectives and Greenhouse Gas Emission Reductions (15%)
- Method to Accomplish Program Objectives (15%)
- Implementation (14%)
- Evidence of Local Commitment (3%)
- Matching Funds (10%)
- SANDAG Board Policy No. 033 (25%)
Scoring Criteria: ATGP Capital

• Project Connections and Safety (24%)
• Quality of Proposed Capital Improvement Project (20.5%)
• Supportive Policies and Programs (6.5%)
• Demand Analysis (GIS) (7.5%)
• Project Readiness (10%)
• Efficient Use of Program Funds (3%)
• Matching Funds (3.5%)
• SANDAG Board Policy No. 033 (25%)
Scoring Criteria: ATGP Non-Capital

Scoring Criteria (points vary by category):

- Program Objectives and Advanced Technologies
- Comprehensiveness and Greenhouse Gas Emission Reductions
- Methodology
- Community Support
- Evaluation
- Innovation
- Demand Analysis (GIS)
- Efficient Use of Program Funds
- Matching Funds
- SANDAG Board Policy No. 033
Scoring and Selection Process

• Evaluation Panels and Evaluation Panel Workshops

• Scoring Approach for Categories of Questions
  • Objective Criteria (marked with asterisks on scoring matrices)
  • Subjective Criteria

• Project Rankings (sum of ranks approach)

• Selection Process
  • SGIP: Regional Planning Committee and Transportation Committee make recommendations to SANDAG Board
  • ATGP: Transportation Committee makes recommendations to SANDAG Board
  • Both programs: SANDAG Board approves final list of projects to receive grant funding.

*SANDAG reserves the right to partially fund grants, and to fund less than the amount available for each funding category in a given funding cycle.*
SANDAG Board Policy No. 033

• 25% of total points for both programs
• Housing Element compliance by HCD
• Four criteria weighted equally:
  • Greater share of planned affordable housing (RHNA)
  • Total number of existing affordable housing units
  • Percent of existing lower income households
  • Share of affordable housing units permitted from 2012-2016

Note: To use 2013-2017 data, submit a Housing Element Annual Progress Report to SANDAG by April 1, 2018
Eligible Expenses

Eligible Expenses:

• Direct costs including local agency salaries, professional services, preliminary engineering, right-of-way acquisition, construction, project management costs, and other direct expenses incurred on behalf of the project

• Indirect costs (including overhead) if they are related to the project
  • If budget includes indirect costs, Grantees required to submit an ICAP prior to grant agreement execution.
  • Applicants that intend to apply indirect costs should contact SANDAG staff before submitting their applications.
Ineligible Expenses

Ineligible Expenses (related to bike/ped. capital projects):

• Curb, gutter, and other drainage improvements
• Driveway ramps installed across sidewalks
• Roadway shoulder
• Existing requirements
Matching Funds

• In-kind funds or cash match from local agencies
  • Local agency salaries
  • Other expenses directly related to the project
• Matching funds from outside sources
  • Developer contributions
  • Non-profit contributions
  • Local Street and Road Program TransNet funds
  • Other state or federal funds (e.g., Caltrans planning grants)
  • Other quantifiable sources

• Note: Indirect costs cannot count as match
• Matching fund amounts must be reflected in the Resolution.
• Matching fund sources must be included in the application.
Project Implementation and Oversight

- Contact information
- Design Development and Community Meetings
- Quarterly Reports, Invoices, and Deliverables
- Performance Monitoring
- Communications
- SANDAG Board Policy No. 035
- Grant Agreement Execution
- Notice to Proceed
- For Capital Grants Only:
  - Plan Review
  - Baseline Data Collection
Board Policy 035

Maximum project schedule timelines

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Consultant</th>
<th>Construction Complete</th>
<th>Total Length of Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAPITAL</td>
<td>2 yr.</td>
<td>18 mo.</td>
<td>3 ½ yr.</td>
</tr>
<tr>
<td>PLANNING</td>
<td>1 yr.</td>
<td>2 yr.</td>
<td>3 yr.</td>
</tr>
</tbody>
</table>

- Capital projects must have a construction contract awarded within two years of NTP. Project completion must be within 18 months following construction contract award.
- Planning projects must award consultant contract within one year of NTP. Project must be complete within two years following consultant contract award.
# Distinctions between TransNet ATGP and Statewide/Regional ATP

<table>
<thead>
<tr>
<th>TransNet ATGP</th>
<th>Statewide/Regional ATP</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 years of funding (FY18/19 - FY20/21)</td>
<td>4 years of funding (FY19/20 – FY22/23)</td>
</tr>
<tr>
<td>Local TransNet funds - no federal requirements</td>
<td>Federal and state funds - projects must be federal-aid eligible</td>
</tr>
<tr>
<td>SANDAG Guidelines</td>
<td>CTC Guidelines</td>
</tr>
<tr>
<td>No disadvantaged community requirement</td>
<td>25% of funding must benefit disadvantaged communities</td>
</tr>
<tr>
<td>No minimum project size</td>
<td>Minimum project size of $250,000 (excluding non-infrastructure, SR2S, recreational trails, and plans)</td>
</tr>
<tr>
<td>3 project types (capital, planning, EEA, bike parking)</td>
<td>5 project types (large infrastructure, medium infrastructure, small infrastructure, non-infrastructure, plans)</td>
</tr>
<tr>
<td>Applications submitted to SANDAG</td>
<td>Applications submitted to CTC with a copy to SANDAG</td>
</tr>
<tr>
<td>Funding allocated through SANDAG</td>
<td>Funding allocated through Caltrans</td>
</tr>
</tbody>
</table>
## Preliminary Schedule for Statewide/Regional ATP

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
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<tbody>
<tr>
<td>CTC adopts fund estimate</td>
<td>March 21/22, 2018</td>
</tr>
<tr>
<td>ATP Guidelines adopted by CTC</td>
<td>March 21/22, 2018</td>
</tr>
<tr>
<td>Statewide Call for Projects released</td>
<td>March 26, 2018</td>
</tr>
<tr>
<td>CTC approves SANDAG Regional ATP guidelines</td>
<td>May 15/16, 2018</td>
</tr>
<tr>
<td>Regional ATP Call for Projects released</td>
<td>June 1, 2018</td>
</tr>
<tr>
<td>Statewide applications due to CTC</td>
<td>June 8, 2018</td>
</tr>
<tr>
<td>Statewide ATP project rankings released</td>
<td>October 30, 2018</td>
</tr>
<tr>
<td>CTC adopts statewide ATP rankings</td>
<td>December 5/6, 2018</td>
</tr>
<tr>
<td>Regional ATP project rankings released</td>
<td>December 7, 2018</td>
</tr>
<tr>
<td>CTC adopts Regional ATP rankings</td>
<td>March 2019</td>
</tr>
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</table>
Light Lunch and Highlights from Previous Grant-Funded Projects

- Completed Projects: Story Map
  KeepSanDiegoMoving.com/grants
- Helpful Tips from Previous Grant Recipients
- Best Practices for Schedule Amendment Avoidance
Competitive Grants

Three previous cycles

• More than 100 projects
• More than $50 million awarded and almost $35 million leveraged
Smart Growth Incentive Program and Active Transportation Grant Program Projects

Total
• More than 100 grants
• More than $50 million
Success Stories on Story Map

KeepSanDiegoMoving.com/grants

A Decade of Success Stories

Funded by TransNet, the region’s half-cent sales tax for transportation projects, SANDAG administers grant programs that enable local jurisdictions to implement projects that promote smart growth and expand walking, biking, and transit use. Some grant projects also receive Federal Development Act (DDA) funding. A selection of completed projects is featured in this interactive map.
Maple Street Pedestrian Plaza, Escondido

Escondido's "festival street" located in the heart of downtown is a walking-friendly multi-use space graced by a decorative gateway, light and water features, and tiles commemorating the city's rich history. Completed in September 2012, the innovative space connects City Hall and the California Center for the Arts Escondido (CCA) as well as Grape Day Park to the historic downtown.
Paseo Santa Fe, Phase II, Vista

This complete and livable streets revitalization project includes a road diet that reduced the street width from five lanes to two lanes; installed new curbs, gutters, and enhanced sidewalks; constructed roundabouts at key intersections; and installed decorative elements such as landscaping, street lights, street signs, and furniture. The project’s goal was to slow traffic and improve multimodal mobility within the Town Center by improving access for people biking and walking to downtown Vista.
Mission Avenue Improvement, Oceanside

The revitalization of Downtown Oceanside took a giant step forward in 2014 when major street improvements were completed to make the shopping and dining destination more inviting and friendly to people walking in the area. Mission Avenue was converted into a two-lane, one-way street with wider sidewalks, street furniture, and reverse angle parking. The new improvements support the city's continuing efforts to attract more businesses, hotels, and other development to the area.
A new roundabout distinguished by a landmark sculpture at Carlsbad Boulevard and State Street now welcomes visitors to the coastal city. The roundabout is part of a wider effort to calm traffic and make the area more friendly to people biking and walking. The project also included the completion of a segment of the Coastal Rail Trail between Eaton Street in Oceanside and the roundabout in Carlsbad. To complement these improvements, Carlsbad Village recently installed 80 bike racks nearby to encourage people riding bikes to visit the shops and restaurants in the area.
Del Mar Bike Parking Facilities

Short term bike parking facilities - like bike racks and bike lockers - were installed throughout the City of Del Mar, along the primary circulation route, Camino del Mar. These bike parking facilities encourage more people to bike and walk to the many shops and other businesses along the route, which in turn will decrease parking demand and reduce traffic.
The La Mesa Downtown Village Streetscape Improvement Project revitalized the La Mesa Downtown Village. The project enhanced sense of place and walkability in the village, which is adjacent to existing bus and Trolley stops. Improvements included new sidewalks, wide curb ramps, bollards, enhanced crosswalks, bulbouts, pavement, decorative lighting, street trees and furniture, wayfinding signage, bike parking, and a new public plaza. Usable sidewalk space was expanded by placing trees, lights, and parking meters within a uniquely designed sawtooth curb pattern that takes advantage of gaps created by diagonal parking.
Completed in 2013, the Lemon Grove Main Street Promenade earned the 2014 Project of the Year awarded by the local chapter of the American Public Works Association. Located next to the Trolley station and Citronica One mixed-use development, the plaza improved access for walking, biking, and transit use. Project elements include enhanced crosswalks, key access ramps, mosaic art, a kids play area, and public restrooms.
Downtown San Diego Wayfinding Signage

Approximately 300 new wayfinding signs were installed throughout Downtown San Diego. Consistent with the goals and objectives of the 2006 Downtown Community Plan, the project facilitates a visitor-friendly experience that encourages transportation choices like walking, riding a bike, or taking transit. The goal is to direct Downtown residents, visitors, and workers to popular destinations like neighborhoods, parks, the cruise ship terminal, PETCO Park, Horton Plaza, and Balboa Park.
The Commercial Street Streetscape project's enhancements were designed to slow traffic, improve visibility of people walking, and make crossing Commercial Street safer for current and future residents. The streetscape features calmed traffic and improved access for people walking and biking.
A major revitalization of Downtown Chula Vista's Third Avenue Village was completed in March 2013. The new streetscape features wide sidewalks, easy-to-see crosswalks, benches, bike racks, curb bulb-outs, way-finding signage, and drought-tolerant landscaped medians. Shared lane pavement markings (sharrows) guide people riding bikes and remind people driving cars to share the road. A plaza with attractive pavers provides a special event gathering place that connects Third Avenue with Memorial Park.
National City Boulevard Projects

National City Boulevard was completely revitalized through three different Smart Growth Incentive Program grants. New sidewalks, street lighting, curbs, and medians were constructed, as well as the outdoor Morgan Square gathering space that features local art. Collectively, the projects created a more walkable boulevard, reducing pedestrian accidents in the area and creating better access to surrounding schools, health care center, and commercial businesses.
Light Lunch and Highlights from Previous Grant-Funded Projects (cont.)

- Helpful Tips from Previous Grant Recipients
- Best Practices for Schedule Amendment Avoidance
SGIP and ATGP Application Forms

- Application Forms [www.sandag.org/cycle4grants](http://www.sandag.org/cycle4grants)
- New: Scoring Instructions Resource

Documents Common to All Applications:
- Applicant Statement Form
- Sample Resolution *(Resolutions due at least two weeks before funding recommendations, so by April 20 if submitting CAP/CS applications, or by June 22 if only submitting SGIP/ATGP applications, pending anticipated funding recommendations on May 4 for CAP/CS and July 6 for SGIP/ATGP)*
- Grant Agreement Template
- Scope, Schedule, and Budget Worksheet

Criteria B2, C1 and C2 Worksheet (for SGIP Capital only)
- B2 – Entitled Development Density
- C1 – New Affordable Housing Development
- C2 – Low to Very Low-Income Affordable Units
SGIP: Climate Action Plans and Complete Streets Policies Grants

Purpose:

• Provide opportunity for jurisdictions without an adopted Climate Action Plan (CAP) and/or Complete Streets (CS) policy to apply for competitive funding to complete a CAP and/or CS policy to meet the new SGIP/ATGP eligibility requirements

Funding:

• Up to $1 million available from SGIP for CAP or CS grants
• Grant amounts:
  • Up to $75,000 for CS policies
  • Up to $75,000 for CAPs
  • Up to $150,000 for CAPs that include a CEQA analysis
• 20 percent minimum match required
If requesting above $75,000 for a qualified CAP with a CEQA document, applicants must describe how the CAP will meet the requirements of CEQA Guidelines Section 15183.5.
SGIP: Complete Streets Policies

Application Questions and Scoring Criteria:

- Comprehensiveness and Context Sensitivity (20%)
- Policy Development and Community Engagement (20%)
- Implementation and Monitoring (30%)
- Matching Funds (5%)
- SANDAG Board Policy No. 033 (25%)
SGIP: CAPs and Complete Streets Policies

Scoring and Selection Process:

- **Evaluation Panel:**
  - SANDAG staff and other public agency staff members with expertise in CAPs and/or CS policies

- **Scoring Approach**
  - Objective Criteria (matching funds and RHNA – Policy No. 033)
  - Subjective Criteria – based on application responses

- **Project Rankings (sum of ranks approach)**

- **Selection Process**
  - Regional Planning Committee and Transportation Committee make recommendations to SANDAG Board
  - SANDAG Board approves final list of projects to receive grant funding
SGIP: CAPs and Complete Streets Policies

Anticipated Schedule:

• March 15, 2018 – Applications due
• May 2018 – SANDAG Board of Directors approves CAP/CS funding recommendations
  • In time for July 2018 RTIP amendment
• August 2018 – Contract executions and NTPs
• Summer 2019 - CAP/CS must be adopted in order to receive any awarded SGIP/ATGP funds
Q&A Session and Concluding Remarks

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Notes:

- Applications will become public records and will be posted on the Cycle 4 web page.
- All questions and answers from the workshop will be summarized and posted on-line as a FAQ document.
- The FAQ document will be updated periodically during the course of the application period.
- Any changes to application documents will be made in “track changes” and re-posted to the Cycle 4 web page.

sandag.org/cycle4grants