

SANDAG

Board of Directors Agenda

Friday, April 23, 2021

8 a.m.

****Teleconference Meeting****

MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

The Board of Directors meeting scheduled for Friday, April 9, 2021, will be conducted virtually in accordance with Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak, Executive Order N-29-20, and the Guidance for Gatherings issued by the California Department of Public Health. Board Members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

- To participate via Zoom webinar, click the link to join the meeting: <https://zoom.us/j/92190867408>
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Public Comments: 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 "April 23 Board Meeting" in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Thursday, April 22 will be provided to members prior to the meeting.

If you desire to provide live verbal comment during the meeting, please join the Zoom meeting by computer or phone and 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 joining via a computer and by the last three digits of for those joining via telephone. All comments received prior to the close of the meeting will be made part of the meeting record. 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 via email or orally per the instructions above.

SANDAG

Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Public speakers are limited to three minutes or less per person. The Board may only take action on any item appearing on the agenda.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at sandag.org/meetings. Additionally, interested persons can sign up for email notifications at sandag.org/subscribe.

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- Open your browser and paste the link: streamtext.net/player?event=SANDAG-BOD.

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, Board of Directors (BOD) \$150, and Regional Transportation Commission (RTC) \$100. Compensation rates for the EC and BOD are set pursuant to the SANDAG Bylaws, and the compensation rate for the RTC is set pursuant to state law.

Mission Statement

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transit; and provides information on a broad range of topics pertinent to the region's quality of life.

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. In 2021, SANDAG will develop an equity action plan that 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, April 23, 2021

Item No.		Action
1.	Non-Agenda Public 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 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. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Subjects of previous agenda items may not again be addressed under public comment.	
+2.	First Reading of Proposed Amendments to the <i>TransNet</i> Extension Ordinance* <i>Ariana zur Nieden, SANDAG</i> The Board of Directors, acting as the San Diego County Regional Transportation Commission, is asked to conduct the first reading of RTC Ordinance No. CO-2021-01, related to administrative expenses, by reading the title and waiving full recitation of the Ordinance for this and all future readings.	Conduct First Reading
Consent		
+3.	Approval of Meeting Minutes <i>Francesca Webb, SANDAG</i> The Board of Directors is asked to approve the minutes from its April 9, 2021, meeting.	Approve
+4.	Policy Advisory Committee Actions <i>Francesca Webb, SANDAG</i> The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees.	Approve
+5.	Federal Transit Administration Section 5311 Program of Projects <i>Michelle Smith, SANDAG</i> The Transportation Committee recommends that the Board of Directors approve the Federal Fiscal Year 2021 and Coronavirus Relief and Response Supplemental Appropriations Act apportionments of Federal Transit Administration Section 5311 Non-Urbanized Area Formula Program funds for the San Diego region.	Approve

+6.	FY 2022 Transit Capital Improvement Program* <i>Kim Monasi, SANDAG</i> The Transportation Committee recommends that the Board of Directors: <ol style="list-style-type: none"> 1. approve the submittal of Federal Transit Administration grant applications for the San Diego region; and 2. adopt Regional Transportation Commission Resolution No. RTC-2021-06, approving Amendment No. 1 to the 2021 Regional Transportation Improvement Program. 	Approve
+7.	Regional Active Transportation Program Funding Recommendations <i>Audrey Porcella, SANDAG</i> The Transportation Committee recommends that the Board of Directors: <ol style="list-style-type: none"> 1. adopt Resolution No. 2021-18, certifying the results of the San Diego Regional Active Transportation Program (ATP); and 2. recommend that the California Transportation Commission fund the San Diego Regional ATP projects consistent with Attachment 3. 	Approve
+8.	Proposed Contract Amendment: Centralized Train Control Contract Capacity Increase <i>Dinara Usseanova, SANDAG</i> The Board of Directors is asked to approve adding \$360,000 in contract capacity to Contract 5000786 with ARINC, a part of Collins Aerospace, in support of ongoing track and signal work by MTS into the Advanced Information Management Centralized Train Control system currently maintained by SANDAG.	Approve
+9.	Transportation Network Company Access for All Grant Program <i>Jenny Russo, SANDAG</i> The Board of Directors is asked to: <ol style="list-style-type: none"> 1. approve the submission of an application for SANDAG to serve as the San Diego region's Local Access Fund Administrator for the Access for All Program; 2. adopt Resolution No. 2021-20 as required by the California Public Utilities Commission; and 3. authorize the Executive Director to carry out all responsibilities necessary to implement the Access for All Program in the San Diego region. 	Approve
+10.	Executive Director Delegated Actions* <i>Kim Monasi, SANDAG</i> In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Executive Director since the last Board meeting.	Information

- +11. Meetings and Events Attended on Behalf of SANDAG** **Information**
Francesca Webb, SANDAG

Board members will provide brief reports orally or in writing on external meetings and events attended on behalf of SANDAG.

Report

- 12. Non-Agenda Member Comments**

Board members may provide information and announcements under this agenda item.

- 13. Executive Director's Report**

Hasan Ikhata, SANDAG

Discussion

An update on key programs, projects, and agency initiatives will be presented.

- +14. 2021 Regional Plan: Social Equity**

Tuere Fa'aola, SANDAG

Discussion

A panel of SANDAG staff and industry leaders will provide an overview of social equity trends and draft social equity performance results that support the 2021 Regional Plan goals for a "fair" transportation system.

- 15. Upcoming Meetings**

Information

The next Board meeting is scheduled for Friday, April 30, 2021, at 9 a.m.

- 16. Adjournment**

+ 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

First Reading of Proposed Amendments to the *TransNet* Extension Ordinance

Overview

At its [March 26, 2021, meeting](#), the Board of Directors approved the Draft FY 2022 Program Budget, including recommended changes to the annual *TransNet* apportionments to provide the agency with a sustainable source of funding necessary to support ongoing and future *TransNet* activities.

In order to implement the recommended changes, the *TransNet* Extension Ordinance must be updated. Section 16 of the [TransNet Extension Ordinance](#) states the Commission may, with a two-thirds vote, amend the Ordinance to further its purposes.

Attachment 1 includes Commission Ordinance CO-2021-01, amending Regional Transportation Commission Ordinance No. CO-04-01 related to administrative expenses.

Key Considerations

Proposed Amendment to Administrative Expense Allocation

SANDAG, acting as the San Diego County Regional Transportation Commission, uses the *TransNet* administrative funds to administer the San Diego County Regional Transportation Commission Act, including advancing *TransNet* projects and programs throughout the region and providing services that support oversight and administration of the *TransNet* program. An additional 1% in administrative expense category beginning in FY 2022 is proposed. This will ensure that adequate resources are available to effectively administer the program consistent with recommendations that have resulted from recent *TransNet* audits and the agency's organizational assessment, both of which identified numerous opportunities for improvement to address the changing needs of the region, the Board of Directors, and the public.

Key investments are needed in areas such as:

- Performance management, data analytics, and modeling to enable target setting and improved reporting of outcomes, greater transparency, and better insights for decision making consistent with prior *TransNet* performance audit recommendations
- Member agency services and communications to advance local policy initiatives and compete for federal and state funds to leverage *TransNet* dollars
- *TransNet* financial management to support finance and bonding research and forecasting allowing staff to conduct refunding and refinancing activities to economize fund management and position the region to attract new funding

Action: **Conduct First Reading**

The Board of Directors, acting as the San Diego County Regional Transportation Commission, is asked to conduct the first reading of RTC Ordinance No. CO-2021-17 (Attachment 1), related to administrative expenses, by reading the title and waiving full recitation of the Ordinance for this and all future readings.

Fiscal Impact:

An additional estimated \$3.2 million would be allocated to fund administrative efforts in FY 2022.

Schedule/Scope Impact:

The SANDAG Board will be asked to conduct first and second readings at its meetings in April and May 2021. Thereafter, the amendment would take effect 30 days after its final passage and would be incorporated into the final FY 2022 SANDAG Program Budget.

- Office of the Independent Performance Auditor to monitor performance of SANDAG programs and projects including those undertaken pursuant to the *TransNet* Ordinance
- Equity and inclusion, consistent with the Board's recent Commitment to Equity statement, to bring a social equity lens to the *TransNet* program, perform additional Title VI analyses to inform program and project decisions, and ensure projects meet the requirements of the Americans with Disabilities Act

TransNet Independent Taxpayer Oversight Committee Review

At the [March 10, 2021, ITOC meeting](#), staff presented a proposal to amend the *TransNet* Ordinance. ITOC members requested a special meeting (held on March 17, 2021) to allow more time to review and discuss the proposal.

At its [special meeting](#), consistent with Ordinance provisions, the ITOC reviewed and discussed the proposed amendment to the administrative expense allocation, including activities that would be funded with the additional 1%, the impact to *TransNet* subprograms, peer agency comparisons, and project-level detail of all activities funded by *TransNet* administrative funds, among other relevant considerations. After a careful and thorough review, the ITOC recognized the proposed changes would ultimately benefit taxpayers and the San Diego region and help to further the SANDAG mission. Therefore, the ITOC recommended that the approve an increase to the administrative expense limit from 1% to 2%.

Next Steps

- **April 23, 2021:** The Board will be asked to conduct the First Reading of Proposed Amendments to the *TransNet* Extension Ordinance
- **May 14, 2021:** The Board will be asked to conduct the Second Reading of Proposed Amendments to the *TransNet* Extension Ordinance
- **May 14, 2021:** The proposed Final FY 2022 SANDAG Program Budget is scheduled for review and adoption by the Executive Committee and Board

The proposed amendment would take effect 30 days after its final passage and would be incorporated into the Final FY 2022 SANDAG Program Budget.

André Douzjian, Chief Financial Officer

Key Staff Contact: André Douzjian, (619) 699-6931, andre.douzjian@sandag.org
Ariana zur Nieden, (619) 699-6961, ariana.zurnieden@sandag.org

Attachment: 1. Commission Ordinance CO-2021-01 Amending Regional Transportation
Commission Ordinance No. CO-04-01 Related to Administrative Expenses



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COMMISSION ORDINANCE CO-2021-01

An Ordinance of the San Diego County Regional Transportation Commission Amending Regional Transportation Commission Ordinance No. Co-04-01 Related to Administrative Expenses

THE SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION ORDAINS AS FOLLOWS:

Sections 2.F. and 12. of Regional Transportation Commission Ordinance No. CO-04-01 are hereby amended to read as set forth below:

2.F. Administration and Independent Taxpayer Oversight Committee:

Up to ~~one~~ two percent of the total annual revenues available will be used for administrative expenses and up to \$250,000 per year will be used for the operation of an Independent Taxpayer Oversight Committee.

12. ADMINISTRATIVE EXPENSES: Revenues may be expended by the Commission for staff salaries, wages, benefits, and overhead and for those services, including contractual services, necessary to administer the Act; however, in no case shall such expenditures exceed ~~one~~ two percent of the annual revenues provided by the measure. Any funds not utilized in a given fiscal year shall remain available for expenditure in subsequent fiscal years. Costs of performing or contracting for project related work shall be paid from the revenues allocated to the appropriate purpose as set forth in Section 4 herein. An annual independent audit shall be conducted through the Independent Taxpayers Oversight Committee to assure that the revenues expended by the Commission under this section are necessary and reasonable in carrying out its responsibilities under the Act.

PASSED AND ADOPTED this 14th day of May 2021.

AYES:

NOES:

ABSENT:

Chair of the Board of Directors
of the San Diego County Regional
Transportation Commission

[Seal]

Attest:

Secretary of the Board of Directors of the
San Diego County Regional Transportation
Commission

April 9, 2021, Board of Directors Meeting Minutes

Chair Catherine Blakespear (Encinitas) called the meeting of the Board of Directors to order at 9:02 a.m.

Action: **Approve**

The Board of Directors is asked to approve the minutes from its April 9, 2021, meeting.

1. Public Comments/Continued Public Comments

Jesse O'Sullivan, Circulate San Diego, asked the Board to consider adopting a Vision Zero policy with the goal of reducing the number of street traffic fatalities and serious injuries to zero.

Lori Saldaña, former Assemblymember, spoke regarding the memorialization of more women and people of color on public highways and bridges.

Nicole Burgess, member of the public, asked the Board to consider adopting a Vision Zero policy with the goal of reducing the number of street traffic fatalities and serious injuries to zero.

Noah Harris, Climate Action Campaign and Quality of Life Coalition, asked the Board to consider adopting a Vision Zero policy with the goal of reducing the number of street traffic fatalities and serious injuries to zero.

Mike Bullock, member of the public, spoke regarding climate stabilization targets and the Regional Transportation Plan.

Karinna Gonzalez, member of the public, asked the Board to consider adopting a Vision Zero policy with the goal of reducing the number of street traffic fatalities and serious injuries to zero.

Councilmember Paloma Aguirre, Metropolitan Transit System, spoke regarding the new PRONTO system and changes to the fare ordinance.

Mayor Rebecca Jones, City of San Marcos, spoke regarding stakeholder involvement in planning Class 3 and 4 bike lanes, as well as the process for members requesting to add an item to the agenda.

Mayor Serge Dedina, City of Imperial Beach, spoke regarding sewage issues in the border region and Imperial Beach.

2. Executive Director's Report (Discussion)

Executive Director Hasan Ikhata presented an update on key programs, projects, and agency initiatives.

There were no public comments on this item.

3. 2021 Regional Plan: Role of Technology (Discussion)

A panel of SANDAG staff and industry leaders discussed the technology trends that have disrupted transportation, and opportunities to leverage technology in support of our goals for fast, fair and clean mobility.

Councilmember Dan Quirk, City of Del Mar, asked if key technological trends are converging to create a new form mass transit; and asked SANDAG to consider whether or not light rail was a good investment given continuing technological advances and low ridership.

Gretchen Newsome, IBW569 and the Quality of Life Coalition, spoke regarding policies to ensure socially equitable outcomes from the Regional Plan.

David Grubb, Quality of Life Coalition, spoke regarding climate change and ending reliance on fossil fuels.

Bee Mittermiller, Quality of Life Coalition, spoke regarding the inequitable impacts of the digital divide.

Noah Harris spoke regarding equitable access to transportation technologies, and climate change impacts on communities of concern.

Deborah Knight, Friends of Rose Canyon and Quality of Life Coalition, spoke in opposition to highway widening and the addition of additional HOV lanes.

Carolina Martinez, Environmental Health Coalition, spoke regarding the transition to electric buses.

Jesse O'Sullivan spoke regarding actions the agency can take now in support of safety and combating climate change.

Consent

4. Approval of Meeting Minutes (Approve)

The Board of Directors was asked to approve the minutes from its March 26, 2021, meeting.

There were no public comments on this item.

5. Policy Advisory Committee Actions (Approve)

The Board of Directors was asked to ratify the delegated actions taken by the Policy Advisory Committees.

There were no public comments on this item.

6. Executive Director Delegated Actions (Information)

In accordance with various Board Policies, this report summarized delegated actions taken by the Executive Director.

There were no public comments on this item.

7. Audit Committee Public Member Screening Committee (Approve)

The Board of Directors was asked to approve Lauren Warrem, Chief Deputy Treasurer for the County of San Diego, as a member of the SANDAG Audit Committee Public Member Screening Committee.

There were no public comments on this item.

Action: Upon a motion by Second Vice Chair Sotelo-Solis and a second by Vice Chair Todd Gloria (City of San Diego) the Board of Directors voted to approve Consent Item Nos. 4 through 7.

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Second Vice Chair Sotelo-Solis, Mayor Matt Hall (City of Carlsbad), Mayor Mary Salas (City of Chula Vista), Councilmember Mike Donovan (City of Coronado), Supervisor Terra Lawson-Remer (County of San Diego), Mayor Terry Gaasterland (City of Del Mar), Mayor Bill Wells (City of El Cajon), Councilmember Consuelo Martinez (City of Escondido), Mayor Serge Dedina (City of Imperial Beach), Councilmember Jack Shu (City of La Mesa), Mayor Racquel Vasquez (City of Lemon Grove), Councilmember Christopher Rodriguez (City of Oceanside), Mayor Steve Vaus (City of Poway), Mayor Rebecca Jones (City of San Marcos), Mayor John Minto (City of Santee), Mayor Lesa Heebner (City of Solana Beach), and Mayor Judy Ritter (City of Vista).

No: None.

Abstain: None.

Absent: None.

Reports

8. 2021 Regional Plan: Supporting Considerations Resolution (Adopt)

Councilmember Shu presented the item.

Gretchen Newsome spoke in support of the Resolution.

Lori Saldaña spoke regarding historically marginalized groups and asked the board to consider delaying the vote to gather additional public input if the Resolution does not align with the agency's equity statement.

Shane Harris, member of the public, asked the Board to amend the Resolution to include any state-approved apprenticeship programs.

Craig Jones, member of the public, recommended a language change to the Resolution that would include the elimination of land use sprawl.

Eric Christen, member of the public, spoke in opposition to Project Labor Agreements (PLA) and asked that all state-approved apprenticeship programs be included.

Brad Barnum, Association of General Contractors (AGC), spoke in opposition to PLAs, and asked the Board to meet with stakeholders for their input before approving a Resolution.

Aasiyah Hameed, member of the public spoke in support of amending the Resolution to include the Black Contractors Association.

Dustin Steiner, AGC, spoke in opposition to the PLA language and asked that stakeholders be included in discussions about how to amend the Resolution.

Tom Lemmon, member of the public, spoke in support of the Resolution and joint labor management apprenticeship programs.

Mike Bullock, member of the public, spoke in support of the Resolution and vehicle miles traveled and greenhouse gas reductions.

Eddie Sprecco, AGC, spoke in support of the Regional Plan and in opposition to the PLA language in the Resolution.

Abdure-Rahim Hameed, Black Contractors Association, spoke in opposition to the PLA language and asked that all state-approved apprenticeship programs be included.

Francisco Pena, member of the public, spoke regarding apprenticeship opportunities.

Ricardo Flores, member of the public, urged the Board to provide apprenticeship opportunities for women and communities of color who have been underrepresented.

Carol Kim, member of the public, spoke in support of the Resolution.

Action: A motion was by Mayor Jones, and seconded by Mayor Hall, to allow stakeholders who will be directly affected, including the Black Contractors Association, be allowed to provide input on an augmented resolution, and that that augmented resolution be presented to the Transportation and Regional Planning Committees for recommendation prior to coming back to the Board for approval, no later than July 2021.

A substitute motion was made by Mayor Sotelo-Solis, and seconded by Mayor Gloria, to amend the last paragraph of the first page of the Resolution to include the Black Contractors Association.

A motion was made by Mayor Minto, and seconded by Councilmember Rodriguez, to vacate the substitute motion on the floor.

The motion failed.

Yes: Mayor Hall, Mayor Richard Bailey (City of Coronado), Mayor Gaasterland, Mayor Wells, Councilmember Rodriguez, Mayor Vaus, Mayor Jones, Mayor Minto, and Mayor Ritter.

No: Chair Blakespear, Vice Chair Gloria, Second Vice Chair Sotelo-Solis, Mayor Salas, Supervisor Lawson-Remer, Councilmember Martinez, Councilmember Paloma Aguirre (City of Imperial Beach), Councilmember Shu, and Mayor Heebner.

Abstain: None.

Absent: City of Lemon Grove.

The Board voted on the substitute motion on the floor.

The motion failed.

Yes: Chair Blakespear, Vice Chair Gloria, Second Vice Chair Sotelo-Solis, Mayor Salas, Supervisor Lawson-Remer, Councilmember Martinez, Councilmember Aguirre, Councilmember Shu, and Mayor Heebner.

No: Mayor Hall, Mayor Bailey, Mayor Gaasterland, Mayor Wells, Councilmember Rodriguez, Mayor Vaus, Mayor Jones, Mayor Minto, and Mayor Ritter.

Abstain: None.

Absent: City of Lemon Grove.

Councilmember Shu and Supervisor Lawson-Remer called for a weighted vote on the substitute motion.

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Second Vice Chair Sotelo-Solis, Mayor Salas, Supervisor Lawson-Remer, Councilmember Martinez, Councilmember Aguirre, Councilmember Shu, Council President Jennifer Campbell (City of San Diego – Seat B), and Mayor Heebner.

No: Mayor Gaasterland.

Abstain: None.

Absent: City of Carlsbad, City of Coronado, County of San Diego – Seat B, City of El Cajon, City of Lemon Grove, City of Oceanside, City of Poway, City of San Marcos, City of Santee, and City of Vista.

9. Upcoming Meetings

The next Board Policy meeting is scheduled for Friday, April 23, 2021, at 9 a.m.

10. Adjournment

Chair Blakespear adjourned the meeting at 12:50 p.m.

Confirmed Attendance at Board of Directors Meeting

April 9, 2021

Board of Directors	Title	Name	Attend Virtually
City of Carlsbad	Mayor	Matt Hall (Primary)	Yes
City of Chula Vista	Mayor	Mary Salas (Primary)	Yes
City of Coronado	Mayor	Richard Bailey (Primary)	Yes
County of San Diego	Supervisor	Terra Lawson-Remer (Primary)	Yes
County of San Diego	Supervisor	Joel Anderson (Primary)	No
City of Del Mar	Mayor	Terry Gaasterland (Primary)	Yes
City of El Cajon	Mayor	Bill Wells (Primary)	Yes
City of Encinitas	Chair	Catherine Blakespear (Primary)	Yes
City of Escondido	Mayor	Consuelo Martinez (2nd Alt.)	Yes
City of Imperial Beach	Mayor	Serge Dedina (Primary)	Yes
City of La Mesa	Councilmember	Jack Shu (Primary)	Yes
City of Lemon Grove	Mayor	Racquel Vasquez (Primary)	Yes
City of National City	Second Vice Chair	Alejandra Sotelo-Solis (Primary)	Yes
City of Oceanside	Councilmember	Christopher Rodriguez (Primary)	Yes
City of Poway	Mayor	Steve Vaus (Primary)	Yes
City of San Diego	Vice Chair	Todd Gloria (Primary)	Yes
City of San Diego	Council President	Jen Campbell (Primary)	Yes
City of San Marcos	Mayor	Rebecca Jones (Primary)	Yes
City of Santee	Mayor	John Minto (Primary)	Yes
City of Solana Beach	Mayor	Lesa Heebner (Primary)	Yes
City of Vista	Mayor	Judy Ritter (Primary)	Yes
Caltrans		Gustavo Dallarda (1st Alt.)	Yes
Metropolitan Transit System	Councilmember	Paloma Aguirre (Primary)	Yes
North County Transit District	NCTD Chair	Tony Kranz (Primary)	Yes
Imperial County	Supervisor	Sup. Jesus Escobar (Primary)	No
U.S. Department of Defense	Executive Director	Dennis Keck (Primary)	Yes
Port of San Diego	Commissioner	Garry Bonelli (Primary)	Yes
San Diego County Water Authority	Councilmember	Mel Katz (Primary)	Yes
San Diego County Regional Airport Authority		Johanna Schiavoni (Primary)	Yes
Mexico	Consul General	Natalia Figueroa (Alternate)	Yes
SCTCA	Chairman	Cody Martinez	Yes

Policy Advisory Committee Actions

Overview

[SANDAG Board Policy No. 001: Allocation of Responsibilities](#) 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 Board ratification. Below are the delegated actions taken by the Policy Advisory Committees that are subject to ratification.

Action: **Approve**

The Board of Directors is asked to ratify the delegated actions taken by the Policy Advisory Committees.

Audit Committee: March 26, 2021

The Audit Committee voted to create a subcommittee to develop performance measures for the Independent Performance Auditor, as well as to consider a salary adjustment for her performance last year.

Hasan Ikhata, Executive Director

Key Staff Contact: Francesca Webb, (619) 699-1985, francesca.webb@sandag.org

Federal Transit Administration Section 5311 Program of Projects

Overview

The Federal Transit Administration (FTA) provides funding for capital and operating assistance to agencies providing transportation services in rural areas through the Section 5311 Non-Urbanized Area Formula Program. On March 22, 2021, Caltrans published the estimated apportionments for the Federal Fiscal Year (FFY) 2021 and Coronavirus Relief and Response Supplemental Appropriations Act (CRRSAA) Section 5311 Program and requested a call for projects. For the San Diego area, this program is divided between the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) by a formula based on the rural population served by each agency.

Key Considerations

FTA Section 5311 funds are initially apportioned to the state. The state, in turn, reapportions the funds to the regions based solely on the regional rural population as a share of the total state rural population. Consistent with an agreement with the transit agencies approved in FY 2007, the Board of Directors allocates these federal funds based on service area rural population: 59% to NCTD and 41% to MTS. The applications from the transit agencies, as well as the SANDAG-approved Section 5311 Program of Projects, are due to the state by April 30, 2021.

Based on the Caltrans estimate, there is \$2,988,108 available for San Diego County for FFY 2021 (\$820,064 through annual apportionment and \$2,168,044 through CRRSAA). Of this amount NCTD would receive \$1,762,984 (59%) and MTS would receive \$1,225,124 (41%). Both NCTD and MTS plan to use the available funding for operations.

The projects also must be included in an approved Regional Transportation Improvement Program (RTIP). Projects from both agencies are scheduled to be included in Amendment No. 1, to the 2021 RTIP, scheduled for approval as part of Item No. 7 on this agenda. At its meeting on April 16, 2021, the Transportation Committee recommended that the Board approve the Federal Fiscal Year 2021 and CRRSAA apportionments of Federal Transit Administration Section 5311 Non-Urbanized Area Formula Program funds for the San Diego region.

Next Steps

Upon approval by the Board, MTS, and NCTD will then submit their FFY 2021 FTA Section 5311 applications prior to receiving the funds.

Hasan Ikhata, Executive Director

Key Staff Contact: Michelle Smith, (619) 595-5608, michelle.smith@sandag.org

Action: **Approve**

The Transportation Committee recommends that the Board of Directors approve the Federal Fiscal Year 2021 and Coronavirus Relief and Response Supplemental Appropriations Act apportionments of Federal Transit Administration Section 5311 Non-Urbanized Area Formula Program funds for the San Diego region.

Fiscal Impact:

Caltrans estimates \$2,988,108 of Federal Transit Administration Section 5311 funds are available for the San Diego region.

Schedule/Scope Impact:

None.

FY 2022 Transit Capital Improvement Program

Overview

The regional Transit Capital Improvement Program (CIP) is a rolling five-year plan, which outlines current transit needs and planned investments in transit capital, rehabilitation, and replacement projects. The program is updated annually and is designed to meet ongoing transit operational and infrastructure needs in a responsive and efficient manner.

As the Metropolitan Planning Organization (MPO) for the San Diego region, SANDAG is the designated recipient for the Federal Transit Administration (FTA) formula funds and is responsible for approving the grant applications for the San Diego region and programming the FTA funds in the Regional Transportation Improvement Program (RTIP).

Key Considerations

Three FTA formula programs: Section 5307 Urbanized Area Formula Program, Section 5337 State of Good Repair Program, and Section 5339 Bus and Bus Facilities Program are the primary source of funding for the transit agency CIPs and generally provide 80% of the cost of eligible activities (Attachment 1). Additional state and local funding sources supplement the FTA programs. The combined funding for the regional CIP is \$244.3 million for FY 2022 and \$1.1 billion for the five-year program from FY 2022 to FY 2026. The individual transit agency CIP summaries are in Attachment 2.

After allocating funds to SANDAG for the cost of the vanpool program, the balance of the Section 5307 funds are allocated to the operators on a 70%/30% basis, with the more populous Metropolitan Transit System (MTS) area receiving 70% and the 30% share going to North County Transit District (NCTD).¹ The same 70/30 formula is used to allocate the Sections 5337 and 5339 funds between MTS and NCTD. Funding assumptions used for development of the FY 2022 Transit CIP are based on Federal Fiscal Year (FFY) 2021 apportionments and some carryover of the FFY 2020 apportionments. The estimate for FTA formula programs conservatively remains flat for the four final years of the estimate, FFY 2022 through FFY 2025, which are outside of the Fixing America's Surface Transportation Act. The *TransNet* funding estimate for the FY 2022 CIP reflects the revenue estimates approved by the Board of Directors at its February 26, 2021, meeting.

Action: Approve

The Transportation Committee recommends that the Board of Directors:

1. approve the submittal of Federal Transit Administration grant applications for the San Diego region; and
2. adopt Regional Transportation Commission Resolution No. RTC-2021-06, approving Amendment No. 1 to the 2021 Regional Transportation Improvement Program.

Fiscal Impact:

Pending approval by the Board of Directors the Transit Capital Improvement Programs will provide approximately \$244.3 million for capital projects, preventive maintenance, American with Disabilities Act, and planning activities in FY 2022.

Amendment No. 1 reflects an increase of approximately \$506.6 million to the 2021 Regional Transportation Improvement Program.

Schedule/Scope Impact:

Federal Transit Administration grant applications would be executed in summer 2021.

¹ This methodology was approved by the Board of Directors at its February 23, 2007, meeting.

MTS and NCTD reviewed and prioritized capital project submittals to ensure that operationally critical projects were funded. The NCTD Board of Directors approved its CIP on January 21, 2021, and the MTS Board of Directors approved its CIP on April 8, 2021. The FY 2022 Transit Capital Program Fiscally Constrained CIPs can be seen in Attachment 3.

Regional Transportation Improvement Program

As the MPO for the San Diego region, SANDAG is the designated recipient for FTA formula funds and is responsible for programming the FTA funds in the RTIP. The RTIP is the multiyear funding program for major transportation projects in the San Diego region. Projects included in the CIP, and subsequently in the FTA grant application, also must be programmed in the RTIP.

Major changes in funding are highlighted in Attachment 5, while the proposed amendments are included in Attachment 6. The *TransNet* Independent Taxpayer Oversight Committee reviewed Amendment No. 1 to the 2021 RTIP at its April 14, 2021, meeting, focusing its review on the *TransNet*-funded projects within this amendment. Any comments received will be presented to the Transportation Committee.

Tables 3a through 3c (Attachment 7) provide updated program financial summaries, including a comparison from the adoption of the 2021 RTIP. Changes are highlighted in yellow. Each transit agency made allowable changes during the public comment period which are detailed in Attachment 8. Finally, it has been determined that the 2021 RTIP would remain in compliance with federal regulations upon approval of Amendment No. 1 (Attachment 9). At its meeting on April 16, 2021, the Transportation Committee recommended that the Board approve the submittal of Federal Transit Administration grant applications for the San Diego region; and adopt Regional Transportation Commission Resolution No. RTC-2021-06, approving Amendment No. 1 to the 2021 Regional Transportation Improvement Program.

Next Steps

Pending approval by the Board, SANDAG, MTS, and NCTD will submit the FTA grant applications for the San Diego region and the 2021 RTIP Amendment No. 1 will be transmitted to Caltrans for review and approval and then forwarded to the Federal Highway Administration and FTA. Upon the approval of both federal agencies, the amendment will be incorporated into the 2021 Federal Statewide Transportation Improvement Program.

André Douzdjian, Director of Finance

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Attachments:

1. FTA Formula Programs
2. Proposed Transit Capital Improvement Program Summaries for FY 2022 to FY 2026
3. Proposed FY 2022 Transit Capital Improvement Program – Fiscally Constrained
4. Draft RTC Resolution No. RTC-2021-06: Approving Amendment No. 1 to the 2021 Regional Transportation Improvement Program
5. Table 1 – Summary of Changes Report – Amendment No. 1
6. Table 2 – 2021 Regional Transportation Improvement Program – Amendment No. 1
7. Tables 3a-3c - Fiscal Constraint Analysis for Amendment No. 1 to the 2021 RTIP
8. Table 4 – Changes during the Public Comment Period
9. Federal Requirements Analysis for RTIP Amendment No. 1

Federal Transit Administration Formula Grant Programs

Section 5307

Section 5307 Urbanized Area Program provides funding for transit capital and operating assistance in urbanized areas and for transportation-related planning. Eligible activities under this program include planning, engineering design, and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses; overhaul and rebuilding of buses; crime prevention and security equipment; construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems, including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some American with Disabilities Act complementary paratransit service, while recorded as operating expenditures, are considered capital costs for purposes of eligibility. The Federal Transit Administration defines preventive maintenance as all maintenance costs related to vehicles and non-vehicles. Specifically, it is all the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost-effective manner, up to and including the current state-of-the-art for maintaining such an asset.

Section 5337

This State of Good Repair program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity, fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, State of Good Repair grants are eligible for developing and implementing Transit Asset Management plans. This program reflects a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. Eligible activities include projects that maintain, rehabilitate, and replace capital assets as well as projects that implement transit asset management plans. The Fixing America's Surface Transportation (FAST) Act clarifies that high-intensity motorbus tier funds can only be used for vehicle state of good repair costs and not for roadway state of good repair costs.

Section 5339

The FAST Act provides both formula and discretionary programs for this section as developed under the Moving Ahead for Progress in the 21st Century Act. The Bus and Bus Facilities program makes federal funding available for the purpose of financing capital bus and bus-related projects, which will support the continuation and expansion of public transportation services in the United States. There is also a sub-program that provides competitive grants for bus and bus facility projects that support low- and zero-emissions vehicles. The purpose of both formula and competitive programs is to provide capital funding to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities.

**METROPOLITAN TRANSIT SYSTEM
TRANSIT CAPITAL PROGRAM SUMMARY
FY 2022 to FY 2026
In \$000's**

	FY 22	FY 23	FY 24	FY 25	FY 26	Five Year Total
Federal Formula Program 5307	46,781,397	46,781,397	46,781,397	46,781,397	46,781,397	233,906,985
Federal Formula Program 5307 Carryover	1,567	0	0	0	0	1,567
Federal Formula Program 5337	28,317,866	28,317,866	28,317,866	28,317,866	28,317,866	141,589,329
Federal Formula Program 5337 Carryover	0	0	0	0	0	0
Federal Formula Program 5339	4,317,716	4,317,716	4,317,716	4,317,716	4,317,716	21,588,581
Transportation Development Act (TDA)	33,086,515	33,830,468	34,580,468	35,330,468	38,380,468	175,208,387
State Transit Assistance (STA)	11,833,090	11,833,090	11,833,090	11,833,090	11,833,090	59,165,450
SB1 - State of Good Repair (SGR)	4,955,508	4,700,000	4,700,000	4,700,000	4,700,000	23,755,508
Cap and Trade: Low Carbon Transit Operations Program (LCTOP) FY19-20	5,126,370	7,096,521	6,200,000	6,200,000	6,200,000	30,822,891
Cap and Trade: Transit and Intercity Rail Capital Program (TIRCP) - FY18 Award	16,019,600	2,635,200	0	0	0	18,654,800
Cap and Trade: Transit and Intercity Rail Capital Program (TIRCP) - FY20 Award	4,250,000	2,950,000	0	0	0	7,200,000
Pending Transfer - Prior Year Transportation Funds	11,230,056	0	0	0	0	11,230,056
Pending Transfer - Federal Formula Program 5339	546,852	0	0	0	0	546,852
MTS Carryover	2,600,000	0	0	0	0	2,600,000
Compressed Natural Gas (CNG) Rebate	8,427,688	4,200,000	0	0	0	12,627,688
Regional Surface Transportation Program (RSTP) - SANDAG	10,000,000	12,000,000	25,000,000	5,000,000	0	52,000,000
TransNet - Superloop/Rapid Bus - SANDAG	0	7,300,000	0	0	38,298,000	45,598,000
San Ysidro Intermodal Transportation Center (ITC) - AD&AE Land Sale	1,650,000	330,800	0	0	0	1,980,800
Total Federal Funding (including local match)	189,144,225	166,293,058	161,730,537	142,480,537	178,828,537	838,476,894
Less: Preventive Maintenance /ADA/Planning	62,806,071	63,808,469	64,808,469	65,808,469	66,808,469	324,039,947
Less: SANDAG Planning	851,828	868,865	868,865	868,865	868,865	4,327,288
Total Funding Available For Capital Projects	125,486,326	101,615,724	96,053,203	75,803,203	111,151,203	510,109,659

**NORTH COUNTY TRANSIT DISTRICT
TRANSIT CAPITAL PROGRAM SUMMARY
FY 2022 to FY 2026
In \$000's**

	FY 22	FY 23	FY 24	FY 25	FY 26	Five Year Total
Federal Formula Program 5307	20,049,170	20,049,170	20,049,170	20,049,170	20,049,170	100,245,850
Federal Formula Program 5307 Carryover	672	0	0	0	0	672
Federal Formula Program 5337	12,136,228	12,136,228	12,136,228	12,136,228	12,136,228	60,681,140
Federal Formula Program 5337 - High Intensity Motorbus	4,833	4,833	4,833	4,833	4,833	24,165
Federal Formula Program 5337 Carryover	1,393,987	0	0	0	0	1,393,987
Federal Formula Program 5339	1,850,450	1,850,450	1,850,450	1,850,450	1,850,450	9,252,250
State Transit Assistance (STA)	4,263,515	1,774,852	749,994	515,121	548,438	7,851,920
State Cap and Trade: Low Carbon Transit Operations Program (LCTOP)	2,000,000	2,200,000	2,200,000	2,200,000	2,200,000	10,800,000
State Rail Assistance (SRA)	3,800,000	3,800,000	3,800,000	3,900,000	3,900,000	19,200,000
LOSSAN	2,904,652	2,904,652	2,904,652	2,904,652	2,904,652	14,523,260
Federal CMAQ	0	12,600,000	0	0	0	12,600,000
TransNet Major Corridor (COASTER Expansion)	2,200,000	8,200,000	13,100,000	0	0	23,500,000
Discretionary Grants (TBD)	4,575,000	9,221,550	0	7,900,000	0	21,696,550
Total Federal Funding (including local match)	\$55,178,507	\$74,741,735	\$56,795,327	\$51,460,454	\$43,593,771	\$281,769,794
Less: Preventive Maintenance /ADA/Planning	11,695,829	25,741,272	19,104,704	23,316,198	31,446,931	111,304,934
Total Funding Available For Capital Projects	\$43,482,678	\$49,000,463	\$37,690,623	\$28,144,256	\$12,146,840	\$170,464,860

METROPOLITAN TRANSIT SYSTEM
FY 2022 TRANSIT CAPITAL PROGRAM
FISCALLY CONSTRAINED
In \$000's

Implementing Agency	PROJECT	FY 22	FY 23	FY 24	FY 25	FY 26	Five Year Total
1	MTS SD100 Replacement	28,500,000	30,500,000	43,431,000	5,000,000	0	107,431,000
2	MTS Bus Procurement	25,284,000	29,429,000	39,235,000	35,273,000	75,904,000	205,125,000
3	MTS Iris Rapid - Zero Emissions Bus (ZEB) Bus Procurement	15,616,000	0	0	0	0	15,616,000
4	MTS El Cajon Bus Maintenance Facility - Expansion lot	8,000,000	0	0	0	0	8,000,000
5	MTS Iris Rapid - Charging Infrastructure at South Bay Maintenance Facility	6,600,000	0	0	0	0	6,600,000
6	MTS Iris Rapid - Route & Stations Infrastructure	5,531,788	0	0	0	0	5,531,788
7	MTS Green Line Imperial Avenue Main Terminal (IMT) Double Tracking	5,170,000	0	0	0	0	5,170,000
8	MTS El Cajon Transit Center Third Track	5,000,000	0	0	0	0	5,000,000
9	MTS Fare System Upgrades	3,300,000	0	0	0	0	3,300,000
10	MTS Miscellaneous Capital	2,702,538	0	0	0	0	2,702,538
11	MTS Hastus Upgrade	1,800,000	0	0	0	0	1,800,000
12	SANDAG Green Line Catenary Project	1,785,000	0	0	0	0	1,785,000
13	MTS On-Track Equipment Replacement	1,590,000	0	0	0	0	1,590,000
14	SANDAG San Ysidro Transit Center Planning & Design	1,250,000	1,550,000	800,000	15,000,000	15,000,000	33,600,000
15	MTS Grade Crossing Replacement	1,245,000	3,751,348	1,835,005	0	0	6,831,353
16	MTS Mini Bus Procurement	1,100,000	0	0	0	0	1,100,000
17	MTS Rail Replacement - America Plaza & Kettner - Construction	1,100,000	0	0	0	0	1,100,000
18	MTS Kearny Mesa Division (KMD) Shop Hoists Construction	1,000,000	0	0	0	0	1,000,000
19	SANDAG Beyer Blvd Track and Slope	1,000,000	0	0	0	0	1,000,000
20	MTS KMD Concrete Lot	675,000	0	0	0	0	675,000
21	MTS Imperial Avenue Division (IAD) Overhead ZEB Charging Master Planning	500,000	0	0	0	0	500,000
22	MTS 12KV Service Disconnect at Friars and Napa	425,000	0	0	0	0	425,000
23	MTS San Diego State University Uninterruptable Power Supply & Inverters Replacement	425,000	0	0	0	0	425,000
24	MTS Iris Rapid Transit Center Island Modification	410,000	0	0	0	0	410,000
25	MTS Americans with Disabilities Act (ADA) Bus Stop	400,000	0	0	0	0	400,000
26	MTS San Ysidro Retail Kiosks Refresh	400,000	0	0	0	0	400,000
27	MTS Network Equipment Refresh	390,000	0	0	0	0	390,000
28	MTS Light Rail Vehicle Router Upgrade	380,000	0	0	0	0	380,000
29	MTS IAD Revenue and Maintenance Building Heating, Ventilation, and Air Conditioning (HVAC) Replacement	350,000	0	0	0	0	350,000
30	MTS Building C Door Replacement	325,000	0	0	0	0	325,000
31	MTS Copier Replacement	284,000	0	0	0	0	284,000
32	MTS Data Storage Replacement	282,000	0	0	0	0	282,000
33	MTS Server Replacement	273,000	0	0	0	0	273,000
34	MTS New Elevator at Fashion Valley	250,000	0	0	0	0	250,000
35	MTS IAD Roof Fall Protection Safety Improvements	245,000	0	0	0	0	245,000
36	MTS Document Management System	230,000	0	0	0	0	230,000
37	MTS ZEB Pilot Program	225,000	0	0	0	0	225,000
38	MTS Station Cleaning Equipment	210,000	0	0	0	0	210,000
39	MTS Beech St Double Crossover	200,000	0	0	0	0	200,000
40	MTS Las Chollas Creek Bridge - Design	200,000	0	0	0	0	200,000
41	MTS Closed Circuit Television Installation and Upgrade	150,000	0	0	0	0	150,000
42	MTS Radio Infrastructure	128,000	0	0	0	0	128,000
43	MTS HVAC Improvements	125,000	0	0	0	0	125,000
44	MTS Miscellaneous Shop Equipment Replacement - IAD & KMD	110,000	0	0	0	0	110,000
45	MTS Trolley Right of Way Lidar Imagery Refresh	105,000	0	0	0	0	105,000
46	MTS Interlocking E26 Signal for El Cajon 3rd Track - Design	100,000	0	0	0	0	100,000
47	MTS Signal Replacement	65,000	0	0	0	0	65,000
48	MTS Copley Park Division Mobile Column Lift Replacement - 2 of 3	50,000	0	0	0	0	50,000
49	SANDAG New Transit Facility	0	34,926,400	10,752,198	20,530,203	20,247,203	86,456,004
50	MTS Replace Wheel Truing Machine Building A	0	1,458,976	0	0	0	1,458,976
FIVE YEAR CIP - CONSTRAINED		125,486,326	101,615,724	96,053,203	75,803,203	111,151,203	510,109,659

**NORTH COUNTY TRANSIT DISTRICT
FY 2022 TRANSIT CAPITAL PROGRAM
FISCALLY CONSTRAINED
In \$000's**

Implementing Agency	PROJECT	FY 22	FY 23	FY 24	FY 25	FY 26	Five Year Total
1	NCTD Safety Ladders	43,000	0	0	0	0	43,000
2	NCTD San Onofre House Track - No.10 Turnout Replacement	265,000	0	0	0	0	265,000
3	NCTD Control Point (CP) Ash - No.10 Turnout Replacement	0	512,500	1,162,500	0	0	1,675,000
4	NCTD Fire Detection Alarm Systems	0	0	885,000	0	0	885,000
5	NCTD Security System Improvements	75,000	220,000	550,000	0	0	845,000
6	NCTD Rehabilitate Old Town and Santa Fe Shelters and Benches	0	0	0	150,000	0	150,000
7	NCTD Sprinter Central Emergency Lighting Inverter Replacement	0	135,000	0	0	0	135,000
8	NCTD Solar Panel - Repair, Replace, New	0	0	0	490,000	0	490,000
9	NCTD Solana Beach Glass Canopies	0	0	140,000	0	0	140,000
10	NCTD Concrete and Asphalt Concrete Pavement Repairs Program	200,000	500,000	500,000	0	0	1,200,000
11	NCTD Hyperconverged Infrastructure	145,000	0	0	0	0	145,000
12	NCTD Passenger Info System for Wayfinding	360,000	0	0	0	0	360,000
13	NCTD BREEZE Shop Forklift East	51,292	0	0	0	0	51,292
14	NCTD FY22 IT Equipment Upgrades	56,500	0	0	0	0	56,500
15	NCTD GAO 3PAR Replacement	0	150,000	0	0	0	150,000
16	NCTD Identification (ID) Badge Printer Upgrade FY22	45,000	0	0	0	0	45,000
17	NCTD Network Upgrades FY22	260,000	0	0	0	0	260,000
18	NCTD New Fiber Loop Equipment	24,000	0	0	0	0	24,000
19	NCTD Server Upgrades FY22	54,000	0	0	0	0	54,000
20	NCTD Software Upgrades FY22	33,000	0	0	0	0	33,000
21	NCTD Storage Upgrades FY22	21,000	0	0	0	0	21,000
22	NCTD Voice Print Replacement FY22	135,000	0	0	0	0	135,000
23	NCTD FY22 BREEZE Engines & Transmission	587,260	0	0	0	0	587,260
24	NCTD 17 BREEZE ZEB Hydrogen Fuel Cell	2,000,000	2,200,000	2,200,000	10,100,000	2,200,000	18,700,000
25	NCTD FY25 BREEZE Engines & Transmission	0	0	0	587,260	0	587,260
26	NCTD FY23 BREEZE Engines & Transmission	0	587,260	0	0	0	587,260
27	NCTD FY24 BREEZE Engines & Transmission	0	0	587,260	0	0	587,260
28	NCTD FY26 BREEZE Engines & Transmission	0	0	0	0	587,260	587,260
29	NCTD SPRINTER Spare HVAC units (Mobilization)	1,276,354	0	0	0	0	1,276,354
30	NCTD SPRINTER Spare Power Pack (Mobilization)	899,655	0	0	0	0	899,655
31	NCTD Maintenance of Way Caterpillar 966 Front End Loader	0	405,000	0	0	0	405,000
32	NCTD Enterprise Asset Management System	900,000	2,318,400	0	0	0	3,218,400
33	NCTD Right of Way (ROW) Storm Drain Vulnerability	500,000	500,000	500,000	0	0	1,500,000
34	NCTD Oceanside Platform 3 Walkway	80,000	0	0	0	0	80,000
35	NCTD Hale Avenue and Mar Vista Crossing	510,000	0	0	0	0	510,000
36	NCTD COASTER New Bi-level Cars	0	0	0	1,327,001	3,900,000	5,227,001
37	NCTD Escondido Transit Center Colonnades Repair	0	0	0	0	300,000	300,000
38	NCTD Heating, Ventilation, and Air Conditioning (HVAC) Replacement - Various	368,113	181,887	165,000	165,000	165,000	1,045,000
39	NCTD Landscape Improvements Various	40,000	0	0	0	0	40,000
40	NCTD Platform Gate Improvements	500,000	0	0	0	0	500,000
41	NCTD Plumbing Fixtures - Various	0	0	192,711	92,643	0	285,354
42	NCTD Sprinter Operations Facility (SOF) Stormwater Improvements	160,000	0	0	0	0	160,000
43	NCTD Solana Fall Arrest Anchors	100,000	330,000	0	0	0	430,000
44	NCTD SPRINTER 15-Minute Headways	335,000	165,000	0	0	0	500,000
45	SANDAG Trade Corridor Enhancement Program (TCEP) Del Mar Bluffs 5	0	1,000,000	5,200,000	2,400,000	400,000	9,000,000
46	SANDAG TCEP San Dieguito Double-Track Phase 1	5,500,000	12,800,000	6,736,000	6,264,000	0	31,300,000
47	NCTD COASTER Bi-Level Overhaul	1,974,004	2,032,774	0	0	0	4,006,778
48	NCTD SPRINTER HVAC Overhaul	1,096,984	825,237	0	0	0	1,922,221
49	NCTD SPRINTER Gearboxes FY22	240,455	0	0	0	0	240,455
50	NCTD SPRINTER Truck FY22 and FY23	805,707	606,030	0	0	0	1,411,737
51	NCTD Payroll Human Resources Information System (HRIS) Software	400,000	62,000	0	0	0	462,000
52	NCTD Flooring Improvements Various Locations	0	0	100,000	200,000	0	300,000
53	NCTD Oceanside Transit Center Towers	90,000	0	0	0	0	90,000
54	NCTD Service Vehicles Replacement	957,803	0	0	0	1,044,629	2,002,432
55	NCTD Windows at Breeze Operations East	20,000	0	0	0	0	20,000
56	NCTD COASTER Bombardier MOW Capital	500,000	0	0	0	0	500,000
57	NCTD Rail Fuel Management System	265,000	0	0	0	0	265,000
58	NCTD Bridge 207.6 Project Study Report (PSR) and Pre-Design	50,000	0	0	0	0	50,000
59	NCTD Bridge 207.8 PSR and Pre-Design	50,000	0	0	0	0	50,000
60	NCTD Bridge 209.9 PSR and Pre-Design	50,000	0	0	0	0	50,000
61	NCTD Bridge 254.7 PSR and Pre-Design	50,000	0	0	0	0	50,000
62	NCTD Bridge 255.1 PSR and Pre-Design	50,000	0	0	0	0	50,000
63	NCTD Bridge 255.3 PSR and Pre-Design	50,000	0	0	0	0	50,000
64	NCTD Rail Contract Mobilization	0	0	500,000	0	0	500,000
65	NCTD Wayside Power Additional Cabinets	181,500	907,500	0	0	0	1,089,000
66	NCTD Diesel Exhaust Fluid System	110,000	40,000	130,000	0	0	280,000
67	NCTD Oil Suction System and Tanks	80,000	0	0	0	0	80,000
68	NCTD Genie Lifts	70,000	0	0	0	0	70,000
69	NCTD New Fareboxes	1,893,052	290,457	0	0	0	2,183,509
70	NCTD Elevator Repairs at West Division and California State University San Marcos (CSUSM)	0	0	0	434,101	275,899	710,000
71	NCTD Electric Panel Upgrades at Multiple Facilities	0	0	0	412,600	234,400	647,000
72	NCTD Full Upgrade of Call Manager	0	168,000	0	0	0	168,000
73	NCTD Gas Detection System Refurbishment - East Division and SOF	250,000	750,000	0	0	0	1,000,000
74	NCTD Fare Revenue System	1,300,000	0	0	0	0	1,300,000
75	NCTD Windows Server Licenses	0	0	0	44,000	0	44,000
76	NCTD General Administration Office (GAO) Boardroom Technology Upgrades	50,000	0	0	0	0	50,000
77	NCTD Wireless Network Implementation	215,000	0	0	0	0	215,000
78	NCTD Breeze Operations West (BOW) Roof Improvements	110,000	222,000	0	0	0	332,000
79	NCTD Five Diesel Underground Storage Tanks Removal	85,000	0	0	0	0	85,000
80	NCTD Breeze Operations East (BOE) Design-Build-Operate-Maintain (DBOM) Compressed Natural Gas (CNG) Capital Improvements	1,625,000	0	0	0	0	1,625,000
81	NCTD BOW DBOM H2 Fueling Station	4,575,000	0	0	0	0	4,575,000
82	NCTD P2000 Replacement	120,000	0	0	0	0	120,000
83	NCTD 8 BREEZE Zero Emissions Bus (ZEB) Hydrogen Fuel Cell	117,460	9,221,550	0	0	0	9,339,010
84	NCTD Paging System for Rail	0	121,000	0	0	0	121,000
85	NCTD COASTER SANDAG Expansion Equipment	2,200,000	8,200,000	13,100,000	0	0	23,500,000
86	NCTD COASTER Automatic Passenger Counter (APC) Systems	300,000	0	0	0	0	300,000
87	NCTD COASTER (2) Siemens Locomotives FY23	1,825,996	1,767,226	3,800,000	2,572,999	0	9,966,221
88	SANDAG Bridge 257.2 Replacement	0	437,575	1,242,152	2,904,652	2,904,652	7,489,031
89	NCTD ROW Fencing	1,185,452	0	0	0	0	1,185,452
90	NCTD Signal Control Replacement	1,739,652	719,577	0	0	0	2,459,229
91	NCTD SPRINTER Wheel Replacement	0	624,491	0	0	0	624,491
92	NCTD SOF - COF Roof Improvements	880,000	0	0	0	0	880,000
93	NCTD SPRINTER Pre-Fabricated Building	275,000	0	0	0	0	275,000
94	NCTD SPRINTER Carbody Brake FY22	1,065,439	0	0	0	0	1,065,439
95	NCTD Vitagold Yard Rehabilitation	1,055,000	0	0	0	0	1,055,000
96	NCTD SPRINTER Computer Interface Cabinet (CIC) Upgrades	0	0	0	0	135,000	135,000
FIVE YEAR CIP - CONSTRAINED		43,482,678	49,000,463	37,690,623	28,144,256	12,146,840	170,464,860

Approving Amendment No. 1 to the 2021 Regional Transportation Improvement Program

WHEREAS, on February 26, 2021, the San Diego Association of Governments (SANDAG) adopted the 2021 Regional Transportation Improvement Program (RTIP) and found the 2021 RTIP in conformance with the applicable State Implementation Plans (SIPs), and with the 2016 Regional Air Quality Strategy (RAQS), in accordance with California law; and

WHEREAS, on April 16, 2021, the U.S. Department of Transportation (U.S. DOT) determined the 2021 RTIP and San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP) in conformance to the applicable SIPs in accordance with the provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93; and

WHEREAS, on October 25, 2019, the Board of Directors adopted the air quality conformity determination, finding that the Revenue Constrained Plan is in conformance with the SIP for air quality, and adopted the 2019 Federal RTP and its supporting analyses; and

WHEREAS, this amendment is consistent with the 2019 Federal RTP, which conforms to the applicable SIP and to the emissions budgets from the 2008 Eight-Hour Ozone Attainment Plan for San Diego County, which were found adequate for transportation conformity purposes by the U.S. Environmental Protection Agency in December 2017; and

WHEREAS, the San Diego Metropolitan Transit System, North County Transit District, and SANDAG have requested various changes to existing projects for inclusion into the 2021 RTIP, as shown in Table 2; and

WHEREAS, this amendment is consistent with the 2019 Federal RTP, which conforms to the 2015 ozone national ambient air quality standards using the budget test procedure to demonstrate conformity (i.e., using emissions budgets for the 2008 ozone standard); and

WHEREAS, this amendment is consistent with the regional emissions analysis for the 2019 Federal RTP and 2021 RTIP, as amended, which demonstrates conformity to both the 2008 Eight-Hour Ozone and 2015 Eight-Hour Ozone standards; and

WHEREAS, the regionally significant, capacity increasing projects have been incorporated into the quantitative air quality emissions analysis and conformity findings conducted for the 2019 Federal RTP and the 2021 RTIP, as amended; and

WHEREAS, Amendment No. 1 to the 2021 RTIP continues to provide for timely implementation of transportation control measures contained in the adopted RAQS/SIP for air quality, and a quantitative emissions analysis demonstrates that the implementation of the RTIP projects and programs meet all federally required emissions budget targets; and

WHEREAS, projects in Amendment No. 1 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450, including the performance-based planning requirements; and are expected to support the achievement of approved targets; and

WHEREAS, all other projects in Amendment No. 1 are either non-capacity increasing or exempt from the requirements to determine conformity; and

WHEREAS, the projects in 2021 RTIP Amendment No. 1 are fiscally constrained; and

WHEREAS, the projects in 2021 RTIP Amendment No. 1 are consistent with the Public Participation Policy adopted by the Board of Directors; NOW THEREFORE

BE IT RESOLVED that the Board of Directors, ALSO ACTING AS THE SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION, does hereby approve Amendment No. 1 to the 2021 RTIP; and

BE IT FURTHER RESOLVED, that SANDAG finds the 2021 RTIP, including Amendment No. 1, is consistent with the 2019 Federal RTP, is in conformance with the applicable SIPs, and with the 2016 RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 23rd of April 2021.

Ayes

Noes

Absent

**Chair of the Board of Directors
of the San Diego County Regional
Transportation Commission**

[Seal]

Attest

**Secretary of the Board of Directors of the
San Diego County Regional Transportation
Commission**

Table 1 - Summary of Changes Report (\$000)
2021 RTIP Amendment No. 1

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
NCTD02	North County Transit District	Preventive Maintenance	\$119,883	\$139,132	\$19,249	16%	↑ FTA 5307, ↓ FTA5311, + SB1-SGR, ↓ TDA
NCTD03	North County Transit District	ADA Paratransit Services	\$55,807	\$64,306	\$8,499	15%	↑ <i>TransNet</i> -ADA, ↓ TDA
NCTD05	North County Transit District	Bus Revenue Vehicle Purchases & Related Equipment	\$134,350	\$130,707	-\$3,643	-3%	↓ FTA 5307, ↓ FTA 5339, ↑ LCTOP, ↑ Local Funds, ↓ STA, ↓ SB1-SGR
NCTD06	North County Transit District	Bus/Rail Support Equipment & Facilities	\$50,784	\$78,609	\$27,825	55%	↑ FTA 5307, ↑ FTA 5337, ↑ FTA 5339, + SB1-TIRCP, ↑ STA, ↑ Local Funds
NCTD16B	North County Transit District	Oceanside to Escondido Rail-SPRINTER Debt Service	\$6,800	\$9,300	\$2,500	37%	↑ <i>TransNet</i> -TSI
NCTD18	North County Transit District	Rail-Right-of-Way State of Good Repair & Improvements	\$16,429	\$46,485	\$30,056	183%	↑ FTA 5307, ↑ FTA 5337, ↓ SB1-TIRCP, ↑ STA
NCTD20	North County Transit District	Rail Vehicles & Related Equipment	\$25,209	\$26,758	\$1,549	6%	↑ SB1-SRA Commuter, ↑ STA, ↓ FTA 5307, ↓ FTA 5337
NCTD34	North County Transit District	Transit Service Operating Support	\$215,532	\$268,375	\$52,843	25%	↑ <i>TransNet</i> -TSI, ↑ FTA 5311, ↓ STA, ↑ TDA
SAN36	San Diego Association of Governments	Bus/Rail Signal & Communications Equipment	\$20,858	\$22,643	\$1,785	9%	↑ FTA 5307, ↑ TDA
SAN40	San Diego Association of Governments	Metropolitan Planning	\$66,022	\$78,354	\$12,332	19%	↑ <i>TransNet</i> -BPNS, ↑ <i>TransNet</i> -SGIP, ↓ <i>TransNet</i> -SS, ↑ FTA 5307, ↑ Local Funds
MTS23A	San Diego Metropolitan Transit System	Transit Service Operations	\$19,965	\$48,991	\$29,025	145%	↑ FTA 5307, ↑ FTA5311, + Local Funds, ↑ TDA
MTS28	San Diego Metropolitan Transit System	Bus & Rail Rolling Stock purchases and Rehabilitations	\$123,765	\$267,225	\$143,458	116%	+ <i>TransNet</i> -TSI, ↑ FTA 5307, ↑ FTA 5339, ↑ STA, ↑ LCTOP, ↑ SB1-SGR, + SB1-TIRCP, + Local Funds, ↑ TDA; increase in funding will be used to procure and replace buses, and will go towards replacing LRV fleet
MTS29	San Diego Metropolitan Transit System	Bus and Fixed Guideways Station Stops and Terminals	\$120,535	\$100,523	-\$20,012	-17%	↓ STA, ↑ Local Funds, ↓ TDA
MTS30	San Diego Metropolitan Transit System	Bus/Rail Support Facilities and Equipment	\$51,750	\$108,949	\$57,199	111%	↓ LCTOP, ↑ STA, ↑ TDA, ↑ Local Funds

Table 1 - Summary of Changes Report (\$000)
2021 RTIP Amendment No. 1

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
MTS31	San Diego Metropolitan Transit System	Rail Electrification and Power	\$13,163	\$9,163	-\$4,000	-30%	↓ TDA
MTS32A	San Diego Metropolitan Transit System	Preventive Maintenance	\$403,078	\$523,614	\$120,536	30%	↓ <i>TransNet</i> -TSI, ↑ FTA 5307, ↑ FTA 5337; increase in funding will be used for preventive maintenance of equipment, rolling stock, and bus and rail system facilities
MTS33A	San Diego Metropolitan Transit System	Senior Disabled Program	\$12,556	\$12,384	-\$172	-1%	↓ <i>TransNet</i> -ADA
MTS34	San Diego Metropolitan Transit System	Bus Signal and Communications Equipment	\$58,246	\$57,626	-\$620	-1%	↑ STA, ↓ TDA
MTS35	San Diego Metropolitan Transit System	Fixed Guideway Transitways/Lines	\$69,113	\$70,572	\$1,459	2%	↑ STA

Abbreviation

FTA 5307
 FTA 5337
 FTA 5339
 LCTOP
 Local Funds
 SB1 - SRA
 SB1 - SGR
 SB1 - TIRCP
 STA
 TDA
TransNet - ADA
TransNet - BPNS
TransNet - SGIP
TransNet - SS
TransNet - TSI

Fund Type

Federal Transit Administration Urbanized Area Formula Program
 Federal Transit Administration State of Good Repair Grant Program
 Federal Transit Administration Bus and Bus Facilities Grant Program
 State Low Carbon Transit Operations Program
 Funds available from other sources such as developer fees, fare revenue or general fund
 Senate Bill 1 - State Rail Assistance Commuter Rail
 Senate Bill 1 - State Transit Assistance State of Good Repair
 Senate Bill 1 - Transit and Intercity Rail Capital Program
 State Transit Assistance
 Transportation Development Act
 Prop A Extension - Americans with Disabilities Act
 Prop A Extension - Bicycle, Pedestrian and Neighborhood Safety Program
 Prop A Extension - Smart Growth Incentive Program
 Prop A Extension - Senior Services
 Prop A Extension - Transit System Improvements

Table 2
2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)

North County Transit District

MPO ID: NCTD02								RTIP #:21-01			
Project Title:			Preventive Maintenance								
Project Description:			NCTD service area - This project funds preventive maintenance for the District bus fixed route, paratransit, rail, facilities, maintenance of way and signals.								
Change Reason:			Increase funding								
Capacity Status:			NCI		Exempt Category:		Mass Transit - Transit operating assistance				
Est Total Cost: \$139,132											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$85,082		\$8,940	\$17,589	\$18,900	\$19,839	\$19,814		\$85,082		
FTA 5337	\$26,223		\$2,756	\$8,152	\$205	\$3,477	\$11,633		\$26,223		
SB1 - SGR	\$7,120			\$1,780	\$1,780	\$1,780	\$1,780		\$7,120		
TDA	\$20,707		\$2,924	\$4,655	\$2,996	\$4,049	\$6,082		\$20,707		
TOTAL	\$139,132		\$14,620	\$32,176	\$23,881	\$29,145	\$39,309		\$139,132		
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$54,069		\$10,498	\$10,761	\$16,546	\$16,265			\$54,069		
FTA 5337	\$41,837		\$9,098	\$10,465	\$10,338	\$11,936			\$41,837		
TDA	\$23,977		\$4,899	\$5,306	\$6,721	\$7,050			\$23,977		
TOTAL	\$119,883		\$24,495	\$26,532	\$33,605	\$35,251			\$119,883		

MPO ID: NCTD03									RTIP #:21-01		
Project Title: ADA Paratransit Services											
Project Description: NCTD service area - This project supports the operations of the District ADA/paratransit services.											
Change Reason: Increase funding											
Capacity Status:NCI			Exempt Category:Mass Transit - Transit operating assistance								
Est Total Cost: \$64,306											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - ADA	\$4,998	\$3,076	\$356	\$370	\$385	\$399	\$412		\$4,998		
TransNet - ADA Carryover	\$50	\$50							\$50		
FTA 5307	\$2,000	\$2,000							\$2,000		
Local Funds	\$7,981	\$7,981							\$7,981		
TDA	\$49,277	\$21,494	\$6,388	\$5,078	\$5,265	\$5,441	\$5,611		\$49,277		
TOTAL	\$64,306	\$34,601	\$6,744	\$5,448	\$5,650	\$5,840	\$6,023		\$64,306		
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - ADA	\$4,185	\$3,076	\$330	\$373	\$406				\$4,185		
TransNet - ADA Carryover	\$50	\$50							\$50		
FTA 5307	\$2,000	\$2,000							\$2,000		
Local Funds	\$7,981	\$7,981							\$7,981		
TDA	\$41,591	\$21,494	\$6,388	\$6,690	\$7,018				\$41,591		
TOTAL	\$55,807	\$34,601	\$6,718	\$7,063	\$7,424				\$55,807		

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD05								RTIP #:21-01			
Project Title:			Bus Revenue Vehicle Purchases & Related Equipment								
Project Description:			NCTD service area - This project funds the programmatic replacement of fixed route buses that have reached the end of their service life, and the programmatic rebuild of fixed route buses engines and transmissions.								
Change Reason:			Reduce funding, Revise Fund Source								
Capacity Status:NCI			Exempt Category:Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet								
Est Total Cost: \$130,708											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$1,509	\$1,509									\$1,509
TransNet - Transit (Cash)	\$1,155	\$1,155									\$1,155
FTA 5307	\$49,104	\$49,010	\$94								\$49,104
FTA 5309 (Bus)	\$4,622	\$4,622									\$4,622
FTA 5311	\$2,036	\$2,036									\$2,036
FTA 5339	\$9,887	\$7,538	\$470	\$470	\$470	\$470	\$470				\$9,887
FTA Funds - AR-5311	\$578	\$578									\$578
Other State - LCTOP	\$11,820	\$3,220		\$2,000	\$2,200	\$2,200	\$2,200				\$11,820
SB1 - SGR	\$1,604		\$1,604								\$1,604
STA	\$3,002	\$1,181	\$1,328	\$141	\$117	\$117	\$117				\$3,002
TCRP	\$7,700	\$7,700									\$7,700
Local Funds	\$30,181	\$13,060			\$9,222		\$7,900				\$30,181
TDA	\$7,509	\$7,509									\$7,509
TOTAL	\$130,707	\$99,118	\$3,496	\$2,611	\$12,009	\$2,787	\$10,687				\$130,707
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - MC	\$1,509	\$1,509									\$1,509
TransNet - Transit (Cash)	\$1,155	\$1,155									\$1,155
FTA 5307	\$69,870	\$49,010	\$8,184	\$9,220	\$3,456						\$69,870
FTA 5309 (Bus)	\$4,622	\$4,622									\$4,622
FTA 5311	\$2,036	\$2,036									\$2,036
FTA 5339	\$13,614	\$7,538	\$2,025	\$2,025	\$2,025						\$13,614
FTA Funds - AR-5311	\$578	\$578									\$578
Other State - LCTOP	\$3,220	\$3,220									\$3,220
SB1 - SGR	\$4,813		\$1,604	\$1,604	\$1,604						\$4,813
STA	\$4,664	\$1,181	\$1,328	\$1,207	\$948						\$4,664
TCRP	\$7,700	\$7,700									\$7,700
Local Funds	\$13,060	\$13,060									\$13,060
TDA	\$7,509	\$7,509									\$7,509
TOTAL	\$134,350	\$99,118	\$13,141	\$14,056	\$8,033						\$134,350

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD06								RTIP #:21-01			
Project Title:		Bus/Rail Support Equipment & Facilities									
Project Description:		NCTD service area - This project funds District state of good repair projects, including the repair, replacement and upgrade of fixed route and rail operations facilities and equipment, including information technology and fare revenue equipment.									
Change Reason:		Increase funding									
		Capacity Status:NCI		Exempt Category:Mass Transit - Purchase of office, shop and operating equipment for existing facilities							
Est Total Cost: \$78,609											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$34,675	\$22,058	\$8,562	\$2,460	\$1,150	\$210	\$235				\$34,675
FTA 5309 (Bus)	\$332	\$332									\$332
FTA 5337	\$10,952	\$9,512	\$320	\$1,012			\$108				\$10,952
FTA 5339	\$8,597	\$1,694	\$1,381	\$1,381	\$1,381	\$1,381	\$1,381				\$8,597
Transit Security (TSGP)	\$1,538	\$1,538									\$1,538
SB1 - TIRCP	\$405				\$405						\$405
STA	\$6,061	\$780	\$438	\$2,566	\$1,213	\$633	\$431				\$6,061
Local Funds	\$10,049	\$5,474	\$4,575								\$10,049
TDA	\$6,000	\$6,000								\$6,000	
TOTAL	\$78,609	\$47,388	\$15,276	\$7,419	\$4,149	\$2,224	\$2,155				\$78,609
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$23,861	\$22,058	\$1,474	\$175	\$154						\$23,861
FTA 5309 (Bus)	\$332	\$332									\$332
FTA 5337	\$10,426	\$9,512	\$279	\$271	\$364						\$10,426
FTA 5339	\$1,694	\$1,694									\$1,694
Transit Security (TSGP)	\$1,538	\$1,538									\$1,538
STA	\$1,459	\$780	\$438	\$112	\$129						\$1,459
Local Funds	\$5,474	\$5,474									\$5,474
TDA	\$6,000	\$6,000									\$6,000
TOTAL	\$50,784	\$47,388	\$2,191	\$558	\$647						\$50,784

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD16B									RTIP #:21-01		
Project Title:			Oceanside to Escondido Rail-SPRINTER Debt Service								
Project Description:			SPRINTER, Oceanside to Escondido - This project funds debt service on \$34 million of Certificates of Completion issued to fund SPRINTER rail construction.								
Change Reason:			Increase funding								
Capacity Status:			NCI		Exempt Category:Mass Transit - Transit operating assistance						
Est Total Cost: \$9,300											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - TSI	\$9,300		\$1,700	\$1,900	\$1,900	\$1,900	\$1,900		\$9,300		
TOTAL	\$9,300		\$1,700	\$1,900	\$1,900	\$1,900	\$1,900		\$9,300		
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - TSI	\$6,800		\$1,700	\$1,700	\$1,700	\$1,700			\$6,800		
TOTAL	\$6,800		\$1,700	\$1,700	\$1,700	\$1,700			\$6,800		

MPO ID: NCTD18								RTIP #:21-01			
Project Title:			Rail-Right-of-Way State of Good Repair & Improvements								
Project Description:			NCTD service area - This project funds various District state of good repair projects and programs for the rail right of way, grade crossing replacement, right-of-way (ROW) drainage improvement, and programmatic replacement of rail ties and rail grinding. This project also funds the bridge replacement projects for BR.257.2, BR 207.6, BR 207.8 and BR 209.9.								
Change Reason:			Add new funding source, Increase funding								
Capacity Status:			NCI		Exempt Category:		Mass Transit - Track rehabilitation in existing right of way				
Est Total Cost: \$46,485											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$2,261		\$2,261								\$2,261
FTA 5337	\$28,676		\$6,344	\$1,332	\$11,936	\$8,664	\$400				\$28,676
SB1 - TIRCP	\$15,035		\$3,821	\$2,905	\$2,500	\$2,905	\$2,905				\$15,035
STA	\$513			\$480	\$33						\$513
TOTAL	\$46,485		\$12,426	\$4,717	\$14,469	\$11,569	\$3,305				\$46,485
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$144					\$144					\$144
FTA 5337	\$800			\$400	\$400						\$800
SB1 - TIRCP	\$15,285		\$3,821	\$3,821	\$3,821	\$3,821					\$15,285
STA	\$200				\$100	\$100					\$200
TOTAL	\$16,429		\$3,821	\$4,221	\$4,321	\$4,065					\$16,429

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

North County Transit District

MPO ID: NCTD20									RTIP #:21-01		
Project Title:			Rail Vehicles & Related Equipment								
Project Description:			NCTD service area - This project funds the District state of good repair projects and programs replacing, repairing and rehabilitating the District COASTER and SPRINTER rail fleets, which includes the purchase of replacement locomotives, and Diesel Multiple Unit (DMU) rehabilitation and component overhauls.								
Change Reason:			Increase funding, Revise project description								
Capacity Status:NCI			Exempt Category:Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet								
Est Total Cost: \$26,758											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$192		\$192								\$192
FTA 5337	\$5,760		\$4,115	\$1,645							\$5,760
SB1 - SRA Commuter	\$18,980		\$3,680	\$3,800	\$3,800	\$3,800	\$3,900				\$18,980
STA	\$1,826		\$338	\$1,077	\$411						\$1,826
TOTAL	\$26,758		\$8,325	\$6,522	\$4,211	\$3,800	\$3,900				\$26,758
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5337	\$4,194		\$2,559	\$800	\$834						\$4,194
SB1 - LPP Formula	\$8,900					\$8,900					\$8,900
SB1 - SRA Commuter	\$11,160		\$3,680	\$3,720	\$3,760						\$11,160
STA	\$955		\$338	\$200	\$209	\$209					\$955
TOTAL	\$25,209		\$6,577	\$4,720	\$4,803	\$9,109					\$25,209

MPO ID: NCTD34								RTIP #:21-01			
Project Title: Transit Service Operating Support											
Project Description: NCTD service area - This project funds operating costs for existing fixed route and rail transit service, including rural services.											
Change Reason: Increase funding											
Capacity Status:NCI		Exempt Category:Mass Transit - Transit operating assistance									
Est Total Cost: \$268,375											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - TSI	\$63,152		\$11,725	\$12,052	\$12,624	\$13,132	\$13,619		\$63,152		
FTA 5311	\$2,419		\$484	\$484	\$484	\$484	\$484		\$2,419		
STA	\$33,685		\$7,701	\$4,058	\$6,547	\$7,572	\$7,807		\$33,685		
TDA	\$169,119		\$26,912	\$35,460	\$33,518	\$36,523	\$36,706		\$169,119		
TOTAL	\$268,375		\$46,822	\$52,054	\$53,173	\$57,711	\$58,616		\$268,375		
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - TSI	\$50,826		\$10,743	\$12,358	\$13,611	\$14,114			\$50,826		
DEMO	\$466					\$466			\$466		
FTA 5311	\$1,398		\$466	\$466	\$466				\$1,398		
STA	\$34,741		\$7,701	\$8,813	\$8,580	\$9,647			\$34,741		
TDA	\$128,101		\$26,912	\$31,644	\$34,813	\$34,732			\$128,101		
TOTAL	\$215,532		\$45,822	\$53,281	\$57,470	\$58,959			\$215,532		

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN36			RTIP #:21-01									
Project Title:	Bus/Rail Signal & Communications Equipment								SANDAG ID: 1129200, 1145100, 1144000			
Project Description:	Countywide - bid display module, dispatch software, fixed guideway electrification/power distribution projects such as catenary replacement, Feeder Cable, SCADA, DC Breaker Replacement											
Change Reason:	Add new funding source											
Capacity Status:NCI			Exempt Category:Mass Transit - Track rehabilitation in existing right of way									
Est Total Cost: \$22,643												
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON	
TransNet - MC	\$1,097	\$597	\$500									\$1,097
FTA 5307	\$15,093	\$13,665	\$1,428									\$15,093
FTA 5309 (FG)	\$1,112	\$1,112										\$1,112
Local Funds	\$2,353	\$2,353										\$2,353
TDA	\$2,988	\$2,631	\$357									\$2,988
TOTAL	\$22,643	\$20,358	\$2,285									\$22,643
PROJECT LAST AMENDED 21-00												
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON	
TransNet - MC	\$1,097	\$597	\$500									\$1,097
FTA 5307	\$13,665	\$13,665										\$13,665
FTA 5309 (FG)	\$1,112	\$1,112										\$1,112
Local Funds	\$2,353	\$2,353										\$2,353
TDA	\$2,631	\$2,631										\$2,631
TOTAL	\$20,858	\$20,358	\$500									\$20,858

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Association of Governments

MPO ID: SAN40										RTIP #:21-01	
Project Title:	Metropolitan Planning								SANDAG ID:		
Project Description:	Countywide - ongoing regional transportation planning as well as administrative oversight for various <i>TransNet</i> and FTA-funded programs. Toll Credits will be used to match federal funds for the PE phase.								31020,33201,33203,23000,31007,35040,33107		
Change Reason:	Increase funding										
Capacity Status:		NCI		Exempt Category:Other - Non construction related activities							
Est Total Cost: \$78,354											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$594	\$483	\$111						\$594		
<i>TransNet</i> - MC	\$395	\$395							\$395		
<i>TransNet</i> - SGIP	\$594	\$483	\$111						\$594		
<i>TransNet</i> - SS	\$445	\$395	\$50						\$445		
CBI	\$250	\$250							\$250		
FTA 5307	\$59,461	\$34,619	\$4,968	\$4,968	\$4,968	\$4,968	\$4,968		\$59,461		
FTA 5309TOD	\$239	\$239							\$239		
FTA 5310	\$442	\$442							\$442		
ITS	\$231	\$231							\$231		
RSTP	\$1,570	\$991	\$579						\$1,570		
Local Funds	\$14,133	\$7,922	\$1,242	\$1,242	\$1,242	\$1,242	\$1,242		\$14,133		
TOTAL	\$78,354	\$46,450	\$7,061	\$6,210	\$6,210	\$6,210	\$6,210		\$78,354		
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$542	\$542							\$542		
<i>TransNet</i> - MC	\$395	\$395							\$395		
<i>TransNet</i> - SGIP	\$542	\$542							\$542		
<i>TransNet</i> - SS	\$540	\$540							\$540		
CBI	\$250	\$250							\$250		
FTA 5307	\$49,603	\$34,619	\$4,995	\$4,995	\$4,995				\$49,603		
FTA 5309TOD	\$239	\$239							\$239		
FTA 5310	\$442	\$442							\$442		
ITS	\$231	\$231							\$231		
RSTP	\$1,570	\$991	\$579						\$1,570		
Local Funds	\$11,668	\$7,922	\$1,249	\$1,249	\$1,249				\$11,668		
TOTAL	\$66,022	\$46,713	\$6,823	\$6,244	\$6,244				\$66,022		

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS23A									RTIP #:21-01		
Project Title:			Transit Service Operations								
Project Description:			MTS service area - Operating support for Americans with Disabilities Act (ADA) and Paratransit bus service as well as Network Integration funding from TIRCP to create operating plans for new bus routes.								
Change Reason:			Revise funding between fiscal years								
Capacity Status:			NCI		Exempt Category:		Mass Transit - Transit operating assistance				
Est Total Cost: \$48,991											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$20,827		\$2,462	\$4,591	\$4,591	\$4,591	\$4,591		\$20,827		
FTA 5311	\$3,132		\$636	\$624	\$624	\$624	\$624		\$3,132		
Local Funds	\$2,703			\$2,703					\$2,703		
TDA	\$22,329		\$3,964	\$4,591	\$4,591	\$4,591	\$4,591		\$22,329		
TOTAL	\$48,991		\$7,062	\$12,509	\$9,806	\$9,806	\$9,806		\$48,991		
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$13,848		\$4,618	\$4,615	\$4,615				\$13,848		
FTA 5311	\$1,871		\$624	\$624	\$624				\$1,871		
TDA	\$4,246		\$1,415	\$1,415	\$1,415				\$4,246		
TOTAL	\$19,965		\$6,657	\$6,654	\$6,654				\$19,965		

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS28								RTIP #:21-01			
Project Title:			Bus & Rail Rolling Stock purchases and Rehabilitations								
Project Description:			MTS service area - - 3/3/2021 The FY21 funding will be use to procurement and replace 32 40' CNG buses, 17 ZEB buses, 11 60' CNG buses, 5 mini buses and 5 ADA buses. We will also use the funding towards replacing our SD100 Light Rail Vehicle fleet. Purchase replacement buses, Replace Light Rail Vehicles, Procurement of materials and services for the rehabilitation or retrofit of mechanical components, electrical components, and coach bodies of Light Rail Vehicles and buses. MTS plans to use FY20 funding to purchase 7 40 foot buses in FY20, 43 40 foot buses in FY21, and 26 articulated buses in FY21. The FY20 funding will also go towards the SD100 LRV replacement, in which the 51 SD100 high-floor LRVs will be replaced with new Low-floor LRVs. It will also replace 30 ADA paratransit vehicles, as well as go towards the funding for the New MTS Transit Facility. There are also various state of good repair projects funded in FY20, such as the CPC Substations replacement, and rehabilitation/improvement of the Old Town Transit Center.								
Change Reason:			Increase funding, Revise funding between fiscal years								
Capacity Status:NCI			Exempt Category:Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet								
Est Total Cost: \$267,225											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - TSI	\$51							\$51			\$51
FTA 5307	\$44,809		\$10,228	\$10,145	\$9,145	\$8,145	\$7,145				\$44,809
FTA 5339	\$21,589		\$4,318	\$4,318	\$4,318	\$4,318	\$4,318				\$21,589
Other State - LCTOP	\$24,623			\$5,126	\$7,097	\$6,200		\$6,200			\$24,623
SB1 - SGR	\$23,756			\$4,956	\$4,700	\$4,700	\$4,700	\$4,700			\$23,756
SB1 - TIRCP	\$18,451			\$12,866	\$5,585						\$18,451
STA	\$23,226					\$11,613		\$11,613			\$23,226
Local Funds	\$11,555			\$11,555							\$11,555
TDA	\$99,165		\$11,129	\$15,433	\$23,028	\$11,195	\$38,380				\$99,165
TOTAL	\$267,225		\$25,675	\$64,399	\$53,873	\$46,171	\$54,543	\$22,564			\$267,225
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$26,621		\$8,541	\$9,541	\$8,540						\$26,621
FTA 5337	\$4,553		\$2,851	\$851	\$851						\$4,553
FTA 5339	\$14,177		\$4,726	\$4,726	\$4,726						\$14,177
SB1 - SGR	\$18,800		\$4,700	\$4,700	\$4,700	\$4,700					\$18,800
STA	\$1,853		\$1,231		\$622						\$1,853
TDA	\$57,761		\$16,149	\$18,367	\$23,245						\$57,761
TOTAL	\$123,765		\$38,198	\$38,185	\$42,684	\$4,700					\$123,765

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS29								RTIP #:21-01			
Project Title:			Bus and Fixed Guideways Station Stops and Terminals								
Project Description:			MTS service area - Maintenance, improvements, upgrades, and retrofits of bus and trolley stations and stops throughout the MTS Service Area. FY20 projects include funding for an expansion of the Imperial Avenue transit center, pedestrian enhancements at American Plaza, and other improvements at the Rio vista trolley station.								
Change Reason:			Reduce funding, Revise funding between fiscal years								
Capacity Status:NCI			Exempt Category:Mass Transit - Reconstruction or renovation of transit structures								
Est Total Cost: \$100,523											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$1,644	\$1,644									\$1,644
FTA 5309 (Bus)	\$347	\$347									\$347
FTA 5309 (FG)	\$528	\$528									\$528
FTA 5311	\$39	\$39									\$39
Prop 1B Transit Sec Grant Prg	\$1,008	\$1,008									\$1,008
SB1 - TIRCP	\$19,258	\$3,892	\$15,366								\$19,258
STA	\$31,582	\$1,729	\$13,654	\$4,587			\$11,613				\$31,582
Local Funds	\$12,783	\$11,533		\$1,250							\$12,783
TDA	\$33,334	\$15,600	\$10,296	\$1,755	\$1,550	\$800	\$3,332				\$33,334
TOTAL	\$100,523	\$36,320	\$39,316	\$7,592	\$1,550	\$800	\$14,945				\$100,523
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$1,644	\$1,644									\$1,644
FTA 5309 (Bus)	\$347	\$347									\$347
FTA 5309 (FG)	\$528	\$528									\$528
FTA 5311	\$39	\$39									\$39
Prop 1B Transit Sec Grant Prg	\$1,008	\$1,008									\$1,008
SB1 - TIRCP	\$19,258	\$3,892	\$15,366								\$19,258
STA	\$56,950	\$1,729	\$13,654	\$14,950	\$14,950	\$11,668					\$56,950
Local Funds	\$11,533	\$11,533									\$11,533
TDA	\$29,228	\$15,600	\$10,296			\$3,332					\$29,228
TOTAL	\$120,535	\$36,320	\$39,316	\$14,950	\$14,950	\$15,000					\$120,535

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS30								RTIP #:21-01			
Project Title:		Bus/Rail Support Facilities and Equipment									
Project Description:		MTS facilities throughout the MTS service area - Projects Include an overhaul and replacement of the MTS fare system, other misc. capital equipment for transit maintenance; design and procurement of materials and services for support equipment such as hoists, fall protections, and building improvements/re-models for various MTS facilities.									
Change Reason:		Increase funding, Revise funding between fiscal years									
		Capacity Status:NCI		Exempt Category:Mass Transit - Purchase of office, shop and operating equipment for existing facilities							
Est Total Cost: \$108,949											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Other State - LCTOP	\$18,375		\$12,175				\$6,200				\$18,375
SB1 - TIRCP	\$3,038		\$3,038								\$3,038
STA	\$18,041		\$3,787	\$4,100	\$10,154						\$18,041
Local Funds	\$12,930			\$8,400	\$4,530						\$12,930
TDA	\$56,565			\$8,163	\$16,847	\$10,752	\$20,803				\$56,565
TOTAL	\$108,949		\$19,000	\$20,663	\$31,531	\$10,752	\$27,003				\$108,949
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
Other State - LCTOP	\$24,575		\$12,175	\$6,200	\$6,200						\$24,575
SB1 - TIRCP	\$3,038		\$3,038								\$3,038
STA	\$10,609		\$3,787	\$3,722	\$3,100						\$10,609
TDA	\$13,528			\$8,828	\$4,700						\$13,528
TOTAL	\$51,750		\$19,000	\$18,750	\$14,000						\$51,750

MPO ID: MTS31									RTIP #:21-01		
Project Title:			Rail Electrification and Power								
Project Description:			Along Blue Line Right-Of-Way (ROW) - Programmed projects include Centralized Protection and Control (CPC) Substation Replacement.								
Change Reason:			Reduce funding, Revise funding between fiscal years								
Capacity Status:			NCI		Exempt Category:Mass Transit - Track rehabilitation in existing right of way						
Est Total Cost: \$9,163											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$1,600	\$1,600									\$1,600
SB1 - SGR	\$4,462	\$4,462									\$4,462
STA	\$1,746	\$1,746									\$1,746
TDA	\$1,355	\$930		\$425							\$1,355
TOTAL	\$9,163	\$8,738		\$425							\$9,163
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$1,600	\$1,600									\$1,600
SB1 - SGR	\$4,462	\$4,462									\$4,462
STA	\$1,746	\$1,746									\$1,746
TDA	\$5,355	\$930	\$425	\$4,000							\$5,355
TOTAL	\$13,163	\$8,738	\$425	\$4,000							\$13,163

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS32A								RTIP #:21-01				
Project Title:			Preventive Maintenance									
Project Description:			MTS service area - Maintenance of equipment, rolling stock, and facilities for bus and rail systems.									
Change Reason:			Increase funding, Revise funding between fiscal years									
Capacity Status:			NCI		Exempt Category:			Mass Transit - Transit operating assistance				
Est Total Cost: \$523,614												
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON	
TransNet - TSI	\$175,347		\$30,580	\$34,218	\$35,619	\$36,868	\$38,062		\$175,347			
TransNet - TSI Carry Over	\$6		\$6						\$6			
FTA 5307	\$162,422		\$31,813	\$31,152	\$32,152	\$33,152	\$34,152		\$162,422			
FTA 5337	\$141,589		\$28,318	\$28,318	\$28,318	\$28,318	\$28,318		\$141,589			
Local Funds	\$44,250		\$14,500	\$14,750	\$15,000				\$44,250			
TOTAL	\$523,614		\$105,217	\$108,438	\$111,089	\$98,338	\$100,532		\$523,614			

PROJECT LAST AMENDED 21-00

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - TSI	\$181,822		\$30,580	\$34,549	\$37,630	\$38,867	\$40,196		\$181,822		
TransNet - TSI Carry Over	\$6		\$6						\$6		
FTA 5307	\$98,000		\$33,000	\$32,000	\$33,000				\$98,000		
FTA 5337	\$79,000		\$25,000	\$27,000	\$27,000				\$79,000		
Local Funds	\$44,250		\$14,500	\$14,750	\$15,000				\$44,250		
TOTAL	\$403,078		\$103,086	\$108,299	\$112,630	\$38,867	\$40,196		\$403,078		

MPO ID: MTS33A									RTIP #:21-01		
Project Title:			Senior Disabled Program								
Project Description:			MTS service area - subsidy for senior and disabled as required by <i>TransNet</i> .								
Change Reason:			Reduce funding, Revise funding between fiscal years								
Capacity Status:			NCI		Exempt Category:			Mass Transit - Transit operating assistance			
Est Total Cost: \$12,384											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
<i>TransNet</i> - ADA	\$12,304	\$7,653	\$811	\$908	\$945	\$978	\$1,010		\$12,304		
<i>TransNet</i> - ADA Carryover	\$80	\$77	\$3						\$80		
TOTAL	\$12,384	\$7,730	\$814	\$908	\$945	\$978	\$1,010		\$12,384		

PROJECT LAST AMENDED 21-00

	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
TransNet - ADA	\$12,476	\$7,653	\$811	\$916	\$998	\$1,031	\$1,066		\$12,476		
TransNet - ADA Carryover	\$80	\$77	\$3						\$80		
TOTAL	\$12,556	\$7,730	\$814	\$916	\$998	\$1,031	\$1,066		\$12,556		

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS34											RTIP #:21-01
Project Title: Bus Signal and Communications Equipment											
Project Description: MTS service area - Projects Include the overhaul and upgrade of the Regional Transit Management system for MTS vehicles. The bus and light rail communication hardware will be replaced, maintained, and upgraded.											
Change Reason: Reduce funding, Revise funding between fiscal years											
Capacity Status:NCI Exempt Category:Mass Transit - Reconstruction or renovation of transit structures											
Est Total Cost: \$57,626											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$3,116	\$3,116									\$3,116
FTA 5309 (Bus)	\$800	\$800									\$800
FTA 5309 (FG)	\$120	\$120									\$120
FTA 5339	\$4,303	\$4,303									\$4,303
Prop 1B Transit Sec Grant Prg	\$7,782	\$7,782									\$7,782
STA	\$2,826	\$2,446		\$380							\$2,826
Local Funds	\$765	\$765									\$765
TDA	\$37,914	\$35,104		\$2,810							\$37,914
TOTAL	\$57,626	\$54,436		\$3,190							\$57,626
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$3,116	\$3,116									\$3,116
FTA 5309 (Bus)	\$800	\$800									\$800
FTA 5309 (FG)	\$120	\$120									\$120
FTA 5339	\$4,303	\$4,303									\$4,303
Prop 1B Transit Sec Grant Prg	\$7,782	\$7,782									\$7,782
STA	\$2,446	\$2,446									\$2,446
Local Funds	\$765	\$765									\$765
TDA	\$38,914	\$35,104	\$2,810			\$1,000					\$38,914
TOTAL	\$58,246	\$54,436	\$2,810			\$1,000					\$58,246

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

San Diego Metropolitan Transit System

MPO ID: MTS35											RTIP #:21-01
Project Title: Fixed Guideway Transitways/Lines											
Project Description: MTS service area - Bus and Rail infrastructure maintenance and upgrades including rail tie replacement, Beyer blvd track and slope repair, Track/hill work at the Enterprise wall. MTS was also awarded TIRCP discretionary funding for double crossovers on the blue line at Beech St, Middletown, and a double tracking at Imperial Avenue on the green line.											
Change Reason: Increase funding, Revise funding between fiscal years											
Capacity Status:NCI Exempt Category:Mass Transit - Track rehabilitation in existing right of way											
Est Total Cost: \$70,572											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$622	\$622									\$622
Prop 1B - PTMISEA	\$464	\$464									\$464
Prop 1B Transit Sec Grant Prg	\$800	\$800									\$800
SB1 - TIRCP	\$31,579	\$24,175		\$7,404							\$31,579
STA	\$7,290	\$3,065		\$2,766	\$1,459						\$7,290
Local Funds	\$4,000	\$4,000									\$4,000
TDA	\$25,817	\$21,547		\$4,270							\$25,817
TOTAL	\$70,572	\$54,673		\$14,440	\$1,459						\$70,572
PROJECT LAST AMENDED 21-00											
	TOTAL	PRIOR	20/21	21/22	22/23	23/24	24/25	FUTURE	PE	RW	CON
FTA 5307	\$622	\$622									\$622
Prop 1B - PTMISEA	\$464	\$464									\$464
Prop 1B Transit Sec Grant Prg	\$800	\$800									\$800
SB1 - TIRCP	\$31,579	\$24,175	\$7,404								\$31,579
STA	\$5,831	\$3,065	\$2,766								\$5,831
Local Funds	\$4,000	\$4,000									\$4,000
TDA	\$25,817	\$21,547	\$4,270								\$25,817
TOTAL	\$69,113	\$54,673	\$14,440								\$69,113

**2021 Regional Transportation Improvement Program
Amendment No. 1
San Diego Region (in \$000s)**

RTIP Fund Types

<u>Federal Funding</u>	
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
DEMO - TEA 21	High Priority Demonstration Program under TEA-21
DEMO-Sec 115	High Priority Demonstration Program under FY 2004 Appropriations
DEMO-Sec 117/STP	Surface Transportation Program under FHWA Administrative Program (congressionally directed appropriations)
FTA Section 5307	Federal Transit Administration Urbanized Area Formula Program
FTA Section 5309 (Bus)	Federal Transit Administration Discretionary Program
FTA Section 5309 (FG)	Federal Transit Administration Fixed Guideway Modernization Formula Program
FTA Section 5310	Federal Transit Administration Elderly & Disabled Program
FTA Section 5311	Federal Transit Administration Rural Program
FTA Section 5337	Federal Transit Administration State of Good Repair Grant Program
FTA Section 5339	Federal Transit Administration Bus and Bus Facilities Formula Grant Program
ITS	Intelligent Transportation System
RSTP	Regional Surface Transportation Program
TSGP	Transit Security Grant Program (Federal Discretionary)
CMAQ/RSTP Conversion	Reimbursement of advanced federal funds which have been advanced with local funds in earlier years
<u>State Funding</u>	
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account (State Prop 1B)
SB1 - LPP Formula	Senate Bill 1 - Local Partnership Formula Program
SB1 - SGR	Senate Bill 1 - State Transit Assistance State of Good Repair
SB1 - TIRCP	Senate Bill 1 - Transit and Intercity Rail Program
SB1 - SRA Commuter	Senate Bill 1 - State Rail Assistance Commuter Rail
STA	State Transit Assistance
TCRP	Traffic Congestion Relief Program
TSGP	Transit Security Grant Program (State Prop. 1B)
<u>Local Funding</u>	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
TDA	Transportation Development Act
TransNet-ADA	Prop. A Local Transportation Sales Tax - Transit
TransNet-BPNS	Prop. A Extension Local Transportation Sales Tax - Bicycle, Pedestrian and Neighborhood Safety Program
TransNet-MC	Prop. A Extension Local Transportation Sales Tax - Major Corridors
TransNet-SGIP	Prop. A Extension Local Transportation Sales Tax - Regional Smart Growth Incentive Program
TransNet-SS	Prop. A Extension Local Transportation Sales Tax - Senior Services
TransNet-TSI	Prop. A Extension Local Transportation Sales Tax- Transit System Improvements

Table 3a: Revenues

San Diego Association of Governments (SANDAG)

2021 Regional Transportation Improvement Program (in \$000s) - Amendment No. 1

Legend

Yellow Highlighting indicates a change from the prior amendment

		Prior Years	2020/2021		2021/2022		2022/2023		2023/2024		2024/2025		TOTAL	
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
LOCAL	Sales Tax	\$3,598,954	\$628,999	\$632,827	\$464,523	\$464,060	\$379,165	\$376,197	\$197,369	\$194,418	\$239,303	\$236,153	\$5,508,577	\$5,502,609
	-- County	\$3,598,954	\$628,999	\$632,827	\$464,523	\$464,060	\$379,165	\$376,197	\$197,369	\$194,418	\$239,303	\$236,153	\$5,508,577	\$5,502,609
	Other Local Funds	\$505,491	\$226,047	\$230,615	\$158,766	\$182,667	\$423,630	\$437,375	\$245,755	\$246,997	\$119,422	\$128,564	\$1,679,111	\$1,731,710
	-- City General Funds	\$479,832	\$213,145	\$217,713	\$152,249	\$176,150	\$182,744	\$196,489	\$126,506	\$127,748	\$99,484	\$108,626	\$1,253,960	\$1,306,559
	-- Street Taxes and Developer Fees	\$25,659	\$12,902	\$12,902	\$6,517	\$6,517	\$240,886	\$240,886	\$119,249	\$119,249	\$19,938	\$19,938	\$425,151	\$425,151
	-- RSTP Exchange funds													
	Other	\$841,710	\$125,804	\$114,210	\$98,368	\$104,758	\$95,863	\$105,744	\$48,108	\$75,345	\$843	\$116,349	\$1,210,696	\$1,358,116
Local Total		\$4,946,155	\$980,850	\$977,653	\$721,657	\$751,485	\$898,658	\$919,316	\$491,232	\$516,761	\$359,568	\$481,065	\$8,398,384	\$8,592,435
STATE	State Highway Operations and Protection Program	\$124,955	\$303,908	\$303,908	\$140,888	\$140,888	\$302,531	\$302,531	\$81,710	\$81,710			\$953,992	\$953,992
	SHOPP (Including Augmentation)	\$124,955	\$303,908	\$303,908	\$140,888	\$140,888	\$302,531	\$302,531	\$81,710	\$81,710			\$953,992	\$953,992
	SHOPP Prior													
	State Transportation Improvement Program	\$654,587	\$1,105	\$1,105	\$1,105	\$1,105	\$108,478	\$108,478	\$1,210	\$1,210	\$1,212	\$1,212	\$767,697	\$767,697
	STIP (Including Augmentation)	\$612,830	\$1,105	\$1,105	\$1,105	\$1,105	\$108,478	\$108,478	\$1,210	\$1,210	\$1,212	\$1,212	\$725,940	\$725,940
	STIP Prior	\$41,756											\$41,756	\$41,756
	Proposition 1 A	\$41,843											\$41,843	\$41,843
	Proposition 1 B	\$647,752									\$1,319	\$1,319	\$649,071	\$649,071
	Active Transportation Program	\$32,073	\$30,804	\$30,804	\$20,050	\$20,050	\$5,967	\$5,967					\$88,894	\$88,894
	Highway Maintenance (HM)													
	Highway Bridge Program (HBP)	\$83,366	\$13,677	\$13,677	\$41,886	\$41,886	\$40,502	\$40,502	\$20,000	\$20,000	\$207,501	\$207,501	\$406,933	\$406,933
	Road Repair and Accountability Act of 2017 (SB1)	\$385,709	\$98,375	\$86,272	\$25,208	\$45,073	\$21,085	\$25,970	\$29,121	\$24,885	\$1,700	\$14,985	\$561,199	\$582,892
	Traffic Congestion Relief Program (TCRP)	\$101,298											\$101,298	\$101,298
	State Transit Assistance (e.g., population/revenue based, Prop 42)	\$177,877	\$31,244	\$27,246	\$29,003	\$20,155	\$28,638	\$19,935	\$21,624	\$19,935		\$19,968	\$288,386	\$285,117
	Other	\$107,560	\$20,649	\$20,649	\$10,900	\$11,826	\$10,900	\$13,997	\$4,700	\$13,100	\$4,700	\$13,100	\$159,408	\$180,231
State Total		\$2,357,019	\$499,762	\$483,661	\$269,041	\$280,983	\$518,102	\$517,380	\$158,365	\$160,840	\$216,432	\$258,085	\$4,018,721	\$4,057,968
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$780,382	\$71,324	\$70,949	\$71,324	\$70,947	\$71,324	\$70,947	\$71,324	\$70,947	\$71,324	\$70,947	\$1,137,002	\$1,135,120
	5309a - Fixed Guideway Modernization	\$97,086											\$97,086	\$97,086
	5309b - New and Small Starts (Capital Investment Grants)	\$552,996	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$113,380	\$113,380	\$1,066,376	\$1,066,376
	5309c - Bus and Bus Related Grants	\$58,636											\$58,636	\$58,636
	5310 - Mobility of Seniors and Individuals with Disabilities	\$4,605											\$4,605	\$4,605
	5311 - Nonurbanized Area Formula Program	\$10,667	\$1,090	\$1,120	\$1,090	\$1,108	\$1,090	\$1,108		\$1,108		\$1,108	\$13,937	\$16,218
	5337 - State of Good Repair	\$296,028	\$39,787	\$41,853	\$39,787	\$40,459	\$39,787	\$40,459	\$39,787	\$40,459	\$39,793	\$40,459	\$494,970	\$499,716
	5339 - Bus and Bus Facilities Program	\$37,298	\$7,483	\$6,965	\$6,751	\$6,168	\$6,751	\$6,168	\$6,751	\$6,168	\$6,751	\$6,168	\$71,785	\$68,936
	Other	\$40,961											\$40,961	\$40,961
	Federal Transit Total	\$1,878,660	\$219,684	\$220,887	\$218,952	\$218,682	\$218,952	\$218,682	\$217,862	\$218,682	\$231,247	\$232,062	\$2,985,358	\$2,987,655
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$386,940	\$29,884	\$29,884	\$25,124	\$25,124	\$33,914	\$33,914	\$33,903	\$33,903	\$33,903	\$33,903	\$543,668	\$543,668
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$239,884	\$24,601	\$24,601	\$3,544	\$3,544							\$268,029	\$268,029
	GARVEE Bonds (Includes Debt Service Payments)													
	Highway Infrastructure Program (HIP)	\$22,940	\$13,076	\$13,076									\$36,016	\$36,016
	High Priority Projects (HPP) and Demo	\$90,861	\$228	\$228	\$356	\$356			\$466				\$91,911	\$91,445
	Highway Safety Improvement Program (HSIP)	\$2,851	\$2,146	\$2,146	\$6,505	\$6,505	\$7,095	\$7,095	\$5,726	\$5,726			\$24,324	\$24,324
	National Significant Freight & Highway Projects (FASTLANE/INFRA)	\$49,278											\$49,278	\$49,278
	Public Lands Highway	\$6,519	\$816	\$816	\$816	\$816	\$816	\$816					\$8,968	\$8,968
	Surface Transportation Program (Regional)	\$455,776	\$44,059	\$44,059	\$44,339	\$44,339	\$44,326	\$44,326	\$44,314	\$44,314	\$44,314	\$44,314	\$677,127	\$677,127
	Other	\$169,741	\$2,030	\$2,030									\$171,770	\$171,770
Federal Highway Total		\$1,424,790	\$116,841	\$116,841	\$80,684	\$80,684	\$86,151	\$86,151	\$84,409	\$83,943	\$78,217	\$78,217	\$1,871,091	\$1,870,625
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$23,253											\$23,253	\$23,253
	Other													
	Federal Railroad Administration Total	\$23,253											\$23,253	\$23,253
Federal Total		\$3,326,703	\$336,525	\$337,728	\$299,636	\$299,366	\$305,103	\$304,833	\$302,271	\$302,625	\$309,464	\$310,278	\$4,879,702	\$4,881,533
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)		\$537,484	\$537,484									\$537,484	\$537,484
	Innovative Financing Total		\$537,484	\$537,484									\$537,484	\$537,484
REVENUES TOTAL		\$10,629,877	\$1,817,137	\$1,799,042	\$1,290,334	\$1,331,835	\$1,721,864	\$1,741,529	\$951,868	\$980,225	\$885,464	\$1,049,429	\$17,296,807	\$17,531,936

¹ 2019/2020 Reflects repayment of Loaned CMAQ apportionment to OCTA of \$20,197 and Caltrans of \$18,590 and includes loans from other MPOs totalling \$12,697 and a \$1,000 deobligation² 2019/2020 Reflects repayment of Loaned CMAQ apportionment to STANCOG of \$6,393 and MCAG of \$3,896³ 2020/2021 Reflects repayment of Loaned CMAQ apportionment to Madera CTC of \$2,407

\$18,069,421

Table 3b: Program

San Diego Association of Governments (SANDAG)

2021 Regional Transportation Improvement Program (in \$000s) - Amendment No. 1

Legend

Yellow Highlighting indicates a change from the prior amendment

Funding Source		Prior Years	2020/2021		2021/2022		2022/2023		2023/2024		2024/2025		TOTAL		
			Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
LOCAL	Sales Tax	\$3,598,954	\$613,316	\$614,596	\$448,990	\$448,542	\$375,615	\$372,743	\$184,791	\$182,356	\$208,133	\$221,874	\$5,430,063	\$5,439,064	
	-- TransNet	\$3,598,954	\$613,316	\$614,596	\$448,990	\$448,542	\$375,615	\$372,743	\$184,791	\$182,356	\$208,133	\$221,874	\$5,430,063	\$5,439,064	
	Other Local Funds	\$505,491	\$226,047	\$230,615	\$158,766	\$182,667	\$423,630	\$437,375	\$245,755	\$246,997	\$119,422	\$128,564	\$1,679,111	\$1,731,710	
	-- City General Funds	\$479,832	\$213,145	\$217,713	\$152,249	\$176,150	\$182,744	\$196,489	\$126,506	\$127,748	\$99,484	\$108,626	\$1,253,960	\$1,306,559	
	-- Street Taxes and Developer Fees	\$25,659	\$12,902	\$12,902	\$6,517	\$6,517	\$240,886	\$240,886	\$119,249	\$119,249	\$19,938	\$19,938	\$425,151	\$425,151	
	Other	\$841,710	\$125,804	\$114,210	\$98,368	\$104,758	\$95,863	\$105,744	\$48,108	\$75,345	\$843	\$116,349	\$1,210,696	\$1,358,116	
	Local Total	\$4,946,155	\$965,167	\$959,422	\$706,124	\$735,967	\$895,108	\$915,863	\$478,654	\$504,698	\$328,398	\$466,786	\$8,319,870	\$8,528,890	
STATE	State Highway Operations and Protection Program	\$124,955	\$303,908	\$303,908	\$140,888	\$140,888	\$302,531	\$302,531	\$81,710	\$81,710			\$953,992	\$953,992	
	SHOPP (Including Augmentation)	\$124,955	\$303,908	\$303,908	\$140,888	\$140,888	\$302,531	\$302,531	\$81,710	\$81,710			\$953,992	\$953,992	
	State Transportation Improvement Program	\$654,587	\$1,105	\$1,105	\$1,105	\$1,105	\$108,478	\$108,478	\$1,210	\$1,210	\$1,212	\$1,212	\$767,697	\$767,697	
	STIP (Including Augmentation)	\$612,830	\$1,105	\$1,105	\$1,105	\$1,105	\$108,478	\$108,478	\$1,210	\$1,210	\$1,212	\$1,212	\$725,940	\$725,940	
	STIP Prior	\$41,756											\$41,756	\$41,756	
	Proposition 1 A	\$41,843											\$41,843	\$41,843	
	Proposition 1 B	\$647,752									\$1,319	\$1,319	\$649,071	\$649,071	
	Active Transportation Program	\$32,073	\$30,804	\$30,804	\$20,050	\$20,050	\$5,967	\$5,967					\$88,894	\$88,894	
	Highway Maintenance (HM)														
	Highway Bridge Program (HBP)	\$83,366	\$13,677	\$13,677	\$41,886	\$41,886	\$40,502	\$40,502	\$20,000	\$20,000	\$207,501	\$207,501	\$406,933	\$406,933	
	Road Repair and Accountability Act of 2017 (SB1)	\$385,709	\$98,375	\$86,272	\$25,208	\$45,073	\$21,085	\$25,970	\$29,121	\$24,885	\$1,700	\$14,985	\$561,199	\$582,892	
	Traffic Congestion Relief Program (TCRP)	\$101,298											\$101,298	\$101,298	
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)	\$177,877	\$31,244	\$27,246	\$29,003	\$20,155	\$28,638	\$19,935	\$21,624	\$19,935		\$19,968	\$288,386	\$285,117	
	State Emergency Repair Program														
Other	\$107,560	\$20,649	\$20,649	\$10,900	\$11,826	\$10,900	\$13,997	\$4,700	\$13,100	\$4,700	\$13,100	\$159,408	\$180,231		
State Total	\$2,357,019	\$499,762	\$483,661	\$269,041	\$280,983	\$518,102	\$517,380	\$158,365	\$160,840	\$216,432	\$258,085	\$4,018,721	\$4,057,968		
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$780,382	\$71,309	\$70,949	\$71,306	\$70,906	\$71,306	\$70,906	\$16,409	\$70,906		\$70,906	\$1,010,712	\$1,134,956	
	5309a - Fixed Guideway Modernization	\$97,086											\$97,086	\$97,086	
	5309b - New and Small Starts (Capital Investment Grants)	\$552,996	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$113,380	\$113,380	\$1,066,376	\$1,066,376	
	5309c - Bus and Bus Related Grants	\$58,636											\$58,636	\$58,636	
	5310 - Elderly & Persons with Disabilities Formula Program	\$4,605											\$4,605	\$4,605	
	5311 - Nonurbanized Area Formula Program	\$10,667	\$1,090	\$1,120	\$1,090	\$1,108	\$1,090	\$1,108		\$1,108		\$1,108	\$13,937	\$16,218	
	5337 - State of Good Repair	\$296,028	\$39,787	\$41,853	\$39,787	\$40,459	\$39,787	\$40,459	\$11,936	\$40,459		\$40,459	\$427,326	\$499,716	
	5339 - Bus and Bus Facilites Program	\$37,298	\$7,483	\$6,900	\$6,751	\$6,168	\$6,751	\$6,168		\$6,168		\$6,168	\$58,283	\$68,871	
	Other	\$40,961											\$40,961	\$40,961	
	Federal Transit Total	\$1,878,660	\$219,669	\$220,823	\$218,935	\$218,641	\$218,934	\$218,641	\$128,345	\$218,641	\$113,380	\$232,021	\$2,777,922	\$2,987,426	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$386,940	\$29,503	\$29,503	\$23,520	\$23,520	\$26,285	\$26,285	\$28,494	\$28,494	\$25,056	\$25,056	\$519,798	\$519,798	
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$239,884	\$24,601	\$24,601	\$3,544	\$3,544							\$268,029	\$268,029	
	GARVEE Bonds (Includes Debt Service Payments)														
	Highway Infrastructure Program (HIP)	\$22,940	\$13,076	\$13,076									\$36,016	\$36,016	
	High Priority Projects (HPP) and Demo	\$90,861	\$228	\$228	\$356	\$356			\$466				\$91,911	\$91,445	
	Highway Safety Improvement Program (HSIP)	\$2,851	\$2,146	\$2,146	\$6,505	\$6,505	\$7,095	\$7,095	\$5,726	\$5,726			\$24,324	\$24,324	
	Public Lands Highway	\$6,519	\$816	\$816	\$816	\$816	\$816	\$816					\$8,968	\$8,968	
	National Significant Freight & Highway Projects (FASTLANE/INFRA)	\$49,278											\$49,278	\$49,278	
	Surface Transportation Program (Regional)	\$455,776	\$42,796	\$42,796	\$35,695	\$35,695	\$43,767	\$43,767	\$44,150	\$44,150	\$79,972	\$79,972	\$702,156	\$702,156	
	Other	\$169,741	\$2,030	\$2,030									\$171,770	\$171,770	
Federal Highway Total	\$1,474,068	\$115,197	\$115,197	\$70,436	\$70,436	\$77,963	\$77,963	\$78,836	\$78,370	\$105,028	\$105,028	\$1,872,250	\$1,921,062		
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$23,253											\$23,253	\$23,253	
	Other														
	Federal Railroad Administration Total	\$23,253											\$23,253	\$23,253	
INNOVATIVE FINANCE	Federal Total	\$3,375,981	\$334,865	\$336,019	\$289,371	\$289,077	\$296,897	\$296,604	\$207,181	\$297,011	\$218,408	\$337,049	\$4,673,426	\$4,931,742	
	TIFIA (Transportation Infrastructure Finance and Innovation Act)		\$537,484	\$537,484									\$537,484	\$537,484	
	Innovative Financing Total		\$537,484	\$537,484									\$537,484	\$537,484	
PROGRAM TOTAL		\$10,679,155	\$2,337,279	\$2,316,586	\$1,264,536	\$1,306,027	\$1,710,107	\$1,729,846	\$844,200	\$962,549	\$763,238	\$1,061,920	\$17,549,501	\$18,056,084	

*Negative programming amount is reflective of the need to show the TIFIA loan payback in the five-year RTIP. Payback will begin in future years. FY22/23 includes programming for future years and is included here for reference only

Table3c: Revenues versus Program

San Diego Association of Governments (SANDAG)

2021 Regional Transportation Improvement Program (in \$000s) - Amendment No. 1

Legend	
	Yellow Highlighting indicates a change from the prior amendment

Funding Source		2020/2021		2021/2022		2022/2023		2023/2024		2024/2025		TOTAL	
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
LOCAL	Local Total	\$15,683	\$18,231	\$15,533	\$15,519	\$3,550	\$3,454	\$12,578	\$12,062	\$31,170	\$14,279	\$78,514	\$63,545
	State Highway Operations and Protection Program												
STATE	SHOPP (Including Augmentation)												
	SHOPP Prior												
	State Transportation Improvement Program												
	STIP (Including Augmentation)												
	STIP Prior												
	Proposition 1 A												
	Proposition 1 B												
	Active Transportation Program												
	Highway Maintenance (HM)												
	Highway Bridge Program (HBP)												
	Road Repair and Accountability Act of 2017 (SB1)												
	Traffic Congestion Relief Program (TCRP)												
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)												
	Other												
	State Total												
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$15		\$17	\$41	\$18	\$41	\$54,915	\$41	\$71,324	\$41	\$126,290	\$164
	5309a - Fixed Guideway Modernization												
	5309b - New and Small Starts (Capital Investment Grants)												
	5309c - Bus and Bus Related Grants												
	5310 - Elderly & Persons with Disabilities Formula Program												
	5311 - Nonurbanized Area Formula Program												
	5337 - State of Good Repair							\$27,851		\$39,793		\$67,644	
	5339 - Bus and Bus Facilities Program		\$65					\$6,751		\$6,751		\$13,502	\$65
	Other												
	Federal Transit Total	\$15	\$65	\$17	\$41	\$18	\$41	\$89,517	\$41	\$117,867	\$41	\$207,435	\$229
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$381	\$381	\$1,605	\$1,605	\$7,629	\$7,629	\$5,409	\$5,409	\$8,847	\$8,847	\$23,870	\$23,870
	Coordinated Border Infrastructure (SAFETEA-LU Sec. 1303)												
	GARVEE Bonds (Includes Debt Service Payments)												
	Highway Infrastructure Program (HIP)												
	High Priority Projects (HPP) and Demo												
	Highway Safety Improvement Program (HSIP)												
	National Significant Freight & Highway Projects (FASTLANE/INFRA)												
	Surface Transportation Program (Regional)	\$1,263	\$1,263	\$8,643	\$8,643	\$560	\$560	\$164	\$164	-\$35,658	-\$35,658	-\$25,029	-\$25,029
	Other												
	Federal Highway Total	\$1,644	\$1,644	\$10,248	\$10,248	\$8,189	\$8,189	\$5,572	\$5,572	\$26,812	\$26,812	\$1,159	\$1,159
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)												
	Other												
	Federal Railroad Administration Total												
	Federal Total	\$1,659	\$1,709	\$10,265	\$10,289	\$8,207	\$8,230	\$95,090	\$5,613	\$91,056	\$26,771	\$206,276	\$939
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)												
	Innovative Financing Total												
REVENUES - PROGRAM TOTAL		\$17,343	\$19,940	\$25,798	\$25,807	\$11,757	\$11,683	\$107,668	\$17,675	\$122,226	\$12,492	\$284,791	\$62,615

FY22/23 includes programming for future years and is included here for reference only

2021 RTIP - Amendment No. 1
Changes During Public Comment Period

Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description	
Metropolitan Transit System	MTS23A	Transit Service Operations	\$13	Increased FTA 5311	
North County Transit District	NCTD34	Transit Service Operating Support	\$932	Increased FTA 5311	

**The State released FTA 5311 apportionments and transit agencies updated their programming accordingly.*

Federal Requirements Analysis for 2021 RTIP Amendment No. 1

Metropolitan Planning and Transportation Conformity

The U.S. Department of Transportation (U.S. DOT) Metropolitan Planning Regulations¹ and U.S. Environmental Protection Agency (U.S. EPA) Transportation Conformity Regulations² establish six criteria requirements which the Regional Transportation Improvement Program (RTIP) must satisfy. The metropolitan planning regulations require that: (1) the RTIP be financially constrained and (2) make progress toward achieving federal performance targets. The transportation conformity regulations state that the RTIP must: (3) be consistent with San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP); (4) meet regional emissions tests; (5) include timely implementation of transportation control measures (TCMs); and 6) include inter-agency consultation and public involvement.

The 2021 RTIP with Amendment No. 1 meets all six tests required under federal metropolitan planning and transportation conformity regulations. SANDAG made these findings for the 2021 RTIP under the required federal tests on February 26, 2021. On April 16, 2021, Federal Highways and the Federal Transit Administration are expected to find that the 2021 RTIP conforms with the provisions of 40 CFR Parts 51 and 93. Amendment No. 1 continues to meet all federal requirements.

Financial Constraint Test

Federal regulations 23 CFR Section 450.326(j) require the 2021 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Chapter 4 of the 2021 RTIP discusses in detail the financial capacity analysis of major program areas, including a discussion of available revenues.

Finding: The projects contained within the 2021 RTIP, including Amendment No. 1, are reasonable when considering available funding sources as demonstrated in Tables 3a through 3c, including a comparison from the prior approved version (changes are highlighted in yellow.)

Performance Management Test

Federal regulations 23 CFR Section 450.326(c) require the 2021 RTIP to be designed such that once implemented, it makes progress toward achieving the performance targets established under 450.306(d) and shall include, to the maximum extent practicable, a description of the anticipated effect of the RTIP toward achieving the performance targets identified in the transportation plan, linking investment priorities to those performance targets. Appendix H of the 2021 RTIP provides information on the projects which support safety, infrastructure conditions, system performance, freight, Congestion Mitigation and Air Quality (CMAQ), transit asset management and transit safety performance management requirements.

Finding: The projects contained within the 2021 RTIP, including Amendment No. 1, make progress toward achieving the established performance targets for safety established by the Board of Directors through investment in projects with the primary purpose of improving safety, active transportation projects, and safety features provided as part of a larger transportation project.

Finding: The projects contained within the 2021 RTIP, including Amendment No. 1, make progress toward achieving the 2020 regional performance targets for transit asset management approved by the Board on February 28, 2020. The program includes investments in the four key categories for transit asset management: equipment, facilities, infrastructure, and rolling stock.

Consistency with San Diego Forward: The Regional Plan Test

Finding: The 2021 RTIP, through Amendment No. 1, is consistent with San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP) adopted on October 25, 2019 (policies, programs, and projects). All projects conform to the scope, cost, and schedule included in the 2019 Federal RTP.

Regional Emissions Tests

These findings are based on the regional emissions analyses tests shown in Table 5-2 in Chapter 5 of the 2021 RTIP.

Finding: The regional emissions analyses for the 2021 RTIP through Amendment No. 1 are consistent with the emissions analyses for the 2019 Federal RTP.

Finding: The proposed Amendment No. 1 does not reflect a change in the design, concept, or scope of the projects or the conformity analysis years as modeled for the regional emissions analysis of the 2019 Federal RTP and the 2021 RTIP, as amended.

Finding: The 2021 RTIP, including Amendment No. 1, remains in conformance with the applicable State Implementation Plan³ (SIP).

Timely Implementation of TCM Test

Finding: The TCMs, established as Transportation Tactics in the 1982 SIP, have been fully implemented and Amendment No. 1 continues to fund the four TCMs, which include: (1) ridesharing; (2) transit improvements; (3) traffic flow improvements; and (4) bicycle facilities and programs.

Inter-Agency Consultation and Public Involvement Test

Finding: The 2021 RTIP complies with all federal and state requirements for public involvement by following the strategies described in Board Policy No. 025: Public Participation Plan Policy. Amendment No. 1 was posted for a 15-day public comment period from March 23, 2021, through April 13, 2021.

Finding: The SANDAG Conformity Working Group (CWG), including members from the San Diego County Air Pollution Control District, Caltrans, California Air Resources Board, SANDAG, U.S. DOT, and U.S. EPA, serve as a forum to meet the federal and state requirements for interagency consultation for the 2021 RTIP. All exempt projects in Amendment No. 1 were submitted to the CWG on March 30, 2021, for its review and members concurred with the exempt categorization.

¹ 23 Code of Federal Regulation (CFR) Part 450, subpart C

² 40 CFR part 93, subpart A

³ 2008 Eight-Hour Ozone Attainment Plan for San Diego County (December 2016)

Regional Active Transportation Program Funding Recommendations

Overview

The Active Transportation Program (ATP) is administered by the California Transportation Commission (CTC) and distributes funding for active transportation projects. Funding is competitively awarded in two stages. First, a statewide competition is led by the CTC, followed by a regional competition conducted by the metropolitan planning organization of each region. This report contains the project rankings and funding recommendations for the 2021 Regional ATP.

Key Considerations

The Board of Directors adopted the 2021 Regional ATP scoring criteria on March 27, 2020, and the CTC adopted the criteria on June 25, 2020. Thirty-seven applications were submitted requesting approximately \$156 million in funding. Attachment 1 provides information on the evaluation process. Four projects from the San Diego region were awarded funding through the statewide ATP competition, as shown in green in Attachment 2. These projects are from SANDAG and the cities of Oceanside, Imperial Beach, and National City. At its meeting on April 16, 2021, the Transportation Committee considered the results of the Regional ATP competition and recommends two projects – one each from SANDAG and the City of La Mesa – receive funding through the regional ATP competition as shown in Attachment 3.

Next Steps

Pending action by the Board, SANDAG will submit its funding recommendations for the regional ATP competition to the CTC. The CTC is scheduled to consider adoption of the region's funding recommendations and contingency project list at its meeting on June 23-24, 2021. One of the projects to be awarded is a SANDAG project. Pending CTC approval, a budget amendment to include ATP funds awarded for the SANDAG Orange Family Friendly Street Project and Inland Rail Trail – Gap Connector Project (including corresponding *TransNet* match and amendment to the 2021 Regional Transportation Improvement Program) will be brought for Board consideration in fall 2021.

Hasan Ikhata, Executive Director / Chief Deputy Executive Director

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Attachments:

1. Discussion Memo
2. 2021 Active Transportation Program – Statewide Component Staff Recommendations
3. 2021 Regional ATP Funding Recommendations, Evaluator Scores, and Contingency Lists of Projects
4. Resolution No. 2021-18: Approving the Proposed List of Regional Active Transportation Program Projects and Funding Recommendations to the California Transportation Commission

Action: **Adopt**

The Transportation Committee recommends that the Board of Directors:

1. adopt Resolution No. 2021-18, certifying the results of the San Diego Regional Active Transportation Program (ATP); and
2. recommend that the California Transportation Commission fund the San Diego Regional ATP projects consistent with Attachment 3.

Fiscal Impact:

Pending adoption by the Board of Directors and the California Transportation Commission, the regional Active Transportation Program would provide approximately \$16 million in state and federal funding to active transportation projects, including approximately \$12 million for one SANDAG project.

Schedule/Scope Impact:

Funding could be distributed between 2019 and 2023.

Discussion Memo

Active Transportation Program Background

Approximately \$891 million in state and federal funding was budgeted by the California Transportation Commission (CTC) for the 2021 Active Transportation Program (ATP) over four years, beginning with FY 2021-2022. Fifty percent of the funding was competitively awarded for projects selected by the CTC on a statewide basis, and 10% of the funding was distributed to small urban and rural regions. The remaining 40% of the funding will be allocated for projects selected through the regional competitive processes. The estimated funding available for the San Diego region is approximately \$16 million total, or about \$4 million per year. In addition, a minimum of 25% of the funds in both the statewide and regional programs must benefit disadvantaged communities as defined in the CTC ATP Guidelines.

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

Statewide and Regional Competitions for the 2021 Active Transportation Program

Statewide Active Transportation Program Competition

The CTC announced the 2021 ATP call for projects on March 25, 2020. Applications were received for 454 projects, requesting approximately \$2.3 billion in ATP funds. On February 8, 2021, CTC staff released the list of projects recommended for funding for the statewide and small urban and rural components of the ATP. Thirty-seven projects were submitted from the San Diego region, and four of those projects – one each from SANDAG and the cities of Oceanside, Imperial Beach and National City – were recommended by CTC staff to be considered for funding (Attachment 2). One application from the San Diego region was deemed ineligible by the CTC. The remaining 32 projects that were not recommended for the statewide component remain eligible for the regional ATP. The CTC adopted the list of projects recommended for funding for the statewide and small urban and rural components at its meeting on March 24-25, 2021.

Regional Active Transportation Program Competition

At its March 27, 2020, meeting, the Board of Directors approved the scoring criteria for the 2021 Regional ATP competitive program. The CTC adopted the criteria at its meeting on June 24, 2020.

SANDAG is both an eligible applicant as a regional transportation planning agency and has a role as an MPO to administer the regional program. To ensure that the evaluation process is open and transparent and does not give advantage to SANDAG projects, SANDAG staff directly associated with applications did not have a role in evaluating project applications or the facilitation of the regional competitive process. This work was carried out independently by the SANDAG Grants Division. Additionally, the SANDAG Quality Assurance team performed an independent review of the project scores and rankings, checking for consistency with the evaluation committee score sheets, and correct formulas and calculations used for scores. No errors were found during this independent review.

In accordance with CTC ATP Guidelines, SANDAG assembled a multidisciplinary evaluation panel to assist in evaluating project applications. The evaluation panel was composed of volunteers who had not submitted an ATP application and had expertise in biking and pedestrian transportation, including safe routes to school projects and projects benefitting disadvantaged communities.

Projects received scores for qualitative criteria from the evaluation panel members and scores for quantitative criteria from SANDAG staff in the Grants Division, in accordance with the scoring criteria approved by the Board. Scores for quantitative criteria were informed by data provided by the SANDAG Data, Analysis, and Modeling Department. A project's quantitative score was added to the qualitative scores provided by each evaluator to determine a total score. This was done for all projects. Then, for each evaluator, the projects were ranked based on their total scores. The sum of all evaluators' ranks for each project dictated the final project ranking order, with the lowest sum of ranks representing the highest rating and the highest sum of ranks representing the lowest rating. The project evaluation process resulted in application rankings with 1 of the 32 projects being recommended for full funding, and 1 project being recommended for partial funding (City of La Mesa). Grants Division staff has confirmed with the City of La Mesa that partial funding will be accepted, the funds can be used effectively on the project, and the scope of the project will remain the same as the scope of the project in the original project application. The results of this process are set forth in Attachment 3.

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

Contingency Projects

In accordance with the ATP Guidelines, applications awarded ATP funding must be ready to allocate ATP funds within the applicable fiscal years of the program. ATP projects will be monitored closely by CTC staff to ensure timely delivery within the identified constraints of the program. In the event that a project is unable to allocate the awarded funds or obtain an extension within the timeframe identified by the CTC, the next highest ranked project on Attachment 3 (including a project that may have been partially funded) would receive ATP funds in place of the originally selected project. In this instance, the project that fails to meet its delivery timeline would forfeit the unspent portion of its ATP funds and would have to compete again to receive ATP or other funds. The 30 projects not recommended for funding in the 2021 ATP as well as those unable to meet the four prior ATP cycle allocation deadlines may re-compete in the next ATP competition, the 2023 ATP, which is anticipated to occur in 2022. Contingency projects would be ineligible if they are awarded funds through the 2023 ATP competition or from another funding source. The contingency list would expire after the approval of the 2023 ATP funding recommendations.

California Transportation Commission
2021 Active Transportation Program - Statewide Component
Staff Recommendations
(\$1000s)

Attachment 2

Application ID	County	Project Title	Total Project Cost	Recommended Funding	21-22	22-23	23-24	24-25	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
Active Transportation Resource Center	Various	Active Transportation Resource Center	\$ 4,000	\$ 4,000	\$ -	\$ -	\$ 2,000	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 4,000	Non-Infrastructure	N/A	N/A	N/A
3-Sacramento, City of-1	Sacramento	Franklin Boulevard Complete Street Project	\$ 16,265	\$ 9,323	\$ -	\$ -	\$ 9,323	\$ -	\$ -	\$ -	\$ -	\$ 9,323	\$ -	Infrastructure - Large	x		99
4-Oakland, City of-1 [§]	Alameda	7th Street Connection Project	\$ 21,037	\$ 14,180	\$ -	\$ -	\$ -	\$ 14,180	\$ -	\$ -	\$ -	\$ 14,180	\$ -	Infrastructure - Large	x		98
6-Huron, City of-1*	Fresno	City of Huron Bicyclist and Pedestrian Safety Improvement Project	\$ 1,969	\$ 1,769	\$ 125	\$ 1,644	\$ -	\$ -	\$ 25	\$ 100	\$ -	\$ 1,644	\$ -	Infrastructure - Small	x	x	98
8-Perris, City of-1	Riverside	City of Perris Bike and Pedestrian Network Project	\$ 1,999	\$ 1,931	\$ 35	\$ 1,896	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,896	\$ 35	Infrastructure + NI - Small	x		97
8-San Bernardino County-2*	San Bernardino	Muscoy Area Safe Routes to School Pedestrian Improvements Project	\$ 2,355	\$ 1,881	\$ 112	\$ 463	\$ -	\$ 1,306	\$ 112	\$ 160	\$ 303	\$ 1,271	\$ 35	Infrastructure + NI - Medium	x	x	97
6-Fresno County-1	Fresno	Biola Community Sidewalks	\$ 1,498	\$ 1,255	\$ -	\$ -	\$ 1,255	\$ -	\$ -	\$ -	\$ -	\$ 1,255	\$ -	Infrastructure - Small	x	x	96
7-Los Angeles, City of-3*	Los Angeles	SRTS Carver Middle, Ascot Avenue and Harmony Elementary Schools	\$ 6,700	\$ 6,030	\$ 801	\$ -	\$ 290	\$ 4,939	\$ 801	\$ 290	\$ -	\$ 4,939	\$ -	Infrastructure - Medium	x	x	96
7-Los Angeles, City of-5*	Los Angeles	SRTS Panorama City Elementary School Project	\$ 6,832	\$ 6,149	\$ 756	\$ -	\$ 329	\$ 5,064	\$ 756	\$ 329	\$ -	\$ 5,064	\$ -	Infrastructure - Medium	x	x	96
3-Sacramento County-2	Sacramento	South Sacramento County Safe Routes to School Project	\$ 1,946	\$ 1,946	\$ 95	\$ 390	\$ 1,461	\$ -	\$ 95	\$ 190	\$ 200	\$ 1,381	\$ 80	Infrastructure + NI - Small	x	x	96
8-Ontario, City of-1*	San Bernardino	Vine Ave & B St Bike Boulevard Project	\$ 4,881	\$ 4,392	\$ 513	\$ -	\$ 3,879	\$ -	\$ 45	\$ 468	\$ -	\$ 3,879	\$ -	Infrastructure - Medium	x		96
5-Watsonville, City of-1* [§]	Santa Cruz	Safer Access to Pajaro Valley High School and Beyond	\$ 15,823	\$ 11,709	\$ 1,168	\$ 10,541	\$ -	\$ -	\$ -	\$ -	\$ 521	\$ 10,541	\$ 647	Infrastructure + NI - Large	x	x	96
7-Long Beach, City of-1*	Los Angeles	Downtown Long Beach Walkable Corners	\$ 8,771	\$ 7,893	\$ 768	\$ 450	\$ -	\$ 6,675	\$ 225	\$ 450	\$ -	\$ 6,675	\$ 543	Infrastructure + NI - Large	x		95
7-Maywood, City of-1	Los Angeles	City of Maywood Active Transportation Plan	\$ 263	\$ 263	\$ 263	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 263	Plan	x	x	95
10-Mariposa County-1*	Mariposa	Mariposa Elementary School Connectivity Project	\$ 1,900	\$ 1,900	\$ 100	\$ -	\$ 1,800	\$ -	\$ 100	\$ -	\$ -	\$ 1,800	\$ -	Infrastructure - Small	x	x	95
10-Mariposa County-2	Mariposa	Mariposa Creek Parkway	\$ 5,176	\$ 4,415	\$ 200	\$ 1,200	\$ -	\$ 3,015	\$ 200	\$ 450	\$ 750	\$ 3,015	\$ -	Infrastructure - Medium	x		95
8-Riverside County-10*	Riverside	Riverside County Safe Routes for All - San Jacinto	\$ 600	\$ 600	\$ -	\$ 600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 600	Non-Infrastructure	x	x	95
11-San Diego Association of Governments (SANDAG)-1	San Diego	Orange Family Friendly Street Project	\$ 5,660	\$ 4,317	\$ -	\$ 4,317	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,317	\$ -	Infrastructure - Medium	x	x	95
5-San Luis Obispo County-1 [§]	San Luis Obispo	San Luis Obispo County-Bob Jones Trail Gap Closure	\$ 23,414	\$ 18,248	\$ 2,295	\$ 15,953	\$ -	\$ -	\$ -	\$ 321	\$ 1,974	\$ 15,953	\$ -	Infrastructure - Large	x		95
2-Redding, City of-2*	Shasta	Turtle Bay to Downtown Gap Completion Project	\$ 3,935	\$ 2,665	\$ -	\$ -	\$ 50	\$ 2,615	\$ -	\$ -	\$ 50	\$ 2,462	\$ 153	Infrastructure + NI - Medium	x	x	95
4-Fairfield, City of-1 [§]	Solano	West Texas Street Complete Streets Project	\$ 16,922	\$ 10,903	\$ -	\$ 955	\$ 9,948	\$ -	\$ -	\$ 838	\$ -	\$ 9,948	\$ 117	Infrastructure + NI - Large	x	x	95
3-West Sacramento, City of-2	Yolo	Sycamore Trail (Phase 2) Bicycle/Pedestrian Overcrossing	\$ 11,538	\$ 3,500	\$ 3,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,500	\$ -	Infrastructure - Large	x		95
6-Fresno, City of-1	Fresno	Kids Crossing: Safe Routes to School in South Fresno	\$ 1,636	\$ 1,636	\$ 141	\$ 14	\$ 1,481	\$ -	\$ 3	\$ 138	\$ 14	\$ 1,441	\$ 40	Infrastructure + NI - Small	x	x	94
1-Arcata, City of-1	Humboldt	Arcata Annie & Mary Trail Connectivity Project	\$ 5,286	\$ 4,220	\$ 67	\$ 495	\$ 3,658	\$ -	\$ 67	\$ 240	\$ 255	\$ 3,658	\$ -	Infrastructure - Medium	x		94
7-South El Monte, City of-1*	Los Angeles	South El Monte Safe Routes to School Pedestrian Safety Project	\$ 1,637	\$ 1,637	\$ 140	\$ 1,497	\$ -	\$ -	\$ 10	\$ 130	\$ -	\$ 1,497	\$ -	Infrastructure - Small	x	x	94
11-Oceanside, City of-1*	San Diego	Laurel Elementary Safe Routes to School	\$ 1,535	\$ 1,522	\$ 447	\$ 1,075	\$ -	\$ -	\$ 160	\$ 160	\$ -	\$ 1,075	\$ 127	Infrastructure + NI - Small	x	x	94
6-Porterville, City of-2	Tulare	Butterfield Stage Corridor (Henderson Avenue to Date Avenue)	\$ 4,650	\$ 4,000	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,000	\$ -	Infrastructure - Medium	x		94
6-Porterville, City of-4	Tulare	Butterfield Stage Corridor (W North Grand Ave to College Ave)	\$ 7,750	\$ 7,100	\$ -	\$ 7,100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,100	\$ -	Infrastructure - Large	x		94

California Transportation Commission
2021 Active Transportation Program - Statewide Component
Staff Recommendations
(\$1000s)

Application ID	County	Project Title	Total Project Cost	Recommended Funding	21-22	22-23	23-24	24-25	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
4-Contra Costa County-2*	Contra Costa	North Bailey Road Active Transportation Corridor	\$ 6,845	\$ 6,159	\$ 499	\$ -	\$ 5,660	\$ -	\$ 499	\$ -	\$ -	\$ 5,660	\$ -	Infrastructure - Medium	x	x	93
6-Delano, City of-1*	Kern	ATP-5 SRTS Intersection Enhancement and NI Work Plan	\$ 1,178	\$ 1,164	\$ -	\$ -	\$ 1,164	\$ -	\$ -	\$ 140	\$ -	\$ 949	\$ 75	Infrastructure + NI - Small	x	x	93
7-Bell Gardens, City of-1	Los Angeles	Bell Gardens Complete Streets Improvements - Phase 1	\$ 6,999	\$ 6,499	\$ 200	\$ 6,299	\$ -	\$ -	\$ 200	\$ -	\$ -	\$ 6,299	\$ -	Infrastructure - Medium	x		93
7-Long Beach, City of-2*	Los Angeles	Pacific Avenue Cycle Track	\$ 8,332	\$ 7,498	\$ 225	\$ 1,533	\$ -	\$ 5,740	\$ 225	\$ 675	\$ -	\$ 5,740	\$ 858	Infrastructure + NI - Large	x		93
7-Los Angeles, City of-11*§	Los Angeles	Connecting Canoga Park Through Safety and Urban Cooling	\$ 38,655	\$ 30,731	\$ 3,567	\$ -	\$ 1,921	\$ 25,243	\$ 3,567	\$ 1,921	\$ -	\$ 25,243	\$ -	Infrastructure - Large	x		93
7-Los Angeles, City of-4*	Los Angeles	SRTS Berendo Middle and 3 Feeder Elementary Schools Safety Project	\$ 11,057	\$ 9,951	\$ 188	\$ -	\$ 1,588	\$ 8,175	\$ 188	\$ 1,588	\$ -	\$ 8,175	\$ -	Infrastructure - Large	x	x	93
4-Santa Clara County-1	Santa Clara	Active and Safe Routes to a Healthier City	\$ 2,510	\$ 2,510	\$ 2,510	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,510	Non-Infrastructure	x	x	93
5-Santa Cruz, City of-2	Santa Cruz	Santa Cruz Rail Trail Segment 7 Phase 2 Construction	\$ 12,030	\$ 9,184	\$ 9,184	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,634	\$ 550	Infrastructure + NI - Large	x	x	93
4-Oakland, City of-2§	Alameda	East Oakland Neighborhood Bike Routes	\$ 21,859	\$ 17,269	\$ -	\$ -	\$ 17,269	\$ -	\$ -	\$ -	\$ -	\$ 17,269	\$ -	Infrastructure - Large	x		92
3-El Dorado County-3	El Dorado	Pollock Pines - Pony Express Trail Bicycle and Pedestrian Improvements	\$ 2,000	\$ 1,440	\$ 1,440	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,440	\$ -	Infrastructure - Small	x		92
11-Imperial Beach, City of-1*	San Diego	9th St Active Transportation Corridor	\$ 3,354	\$ 3,018	\$ 539	\$ 2,479	\$ -	\$ -	\$ -	\$ 539	\$ -	\$ 2,479	\$ -	Infrastructure - Medium	x	x	92
7-Ventura County-2*	Ventura	El Rio Pedestrian Improvement and Safe Route to School Project	\$ 6,960	\$ 6,195	\$ -	\$ 222	\$ 5,973	\$ -	\$ 222	\$ 884	\$ -	\$ 5,089	\$ -	Infrastructure - Medium	x	x	92
11-National City, City of-3†	San Diego	Highland Avenue Inter-City Bike Connection	\$ 1,897	\$ 539	\$ 58	\$ 260	\$ 221	\$ -	\$ 58	\$ 260	\$ -	\$ 221	\$ -	Infrastructure - Small	x		92
			\$ 309,654	\$ 241,541													

*Prior to programming, Caltrans will contact the applicant for project clarifications.
§Project requires a baseline agreement. Please see the SB 1 Accountability and Transparency Guidelines for more information.
†The City of National City requested \$1,895,000 for the Highland Avenue Inter-City Bike Connection project. However, only \$539,000 in programming capacity remains. Commission staff will work with the applicant to determine if the project can be delivered with available ATP funding.

Abbreviations, Acronyms, and Initialisms
CON: Construction Phase
DAC: Disadvantaged Community
NI: Non-Infrastructure
PA&ED: Environmental Phase
PS&E: Plans, Specifications & Estimates Phase
ROW: Right-of-Way Phase
SRTS: Safe Routes to School

Projects Recommended for Funding

Project ID	Implementing Agency	Project Application No.	Project Name	Total ATP Request \$	ATP Funding Recommendation	DAC ¹ ?	E1	E2	E3	E4	E5	E1	E2	E3	E4	E5	SUM of Ranks	Final Rank
SAN4	SANDAG	11-San Diego Association of Governments (SANDAG)-4	Inland Rail Trail - Gap Connector	\$ 12,057,000	\$ 12,057,000.00	Yes	143	154	139	154	172	8	4	1	2	5	20	1
LM1	La Mesa	11-La Mesa, City of 1	La Mesa Bike and Sidewalk Connection Project	\$ 4,418,000	\$ 3,962,000.00	Yes	134	157	136	146	174	11	3	4	4	3	25	2
				\$ 16,475,000	\$ 16,019,000.00													
Project recommended for full funding																		
Project recommended for partial funding																		

Projects Recommended as Contingency Projects

Project ID	Implementing Agency	Project Application No.	Project Name	Total ATP Request \$	ATP Funding Recommendation	DAC ¹ ?	Final Scores					Ranks					SUM of Ranks	Final Rank
				E1	E2	E3	E4	E5	E1	E2	E3	E4	E5					
SD3	San Diego	11-San Diego, City of-3	Southeastern San Diego Safe Routes to School	\$ 666,000	\$ -	Yes	174	158	132	132	167	1	2	5	10	9	27	3
EC1	El Cajon	11-El Cajon, City of-1	Johnson Avenue Neighborhood Trail & School Connections Project	\$ 4,220,000	\$ -	Yes	130	147	139	148	169	13	7	2	3	6	31	4
SAN2	SANDAG	11-San Diego Association of Governments (SANDAG)-2	San Diego Regional Active Transportation Plan	\$ 1,750,000	\$ -	Yes	165	144	126	162	150	3	9	9	1	15	37	5
SAN3	SANDAG	11-San Diego Association of Governments (SANDAG)-3	Uptown Phase Four: Mission Hills to Old Town Bikeway	\$ 3,950,000	\$ -	Yes	145	134	129	134	174	6	16	8	6	4	40	6
CO2	County	11-San Diego, County of-2	Bridging the Safe Routes to School Gap in El Cajon	\$ 800,000	\$ -	Yes	170	160	107	126	168	2	1	19	11	8	41	7
O3	Oceanside	11-Oceanside, City of-3	Coastal Rail Trail from Oceanside Boulevard to Morse Street	\$ 7,659,000	\$ -	Yes	133	150	129	123	168	12	6	6	14	7	45	8
EC2	El Cajon	11-El Cajon, City of-2	Main Street - Green Street Ph II	\$ 1,838,000	\$ -	Yes	144	130	126	132	175	7	19	10	9	2	47	9
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase I	\$ 5,770,000	\$ -	Yes	122	144	129	123	178	19	8	7	15	1	50	10
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	\$ 1,953,000	\$ -	Yes	128	135	137	132	167	14	15	3	8	10	50	10
ES1	Escondido	11-Escondido, City of-1	Comprehensive Active Transportation Strategy Plan	\$ 250,000	\$ -	Yes	157	135	109	138	150	4	14	18	5	15	56	12
SD2	San Diego	11-San Diego, City of-2	Downtown Mobility Complete Streets Phase 3B	\$ 9,000,000	\$ -	Yes	134	136	126	134	138	9	13	11	7	19	59	13
LG1	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street - Phases 4 thru 6	\$ 5,609,000	\$ -	Yes	123	152	123	126	157	17	5	14	12	12	60	14
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Streetscape - Phase 2	\$ 20,000,000	\$ -	No	134	137	111	112	150	10	12	17	21	14	74	15
NC2	National City	11-National City, City of-2	Civic Center Drive Protected Bikeway	\$ 1,888,000	\$ -	Yes	127	138	124	113	132	15	11	13	19	21	79	16
V1	Vista	11-Vista, City of-1	Rancho Minerva Safe Routes to School	\$ 3,502,000	\$ -	Yes	113	131	125	124	129	20	18	12	13	25	88	17
SD5	San Diego	11-San Diego, City of-5	Streamview Drive Improvements Phase 2	\$ 12,000,000	\$ -	Yes	106	116	119	120	152	23	22	15	16	13	89	18
SD4	San Diego	11-San Diego, City of-4	Active Transportation Engagement Program	\$ 317,000	\$ -	No	149	141	97	80	129	5	10	24	26	27	92	19
V2	Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	\$ 3,734,000	\$ -	Yes	123	123	107	115	134	18	20	20	18	20	96	20
SB1	Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Complete Streets Project	\$ 10,754,000	\$ -	No	124	122	103	116	131	16	21	21	17	22	97	21
NC1	National City	11-National City, City of-1	El Toyon Multi-Use Path	\$ 1,268,000	\$ -	Yes	112	132	115	112	131	21	17	16	20	23	97	21
SD1	San Diego	11-San Diego, City of-1	Coastal Rail Trail - Gilman Drive	\$ 18,147,000	\$ -	No	108	107	98	92	160	22	24	23	23	11	103	23
ES2	Escondido	11-Escondido, City of-2	Hidden Valley Middle School Safe Routes to School Improvements	\$ 6,907,000	\$ -	Yes	89	116	94	89	142	26	23	25	24	18	116	24
EN1	Encinitas	11-Encinitas, City of-1	Birmingham Drive Complete Streets Project	\$ 7,639,000	\$ -	No	103	102	92	93	130	24	25	26	22	24	121	25
CO3	County	11-San Diego, County of-3	Allen School Road SRTS Sidewalk and Bicycle Lanes	\$ 1,964,000	\$ -	No	92	88	98	81	122	25	26	22	25	28	126	26
CO4	County	11-San Diego, County of-4	Arnold Way Sidewalk	\$ 1,612,000	\$ -	No	71	81	78	72	146	29	28	29	28	17	131	27
CO6	County	11-San Diego, County of-6	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	\$ 154,000	\$ -	No	78	68	86	77	122	27	29	27	27	29	139	28
O2	Oceanside	11-Oceanside, City of-2	Palmquist Elementary and Lincoln Middle Safe Routes to School	\$ 1,411,000	\$ -	No	78	82	69	57	129	28	27	30	29	26	140	29
CO1	County	11-San Diego, County of-1	SR-67 Multi-Use Undercrossing	\$ 4,653,000	\$ -	Yes	59	54	79	52	117	31	32	28	30	30	151	30
CO5	County	11-San Diego, County of-5	Camino San Bernardo at Deer Ridge Road Traffic Signal	\$ 318,000	\$ -	No	59	55	61	52	115	30	31	31	31	31	154	31
S1	Santee	11-Santee, City of-1	Santee Safe Routes to School Pedestrian Ramp Project	\$ 1,868,000	\$ -	No	48	57	49	41	74	32	30	32	32	32	158	32

¹ Disadvantaged community

2021 Regional ATP Funding Recommendations - Evaluator 1 Detailed Scores

NON-INFRASTRUCTURE (NI) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (EEA ¹ , Plan)
ES1	Escondido	11-Escondido, City of-1	Comprehensive Active Transportation Strategy Plan	Plan
SAN2	SANDAG	11-San Diego Association of Governments (SANDAG)-2	San Diego Regional Active Transportation Plan	Plan
CO2	County	11-San Diego, County of-2	Bridging the Safe Routes to School Gap in El Cajon	EEA
SD3	San Diego	11-San Diego, City of-3	Southeastern San Diego Safe Routes to School	EEA
SD4	San Diego	11-San Diego, City of-4	Active Transportation Engagement Program	EEA

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-11	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$250	\$250	\$0	0.0%	147	1.7	5
\$1,990	\$1,750	\$240	12.1%	163	10.7	1
\$800	\$800	\$0	0.0%	165	4.8	2
\$666	\$666	\$0	0.0%	167	4.0	3
\$317	\$317	\$0	0.0%	139	2.3	4

1	2	3A	3B	3C	4	5	6	7	8	9	10	11	12
18.0	26	25	2	6	30	15			15		10	0	10
24.0	30	25	1	8	30	12			15		15	3	2
	28	25	1	8	30	15	18	10	15	5	10	0	4.8
	28	25	2	8	30	15	20	12	12	5	10	0	7.2
	28	25	2	6	25	12	18	15	8	0	0	0	9.6

Total Score	Evaluator Rank
157	4
165	3
170	2
174	1
149	5

INFRASTRUCTURE (I) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI)
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase I	I Large
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I Medium
CO1	County	11-San Diego, County of-1	SR-67 Multi-Use Undercrossing	I Medium
CO3	County	11-San Diego, County of-3	Allen School Road SRTS Sidewalk and Bicycle Lanes	I Small
CO4	County	11-San Diego, County of-4	Arnold Way Sidewalk	I Small
CO5	County	11-San Diego, County of-5	Camino San Bernardo at Deer Ridge Road Traffic Signal	I Small
CO6	County	11-San Diego, County of-6	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	I Small
EC1	El Cajon	11-El Cajon, City of-1	Johnson Avenue Neighborhood Trail & School Connections Project	I + NI - Medium
EC2	El Cajon	11-El Cajon, City of-2	Main Street - Green Street Ph II	I Small
EN1	Encinitas	11-Encinitas, City of-1	Birmingham Drive Complete Streets Project	I + NI - Large
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Streetscape - Phase 2	I + NI - Large
ES2	Escondido	11-Escondido, City of-2	Hidden Valley Middle School Safe Routes to School Improvements	I Medium
LM1	La Mesa	11-La Mesa, City of 1	La Mesa Bike and Sidewalk Connection Project	I + NI - Medium
LG1	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street - Phases 4 thru 6	I Medium
NC1	National City	11-National City, City of-1	El Toyon Multi-Use Path	I Small
NC2	National City	11-National City, City of-2	Civic Center Drive Protected Bikeway	I Small
O2	Oceanside	11-Oceanside, City of-2	Palmquist Elementary and Lincoln Middle Safe Routes to School	I + NI - Small
O3	Oceanside	11-Oceanside, City of-3	Coastal Rail Trail from Oceanside Boulevard to Morse Street	I Large
SD1	San Diego	11-San Diego, City of-1	Coastal Rail Trail - Gilman Drive	I Large
SD2	San Diego	11-San Diego, City of-2	Downtown Mobility Complete Streets Phase 3B	I Large
SD5	San Diego	11-San Diego, City of-5	Streamview Drive Improvements Phase 2	I Large
SAN3	SANDAG	11-San Diego Association of Governments (SANDAG)-3	Uptown Phase Four: Mission Hills to Old Town Bikeway	I Medium
SAN4	SANDAG	11-San Diego Association of Governments (SANDAG)-4	Inland Rail Trail - Gap Connector	I Large
S1	Santee	11-Santee, City of-1	Santee Safe Routes to School Pedestrian Ramp Project	I Small
SB1	Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Complete Streets Project	I + NI - Large
V1	Vista	11-Vista, City of-1	Rancho Minerva Safe Routes to School	I Medium
V2	Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I Medium

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-9	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$9,060	\$5,770	\$3,290	36.3%	118	49	11
\$2,339	\$1,953	\$386	16.5%	120	16	22
\$4,653	\$4,653	\$0	0.0%	57	82	6
\$1,964	\$1,964	\$0	0.0%	84	23	20
\$1,612	\$1,612	\$0	0.0%	64	25	19
\$318	\$318	\$0	0.0%	50	6	26
\$154	\$154	\$0	0.0%	68	2	27
\$4,620	\$4,220	\$400	8.7%	124	34	15
\$1,998	\$1,838	\$160	8.0%	135	14	24
\$9,517	\$7,639	\$1,878	19.7%	100	76	8
\$41,577	\$20,000	\$21,577	51.9%	133	150	2
\$6,997	\$6,907	\$90	1.3%	86	80	7
\$4,488	\$4,418	\$70	1.6%	128	34	14
\$5,666	\$5,609	\$57	1.0%	119	47	12
\$1,320	\$1,268	\$52	3.9%	103	12	25
\$1,890	\$1,888	\$2	0.1%	118	16	23
\$1,424	\$1,411	\$13	0.9%	70	20	21
\$9,075	\$7,659	\$1,416	15.6%	130	59	10
\$22,957	\$18,147	\$4,810	21.0%	107	169	1
\$9,000	\$9,000	\$0	0.0%	131	69	9
\$14,562	\$12,000	\$2,562	17.6%	105	114	3
\$5,689	\$3,950	\$1,739	30.6%	138	29	18
\$15,825	\$12,057	\$3,768	23.8%	141	86	5
\$1,868	\$1,868	\$0	0.0%	44	43	13
\$12,214	\$10,754	\$1,460	12.0%	122	88	4
\$3,687	\$3,502	\$185	5.0%	107	33	16
\$3,931	\$3,734	\$197	5.0%	117	32	17

1	2A	2B	2C	2D	3A	3B	3C	3D	4A	4B	4C	5	6	7	8	9	10	Total Score	Evaluator Rank
11.0	6.0	12.0	6	8	10	14	13	5	1	2	2	6	4	6	6	6	4.1	122	19
8.9	8.0	12.0	10	0	12	13	14	5	2	2	4	4	7	6	8	4	8.1	128	14
0.5	0.0	0.0	5	8	6	10	9	1	1	1	1	4	2	6	2	0	2.2	59	31
2.4	6.0	2.0	8	5	12	12	17	7	1	1	1	2	2	6	0	0	7.4	92	25
4.0	6.0	4.0	0	8	12	10	7	0	1	1	1	2	2	6	0	0	7.0	71	29
1.8	0.0	0.0	0	0	8	5	6	6	0	1	1	13	2	6	0	0	9.6	59	30
4.0	0.0	0.0	0	10	10	5	5	11	0	1	1	13	2	6	0	0	10.0	78	27
10.2	6.0	12.0	5	5	10	13	13	10	6	2	2	7	6	6	8	3	5.6	130	13
10.4	8.0	10.0	10	10	8	15	14	10	3	2	2	8	6	6	10	3	8.9	144	7
4.4	6.0	0.0	5	7	6	15	10	9	6	2	2	12	6	6	0	4	3.0	103	24
6.0	8.0	10.0	8	8	12	18	14	10	6	2	5	4	8	6	0	8	0.7	134	10
6.0	0.0	4.0	2	8	10	11	11	4	5	2	1	2	2	6	10	2	2.6	89	26
11.3	8.0	12.0	10	10	12	8	13	6	3	2	6	4	7	6	8	2	5.2	134	11
7.0	6.0	12.0	6	8	10	13	13	6	3	1	5	3	8	6	10	2	4.4	123	17
10.5	0.0	10.0	5	4	10	10	14	5	3	2	4	2	5	6	10	2	9.3	112	21
9.4	6.0	10.0	8	6	14	12	14	5	3	2	4	2	5	6	10	2	8.5	127	15
1.9	0.0	6.0	0	7	6	11	8	1	4	2	3	7	5	6	0	2	7.8	78	28
7.8	8.0	12.0	10	10	12	12	14	3	4	2	6	5	9	6	6	3	3.7	133	12
8.4	8.0	12.0	8	8	5	10	8	6	3	2	5	9	5	6	0	4	0.4	108	22
13.7	8.0	12.0	10	4	10	12	15	6	3	2	5	7	8	6	9	0	3.3	134	9
8.3	0.0	10.0	4	3	9	12	13	3	2	2	3	12	6	6	8	4	1.1	106	23
12.4	8.0	12.0	7	6	12	14	13	12	3	1	6	8	8	6	5	5	6.7	145	6
9.9	8.0	12.0	10	10	12	12	13	3	6	1	6	9	9	6	10	4	1.9	143	8
5.6	6.0	4.0	0	2	6	4	4	0	4	2	1	3	2	0	0	0	4.8	48	32
6.2	6.0	12.0	8	8	9	15	13	10	6	2	3	9	6	6	0	3	1.5	124	16
6.3	6.0	10.0	5	8	10	12	14	3	1	2	2	6	6	6	8	2	5.9	113	20
7.6	0.0	10.0	6	10	12	16	14	6	1	2	4	4	6	6	10	2	6.3	123	18

Project Information
Calculations for Cost-Effectiveness Criterion (#10 for Non-infrastructure projects; #12 for Infrastructure Projects)
Quantitative Criteria scored by SANDAG Grants Division staff
Qualitative Criteria scored by evaluator
Project Total Score and Evaluator Project Ranking

¹ Education, Encouragement, and Awareness

2021 Regional ATP Funding Recommendations - Evaluator 2 Detailed Scores

NON-INFRASTRUCTURE (NI) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (EEA ¹ , Plan)
ES1	Escondido	11-Escondido, City of-1	Comprehensive Active Transportation Strategy Plan	Plan
SAN2	SANDAG	11-San Diego Association of Governments (SANDAG)-2	San Diego Regional Active Transportation Plan	Plan
CO2	County	11-San Diego, County of-2	Bridging the Safe Routes to School Gap in El Cajon	EEA
SD3	San Diego	11-San Diego, City of-3	Southeastern San Diego Safe Routes to School	EEA
SD4	San Diego	11-San Diego, City of-4	Active Transportation Engagement Program	EEA

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-11	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$250	\$250	\$0	0.0%	125	2.0	5
\$1,990	\$1,750	\$240	12.1%	142	12.3	1
\$800	\$800	\$0	0.0%	155	5.2	2
\$666	\$666	\$0	0.0%	151	4.4	3
\$317	\$317	\$0	0.0%	131	2.4	4

1	2	3A	3B	3C	4	5	6	7	8	9	10	11	12
18.0	23	25	2	6	25	5			13		8	0	10
24.0	24	25	1	5	26	14			12		8	3	2
	26	25	1	8	25	13	18	12	13	5	9	0	4.8
	25	26	2	6	27	7	18	11	14	5	10	0	7.2
	23	24	2	7	25	5	18	14	10	0	3	0	9.6

Total Score	Evaluator Rank
135	14
144	9
160	1
158	2
141	10

INFRASTRUCTURE (I) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI)
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase I	I Large
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I Medium
CO1	County	11-San Diego, County of-1	SR-67 Multi-Use Undercrossing	I Medium
CO3	County	11-San Diego, County of-3	Allen School Road SRTS Sidewalk and Bicycle Lanes	I Small
CO4	County	11-San Diego, County of-4	Arnold Way Sidewalk	I Small
CO5	County	11-San Diego, County of-5	Camino San Bernardo at Deer Ridge Road Traffic Signal	I Small
CO6	County	11-San Diego, County of-6	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	I Small
EC1	El Cajon	11-El Cajon, City of-1	Johnson Avenue Neighborhood Trail & School Connections Project	I + NI - Medium
EC2	El Cajon	11-El Cajon, City of-2	Main Street - Green Street Ph II	I Small
EN1	Encinitas	11-Encinitas, City of-1	Birmingham Drive Complete Streets Project	I + NI - Large
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Streetscape - Phase 2	I + NI - Large
ES2	Escondido	11-Escondido, City of-2	Hidden Valley Middle School Safe Routes to School Improvements	I Medium
LM1	La Mesa	11-La Mesa, City of 1	La Mesa Bike and Sidewalk Connection Project	I + NI - Medium
LG1	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street - Phases 4 thru 6	I Medium
NC1	National City	11-National City, City of-1	El Toyon Multi-Use Path	I Small
NC2	National City	11-National City, City of-2	Civic Center Drive Protected Bikeway	I Small
O2	Oceanside	11-Oceanside, City of-2	Palmquist Elementary and Lincoln Middle Safe Routes to School	I + NI - Small
O3	Oceanside	11-Oceanside, City of-3	Coastal Rail Trail from Oceanside Boulevard to Morse Street	I Large
SD1	San Diego	11-San Diego, City of-1	Coastal Rail Trail - Gilman Drive	I Large
SD2	San Diego	11-San Diego, City of-2	Downtown Mobility Complete Streets Phase 3B	I Large
SD5	San Diego	11-San Diego, City of-5	Streamview Drive Improvements Phase 2	I Large
SAN3	SANDAG	11-San Diego Association of Governments (SANDAG)-3	Uptown Phase Four: Mission Hills to Old Town Bikeway	I Medium
SAN4	SANDAG	11-San Diego Association of Governments (SANDAG)-4	Inland Rail Trail - Gap Connector	I Large
S1	Santee	11-Santee, City of-1	Santee Safe Routes to School Pedestrian Ramp Project	I Small
SB1	Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Complete Streets Project	I + NI - Large
V1	Vista	11-Vista, City of-1	Rancho Minerva Safe Routes to School	I Medium
V2	Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I Medium

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-9	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$9,060	\$5,770	\$3,290	36.3%	140	41	11
\$2,339	\$1,953	\$386	16.5%	127	15	22
\$4,653	\$4,653	\$0	0.0%	53	89	5
\$1,964	\$1,964	\$0	0.0%	81	24	19
\$1,612	\$1,612	\$0	0.0%	74	22	20
\$318	\$318	\$0	0.0%	46	7	26
\$154	\$154	\$0	0.0%	58	3	27
\$4,620	\$4,220	\$400	8.7%	141	30	16
\$1,998	\$1,838	\$160	8.0%	121	15	23
\$9,517	\$7,639	\$1,878	19.7%	99	77	7
\$41,577	\$20,000	\$21,577	51.9%	136	147	2
\$6,997	\$6,907	\$90	1.3%	113	61	9
\$4,488	\$4,418	\$70	1.6%	150	29	17
\$5,666	\$5,609	\$57	1.0%	148	38	12
\$1,320	\$1,268	\$52	3.9%	123	10	25
\$1,890	\$1,888	\$2	0.1%	129	15	24
\$1,424	\$1,411	\$13	0.9%	74	19	21
\$9,075	\$7,659	\$1,416	15.6%	147	52	10
\$22,957	\$18,147	\$4,810	21.0%	106	170	1
\$9,000	\$9,000	\$0	0.0%	133	68	8
\$14,562	\$12,000	\$2,562	17.6%	115	104	3
\$5,689	\$3,950	\$1,739	30.6%	128	31	15
\$15,825	\$12,057	\$3,768	23.8%	152	79	6
\$1,868	\$1,868	\$0	0.0%	53	36	13
\$12,214	\$10,754	\$1,460	12.0%	120	89	4
\$3,687	\$3,502	\$185	5.0%	124	28	18
\$3,931	\$3,734	\$197	5.0%	118	32	14

1	2A	2B	2C	2D	3A	3B	3C	3D	4A	4B	4C	5	6	7	8	9	10	Total Score	Evaluator Rank
11.0	6.0	12.0	10	10	12	15	17	6	2	2	6	2	7	6	10	6	4.1	144	8
8.9	8.0	12.0	10	0	14	8	17	8	3	2	6	2	8	6	10	4	8.1	135	15
0.5	0.0	0.0	2	2	3	8	11	3	0	1	4	2	7	6	3	0	1.9	54	32
2.4	6.0	2.0	10	10	4	13	14	0	0	1	4	2	7	6	0	0	7.0	88	26
4.0	6.0	4.0	0	10	11	5	12	0	0	1	3	6	6	6	0	0	7.4	81	28
1.8	0.0	0.0	0	0	3	11	8	0	0	1	3	6	6	6	0	0	9.6	55	31
4.0	0.0	0.0	0	8	8	4	9	2	0	1	4	6	6	6	0	0	10.0	68	29
10.2	6.0	12.0	10	5	12	15	18	7	4	2	7	6	8	6	10	3	5.9	147	7
10.4	8.0	10.0	10	0	5	16	17	5	0	2	6	6	7	6	10	3	8.5	130	19
4.4	6.0	0.0	2	3	7	16	15	5	4	2	6	12	7	6	0	4	2.6	102	25
6.0	8.0	10.0	3	5	17	16	15	6	4	2	8	14	8	6	0	8	0.7	137	12
6.0	0.0	4.0	1	9	9	11	17	10	4	2	5	11	6	6	10	2	3.3	116	23
11.3	8.0	12.0	10	10	11	10	18	4	6	2	8	16	8	6	8	2	6.3	157	3
7.0	6.0	12.0	10	9	11	17	18	6	4	1	7	13	9	6	10	2	4.4	152	5
10.5	0.0	10.0	10	2	11	11	15	5	2	2	7	11	8	6	10	2	9.3	132	17
9.4	6.0	10.0	10	2	16	11	17	5	0	2	6	8	9	6	10	2	8.9	138	11
1.9	0.0	6.0	0	2	7	5	9	4	6	2	4	12	7	6	0	2	7.8	82	27
7.8	8.0	12.0	10	10	11	12	18	7	5	2	6	13	9	6	7	3	3.7	150	6
8.4	8.0	12.0	0	2	5	13	15	7	0	2	6	12	6	6	0	4	0.4	107	24
13.7	8.0	12.0	8	2	11	10	18	6	0	2	8	10	8	6	10	0	3.0	136	13
8.3	0.0	10.0	10	2	11	13	16	4	0	2	7	9	6	6	7	4	1.1	116	22
12.4	8.0	12.0	0	0	11	13	16	7	2	1	7	15	6	6	7	5	5.6	134	16
9.9	8.0	12.0	10	8	17	12	18	4	4	1	6	16	6	6	10	4	2.2	154	4
5.6	6.0	4.0	0	0	9	4	6	0	2	2	3	7	4	0	0	0	4.8	57	30
6.2	6.0	12.0	3	5	11	15	12	4	6	2	6	14	6	6	3	3	1.5	122	21
6.3	6.0	10.0	10	4	11	14	18	5	0	2	6	8	6	6	10	2	6.7	131	18
7.6	0.0	10.0	3	7	11	16	18	5	0	2	6	8	6	6	10	2	5.2	123	20

Project Information
Calculations for Cost-Effectiveness Criterion (#10 for Non-infrastructure projects; #12 for Infrastructure Projects)
Quantitative Criteria scored by SANDAG Grants Division staff
Qualitative Criteria scored by evaluator
Project Total Score and Evaluator Project Ranking

¹ Education, Encouragement, and Awareness

NON-INFRASTRUCTURE (NI) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (EEA ¹ , Plan)
ES1	Escondido	11-Escondido, City of-1	Comprehensive Active Transportation Strategy Plan	Plan
SAN2	SANDAG	11-San Diego Association of Governments (SANDAG)-2	San Diego Regional Active Transportation Plan	Plan
CO2	County	11-San Diego, County of-2	Bridging the Safe Routes to School Gap in El Cajon	EEA
SD3	San Diego	11-San Diego, City of-3	Southeastern San Diego Safe Routes to School	EEA
SD4	San Diego	11-San Diego, City of-4	Active Transportation Engagement Program	EEA

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-11	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$250	\$250	\$0	0.0%	99	2.5	5
\$1,990	\$1,750	\$240	12.1%	124	14.1	1
\$800	\$800	\$0	0.0%	102	7.8	2
\$666	\$666	\$0	0.0%	125	5.3	3
\$317	\$317	\$0	0.0%	87	3.6	4

1	2	3A	3B	3C	4	5	6	7	8	9	10	11	12
18.0	17	20	2	7	15	7			10		3	0	10
24.0	20	25	1	4	15	10			10		12	3	2
	20	15	1	4	15	9	10	9	10	5	4	0	4.8
	24	20	2	4	15	7	15	10	13	5	10	0	7.2
	19	15	2	6	15	3	10	12	5	0	0	0	9.6

Total Score	Evaluator Rank
109	18
126	9
107	19
132	5
97	24

INFRASTRUCTURE (I) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI)
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase I	I Large
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I Medium
CO1	County	11-San Diego, County of-1	SR-67 Multi-Use Undercrossing	I Medium
CO3	County	11-San Diego, County of-3	Allen School Road SRTS Sidewalk and Bicycle Lanes	I Small
CO4	County	11-San Diego, County of-4	Arnold Way Sidewalk	I Small
CO5	County	11-San Diego, County of-5	Camino San Bernardo at Deer Ridge Road Traffic Signal	I Small
CO6	County	11-San Diego, County of-6	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	I Small
EC1	El Cajon	11-El Cajon, City of-1	Johnson Avenue Neighborhood Trail & School Connections Project	I + NI - Medium
EC2	El Cajon	11-El Cajon, City of-2	Main Street - Green Street Ph II	I Small
EN1	Encinitas	11-Encinitas, City of-1	Birmingham Drive Complete Streets Project	I + NI - Large
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Streetscape - Phase 2	I + NI - Large
ES2	Escondido	11-Escondido, City of-2	Hidden Valley Middle School Safe Routes to School Improvements	I Medium
LM1	La Mesa	11-La Mesa, City of 1	La Mesa Bike and Sidewalk Connection Project	I + NI - Medium
LG1	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street - Phases 4 thru 6	I Medium
NC1	National City	11-National City, City of-1	El Toyon Multi-Use Path	I Small
NC2	National City	11-National City, City of-2	Civic Center Drive Protected Bikeway	I Small
O2	Oceanside	11-Oceanside, City of-2	Palmquist Elementary and Lincoln Middle Safe Routes to School	I + NI - Small
O3	Oceanside	11-Oceanside, City of-3	Coastal Rail Trail from Oceanside Boulevard to Morse Street	I Large
SD1	San Diego	11-San Diego, City of-1	Coastal Rail Trail - Gilman Drive	I Large
SD2	San Diego	11-San Diego, City of-2	Downtown Mobility Complete Streets Phase 3B	I Large
SD5	San Diego	11-San Diego, City of-5	Streamview Drive Improvements Phase 2	I Large
SAN3	SANDAG	11-San Diego Association of Governments (SANDAG)-3	Uptown Phase Four: Mission Hills to Old Town Bikeway	I Medium
SAN4	SANDAG	11-San Diego Association of Governments (SANDAG)-4	Inland Rail Trail - Gap Connector	I Large
S1	Santee	11-Santee, City of-1	Santee Safe Routes to School Pedestrian Ramp Project	I Small
SB1	Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Complete Streets Project	I + NI - Large
V1	Vista	11-Vista, City of-1	Rancho Minerva Safe Routes to School	I Medium
V2	Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I Medium

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-9	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$9,060	\$5,770	\$3,290	36.3%	125	46	12
\$2,339	\$1,953	\$386	16.5%	128	15	24
\$4,653	\$4,653	\$0	0.0%	76	62	9
\$1,964	\$1,964	\$0	0.0%	90	22	21
\$1,612	\$1,612	\$0	0.0%	71	23	20
\$318	\$318	\$0	0.0%	52	6	26
\$154	\$154	\$0	0.0%	76	2	27
\$4,620	\$4,220	\$400	8.7%	132	32	17
\$1,998	\$1,838	\$160	8.0%	117	16	23
\$9,517	\$7,639	\$1,878	19.7%	89	85	6
\$41,577	\$20,000	\$21,577	51.9%	110	182	2
\$6,997	\$6,907	\$90	1.3%	91	76	7
\$4,488	\$4,418	\$70	1.6%	130	34	15
\$5,666	\$5,609	\$57	1.0%	119	47	11
\$1,320	\$1,268	\$52	3.9%	106	12	25
\$1,890	\$1,888	\$2	0.1%	115	16	22
\$1,424	\$1,411	\$13	0.9%	62	23	19
\$9,075	\$7,659	\$1,416	15.6%	126	61	10
\$22,957	\$18,147	\$4,810	21.0%	97	186	1
\$9,000	\$9,000	\$0	0.0%	123	73	8
\$14,562	\$12,000	\$2,562	17.6%	117	102	4
\$5,689	\$3,950	\$1,739	30.6%	123	32	16
\$15,825	\$12,057	\$3,768	23.8%	137	88	5
\$1,868	\$1,868	\$0	0.0%	45	42	13
\$12,214	\$10,754	\$1,460	12.0%	102	105	3
\$3,687	\$3,502	\$185	5.0%	118	30	18
\$3,931	\$3,734	\$197	5.0%	102	37	14

1	2A	2B	2C	2D	3A	3B	3C	3D	4A	4B	4C	5	6	7	8	9	10	Total Score	Evaluator Rank	
11.0	6.0	12.0	8	10	12	14	14	4	5	2	3	2	2	6	8	6	4.4	129	7	
8.9	8.0	12.0	10	2	12	16	13	8	4	2	4	2	8	6	8	4	8.9	137	3	
0.5	0.0	0.0	2	2	6	12	16	6	5	1	5	2	4	6	8	0	3.3	79	28	
2.4	6.0	2.0	10	10	6	18	12	3	3	1	2	2	7	6	0	0	7.8	98	22	
4.0	6.0	4.0	0	10	11	6	10	0	2	1	4	2	5	6	0	0	7.4	78	29	
1.8	0.0	0.0	0	0	7	8	9	2	2	1	2	9	4	6	0	0	9.6	61	31	
4.0	0.0	0.0	0	8	7	12	12	6	5	1	3	7	5	6	0	0	10.0	86	27	
10.2	6.0	12.0	8	4	12	17	15	6	6	2	2	4	9	6	10	3	6.3	139	2	
10.4	8.0	10.0	10	0	8	16	14	6	3	2	4	4	5	6	8	3	8.5	126	10	
4.4	6.0	0.0	6	3	8	12	11	6	5	2	2	6	8	6	0	4	2.2	92	26	
6.0	8.0	10.0	6	5	12	14	11	5	5	2	2	4	6	6	0	8	0.7	111	17	
6.0	0.0	4.0	1	9	9	14	14	5	3	2	3	1	4	6	8	2	2.6	94	25	
11.3	8.0	12.0	8	8	12	14	14	7	6	2	4	4	4	6	8	2	5.6	136	4	
7.0	6.0	12.0	8	8	11	15	14	5	4	1	4	4	4	6	8	2	4.1	123	14	
10.5	0.0	10.0	9	0	10	16	14	5	3	2	4	1	5	6	8	2	9.3	115	16	
9.4	6.0	10.0	9	6	13	11	14	5	5	2	3	1	5	6	8	2	8.1	124	13	
1.9	0.0	6.0	0	0	4	10	7	6	5	2	3	4	4	5	6	0	2	7.0	69	30
7.8	8.0	12.0	10	9	11	16	14	3	4	2	4	4	4	6	8	3	3.7	129	6	
8.4	8.0	12.0	0	3	8	14	10	5	2	2	4	11	0	6	0	4	0.4	98	23	
13.7	8.0	12.0	8	2	9	14	16	6	4	2	4	4	5	6	9	0	3.0	126	11	
8.3	0.0	10.0	9	5	11	15	13	5	3	2	4	10	3	6	9	4	1.5	119	15	
12.4	8.0	12.0	6	0	11	16	13	6	5	1	4	6	4	6	8	5	5.9	129	8	
9.9	8.0	12.0	10	8	11	17	12	6	5	1	4	6	8	6	9	4	1.9	139	1	
5.6	6.0	4.0	0	0	11	5	5	0	3	2	0	1	2	0	0	0	4.8	49	32	
6.2	6.0	12.0	3	5	12	16	12	6	4	2	4	2	3	6	0	3	1.1	103	21	
6.3	6.0	10.0	10	5	9	15	15	5	4	2	4	3	7	6	9	2	6.7	125	12	
7.6	0.0	10.0	3	7	11	14	12	4	2	2	4	2	7	6	8	2	5.2	107	20	

Project Information
Calculations for Cost-Effectiveness Criterion (#10 for Non-infrastructure projects; #12 for Infrastructure Projects)
Quantitative Criteria scored by SANDAG Grants Division staff
Qualitative Criteria scored by evaluator
Project Total Score and Evaluator Project Ranking

¹ Education, Encouragement, and Awareness

2021 Regional ATP Funding Recommendations - Evaluator 4 Detailed Scores

NON-INFRASTRUCTURE (NI) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (EEA ¹ , Plan)
ES1	Escondido	11-Escondido, City of-1	Comprehensive Active Transportation Strategy Plan	Plan
SAN2	SANDAG	11-San Diego Association of Governments (SANDAG)-2	San Diego Regional Active Transportation Plan	Plan
C02	County	11-San Diego, County of-2	Bridging the Safe Routes to School Gap in El Cajon	EEA
SD3	San Diego	11-San Diego, City of-3	Southeastern San Diego Safe Routes to School	EEA
SD4	San Diego	11-San Diego, City of-4	Active Transportation Engagement Program	EEA

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-11	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$250	\$250	\$0	0.0%	128	2.0	5
\$1,990	\$1,750	\$240	12.1%	160	10.9	1
\$800	\$800	\$0	0.0%	121	6.6	2
\$666	\$666	\$0	0.0%	125	5.3	3
\$317	\$317	\$0	0.0%	70	4.5	4

1	2	3A	3B	3C	4	5	6	7	8	9	10	11	12
18.0	21	20	2	8	26	12			11		10	0	10
24.0	27	28	1	4	28	15			12		18	3	2
	16	10	1	2	26	15	15	9	12	5	10	0	4.8
	22	20	2	10	20	10	12	8	13	0	8	0	7.2
	12	10	2	6	12	7	10	7	4	0	0	0	9.6

Total Score	Evaluator Rank
138	5
162	1
126	11
132	10
80	26

INFRASTRUCTURE (I) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI)
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase I	I Large
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I Medium
C01	County	11-San Diego, County of-1	SR-67 Multi-Use Undercrossing	I Medium
C03	County	11-San Diego, County of-3	Allen School Road SRTS Sidewalk and Bicycle Lanes	I Small
C04	County	11-San Diego, County of-4	Arnold Way Sidewalk	I Small
C05	County	11-San Diego, County of-5	Camino San Bernardo at Deer Ridge Road Traffic Signal	I Small
C06	County	11-San Diego, County of-6	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	I Small
EC1	El Cajon	11-El Cajon, City of-1	Johnson Avenue Neighborhood Trail & School Connections Project	I + NI - Medium
EC2	El Cajon	11-El Cajon, City of-2	Main Street - Green Street Ph II	I Small
EN1	Encinitas	11-Encinitas, City of-1	Birmingham Drive Complete Streets Project	I + NI - Large
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Streetscape - Phase 2	I + NI - Large
ES2	Escondido	11-Escondido, City of-2	Hidden Valley Middle School Safe Routes to School Improvements	I Medium
LM1	La Mesa	11-La Mesa, City of 1	La Mesa Bike and Sidewalk Connection Project	I + NI - Medium
LG1	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street - Phases 4 thru 6	I Medium
NC1	National City	11-National City, City of-1	El Toyon Multi-Use Path	I Small
NC2	National City	11-National City, City of-2	Civic Center Drive Protected Bikeway	I Small
O2	Oceanside	11-Oceanside, City of-2	Palmquist Elementary and Lincoln Middle Safe Routes to School	I + NI - Small
O3	Oceanside	11-Oceanside, City of-3	Coastal Rail Trail from Oceanside Boulevard to Morse Street	I Large
SD1	San Diego	11-San Diego, City of-1	Coastal Rail Trail - Gilman Drive	I Large
SD2	San Diego	11-San Diego, City of-2	Downtown Mobility Complete Streets Phase 3B	I Large
SD5	San Diego	11-San Diego, City of-5	Streamview Drive Improvements Phase 2	I Large
SAN3	SANDAG	11-San Diego Association of Governments (SANDAG)-3	Uptown Phase Four: Mission Hills to Old Town Bikeway	I Medium
SAN4	SANDAG	11-San Diego Association of Governments (SANDAG)-4	Inland Rail Trail - Gap Connector	I Large
S1	Santee	11-Santee, City of-1	Santee Safe Routes to School Pedestrian Ramp Project	I Small
SB1	Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Complete Streets Project	I + NI - Large
V1	Vista	11-Vista, City of-1	Rancho Minerva Safe Routes to School	I Medium
V2	Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I Medium

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-9	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$9,060	\$5,770	\$3,290	36.3%	119	49	12
\$2,339	\$1,953	\$386	16.5%	124	16	23
\$4,653	\$4,653	\$0	0.0%	51	92	5
\$1,964	\$1,964	\$0	0.0%	73	27	20
\$1,612	\$1,612	\$0	0.0%	64	25	21
\$318	\$318	\$0	0.0%	43	7	26
\$154	\$154	\$0	0.0%	67	2	27
\$4,620	\$4,220	\$400	8.7%	141	30	17
\$1,998	\$1,838	\$160	8.0%	123	15	24
\$9,517	\$7,639	\$1,878	19.7%	90	85	6
\$41,577	\$20,000	\$21,577	51.9%	111	180	2
\$6,997	\$6,907	\$90	1.3%	86	80	7
\$4,488	\$4,418	\$70	1.6%	140	31	15
\$5,666	\$5,609	\$57	1.0%	121	46	13
\$1,320	\$1,268	\$52	3.9%	103	12	25
\$1,890	\$1,888	\$2	0.1%	104	18	22
\$1,424	\$1,411	\$13	0.9%	50	28	19
\$9,075	\$7,659	\$1,416	15.6%	120	64	10
\$22,957	\$18,147	\$4,810	21.0%	91	198	1
\$9,000	\$9,000	\$0	0.0%	131	69	9
\$14,562	\$12,000	\$2,562	17.6%	119	101	3
\$5,689	\$3,950	\$1,739	30.6%	128	31	16
\$15,825	\$12,057	\$3,768	23.8%	151	80	8
\$1,868	\$1,868	\$0	0.0%	37	51	11
\$12,214	\$10,754	\$1,460	12.0%	114	94	4
\$3,687	\$3,502	\$185	5.0%	117	30	18
\$3,931	\$3,734	\$197	5.0%	110	34	14

1	2A	2B	2C	2D	3A	3B	3C	3D	4A	4B	4C	5	6	7	8	9	10	Total Score	Evaluator Rank
11.0	6.0	12.0	10	8	10	12	16	2	2	2	0	2	6	6	8	6	4.4	123	15
8.9	8.0	12.0	10	8	10	15	15	6	4	2	2	2	6	6	5	4	8.5	132	8
0.5	0.0	0.0	0	0	18	18	3	0	0	1	2	2	0	6	0	0	1.9	52	30
2.4	6.0	2.0	10	10	2	15	6	5	0	1	0	2	6	6	0	0	7.4	81	25
4.0	6.0	4.0	0	10	10	6	5	0	0	1	0	6	6	6	0	0	7.8	72	28
1.8	0.0	0.0	0	0	9	12	3	0	0	1	0	10	0	6	0	0	9.6	52	31
4.0	0.0	0.0	0	8	10	8	6	6	2	1	2	6	8	6	0	0	10.0	77	27
10.2	6.0	12.0	10	9	12	15	14	10	6	2	2	6	10	6	8	3	6.3	148	3
10.4	8.0	10.0	10	0	8	16	14	6	4	2	2	6	10	6	8	3	8.9	132	9
4.4	6.0	0.0	0	10	8	15	10	6	4	2	2	9	4	6	0	4	2.2	93	22
6.0	8.0	10.0	0	8	8	18	14	8	6	2	2	2	5	6	0	8	0.7	112	21
6.0	0.0	4.0	4	8	8	14	9	4	4	2	2	2	7	6	4	2	2.6	89	24
11.3	8.0	12.0	10	10	18	12	14	6	5	2	6	2	8	6	8	2	5.6	146	4
7.0	6.0	12.0	10	10	8	13	15	4	6	1	2	6	8	6	5	2	4.8	126	12
10.5	0.0	10.0	10	10	12	12	8	5	6	2	2	2	6	0	5	2	9.3	112	20
9.4	6.0	10.0	10	0	12	10	15	4	4	2	2	2	4	6	6	2	8.1	113	19
1.9	0.0	6.0	0	0	5	6	6	4	6	2	2	2	1	6	0	2	7.0	57	29
7.8	8.0	12.0	10	5	12	12	14	5	6	2	2	2	8	6	5	3	3.7	123	14
8.4	8.0	12.0	0	5	2	8	8	6	4	2	4	9	5	6	0	4	0.4	92	23
13.7	8.0	12.0	10	6	6	14	15	12	4	2	4	6	2	6	10	0	3.3	134	7
8.3	0.0	10.0	10	5	10	18	10	8	4	2	4	6	4	6	10	4	1.1	120	16
12.4	8.0	12.0	5	0	12	14	12	8	4	1	5	6	8	6	10	5	5.9	134	6
9.9	8.0	12.0	10	8	18	16	18	8	6	1	2	6	8	6	10	4	3.0	154	2
5.6	6.0	4.0	0	0	4	4	9	0	0	2	0	2	0	0	0	0	4.1	41	32
6.2	6.0	12.0	5	10	12	15	10	6	6	2	6	2	7	6	0	3	1.5	116	17
6.3	6.0	10.0	10	5	10	18	10	6	4	2	2	4	6	6	10	2	6.7	124	13
7.6	0.0	10.0	8	10	8	14	10	6	4	2	4	2	6	6	10	2	5.2	115	18

Project Information
Calculations for Cost-Effectiveness Criterion (#10 for Non-infrastructure projects; #12 for Infrastructure Projects)
Quantitative Criteria scored by SANDAG Grants Division staff
Qualitative Criteria scored by evaluator
Project Total Score and Evaluator Project Ranking

¹ Education, Encouragement, and Awareness

NON-INFRASTRUCTURE (NI) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (EEA ¹ , Plan)
ES1	Escondido	11-Escondido, City of-1	Comprehensive Active Transportation Strategy Plan	Plan
SAN2	SANDAG	11-San Diego Association of Governments (SANDAG)-2	San Diego Regional Active Transportation Plan	Plan
CO2	County	11-San Diego, County of-2	Bridging the Safe Routes to School Gap in El Cajon	EEA
SD3	San Diego	11-San Diego, City of-3	Southeastern San Diego Safe Routes to School	EEA
SD4	San Diego	11-San Diego, City of-4	Active Transportation Engagement Program	EEA

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-11	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$250	\$250	\$0	0.0%	140	1.8	5
\$1,990	\$1,750	\$240	12.1%	148	11.8	1
\$800	\$800	\$0	0.0%	163	4.9	2
\$666	\$666	\$0	0.0%	160	4.2	3
\$317	\$317	\$0	0.0%	119	2.7	4

1	2	3A	3B	3C	4	5	6	7	8	9	10	11	12
18.0	25	24	2	8	25	15			14		9	0	10
24.0	25	25	1	8	25	15			14		8	3	2
	28	25	1	6	28	15	18	14	14	5	9	0	4.8
	25	28	2	8	25	15	18	15	14	0	10	0	7.2
	15	15	2	8	25	15	15	12	12	0	0	0	9.6

Total Score	Evaluator Rank
150	15
150	15
168	8
167	9
129	27

INFRASTRUCTURE (I) PROJECTS

Project ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI)
CV1	Chula Vista	11-Chula Vista, City of-1	F Street Promenade Phase I	I Large
CV2	Chula Vista	11-Chula Vista, City of-2	Bayshore Bikeway Segment 6A	I Medium
CO1	County	11-San Diego, County of-1	SR-67 Multi-Use Undercrossing	I Medium
CO3	County	11-San Diego, County of-3	Allen School Road SRTS Sidewalk and Bicycle Lanes	I Small
CO4	County	11-San Diego, County of-4	Arnold Way Sidewalk	I Small
CO5	County	11-San Diego, County of-5	Camino San Bernardo at Deer Ridge Road Traffic Signal	I Small
CO6	County	11-San Diego, County of-6	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	I Small
EC1	El Cajon	11-El Cajon, City of-1	Johnson Avenue Neighborhood Trail & School Connections Project	I + NI - Medium
EC2	El Cajon	11-El Cajon, City of-2	Main Street - Green Street Ph II	I Small
EN1	Encinitas	11-Encinitas, City of-1	Birmingham Drive Complete Streets Project	I + NI - Large
EN2	Encinitas	11-Encinitas, City of-2	Leucadia Streetscape - Phase 2	I + NI - Large
ES2	Escondido	11-Escondido, City of-2	Hidden Valley Middle School Safe Routes to School Improvements	I Medium
LM1	La Mesa	11-La Mesa, City of 1	La Mesa Bike and Sidewalk Connection Project	I + NI - Medium
LG1	Lemon Grove	11-Lemon Grove, City of-1	Connect Main Street - Phases 4 thru 6	I Medium
NC1	National City	11-National City, City of-1	El Toyon Multi-Use Path	I Small
NC2	National City	11-National City, City of-2	Civic Center Drive Protected Bikeway	I Small
O2	Oceanside	11-Oceanside, City of-2	Palmquist Elementary and Lincoln Middle Safe Routes to School	I + NI - Small
O3	Oceanside	11-Oceanside, City of-3	Coastal Rail Trail from Oceanside Boulevard to Morse Street	I Large
SD1	San Diego	11-San Diego, City of-1	Coastal Rail Trail - Gilman Drive	I Large
SD2	San Diego	11-San Diego, City of-2	Downtown Mobility Complete Streets Phase 3B	I Large
SD5	San Diego	11-San Diego, City of-5	Streamview Drive Improvements Phase 2	I Large
SAN3	SANDAG	11-San Diego Association of Governments (SANDAG)-3	Uptown Phase Four: Mission Hills to Old Town Bikeway	I Medium
SAN4	SANDAG	11-San Diego Association of Governments (SANDAG)-4	Inland Rail Trail - Gap Connector	I Large
S1	Santee	11-Santee, City of-1	Santee Safe Routes to School Pedestrian Ramp Project	I Small
SB1	Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Complete Streets Project	I + NI - Large
V1	Vista	11-Vista, City of-1	Rancho Minerva Safe Routes to School	I Medium
V2	Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I Medium

Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds	Sum of Scores Criteria 1-9	Cost Effectiveness Ratio	Cost Effectiveness Rank
\$9,060	\$5,770	\$3,290	36.3%	174	33	12
\$2,339	\$1,953	\$386	16.5%	159	12	21
\$4,653	\$4,653	\$0	0.0%	114	41	10
\$1,964	\$1,964	\$0	0.0%	115	17	19
\$1,612	\$1,612	\$0	0.0%	138	12	22
\$318	\$318	\$0	0.0%	106	3	26
\$154	\$154	\$0	0.0%	112	1	27
\$4,620	\$4,220	\$400	8.7%	162	26	17
\$1,998	\$1,838	\$160	8.0%	166	11	24
\$9,517	\$7,639	\$1,878	19.7%	127	60	7
\$41,577	\$20,000	\$21,577	51.9%	150	133	1
\$6,997	\$6,907	\$90	1.3%	139	50	8
\$4,488	\$4,418	\$70	1.6%	168	26	16
\$5,666	\$5,609	\$57	1.0%	153	37	11
\$1,320	\$1,268	\$52	3.9%	122	10	25
\$1,890	\$1,888	\$2	0.1%	124	15	20
\$1,424	\$1,411	\$13	0.9%	121	12	23
\$9,075	\$7,659	\$1,416	15.6%	165	46	9
\$22,957	\$18,147	\$4,810	21.0%	159	114	2
\$9,000	\$9,000	\$0	0.0%	136	66	6
\$14,562	\$12,000	\$2,562	17.6%	150	80	4
\$5,689	\$3,950	\$1,739	30.6%	167	24	18
\$15,825	\$12,057	\$3,768	23.8%	170	71	5
\$1,868	\$1,868	\$0	0.0%	69	27	15
\$12,214	\$10,754	\$1,460	12.0%	130	83	3
\$3,687	\$3,502	\$185	5.0%	124	28	14
\$3,931	\$3,734	\$197	5.0%	130	29	13

1	2A	2B	2C	2D	3A	3B	3C	3D	4A	4B	4C	5	6	7	8	9	10	Total Score	Evaluator Rank
11.0	6.0	12.0	9	10	17	17	18	11	5	2	8	18	9	6	9	6	4.4	178	1
8.9	8.0	12.0	9	8	16	15	16	10	4	2	6	16	9	6	9	4	7.8	167	8
0.5	0.0	0.0	8	8	16	14	14	8	4	1	5	15	7	6	7	0	3.7	117	25
2.4	6.0	2.0	7	7	14	12	14	8	4	1	5	15	7	6	5	0	7.0	122	23
4.0	6.0	4.0	5	10	17	17	16	8	5	1	7	18	9	6	5	0	8.1	146	13
1.8	0.0	0.0	5	8	14	15	14	5	4	1	5	15	7	6	5	0	9.6	115	26
4.0	0.0	0.0	5	8	15	17	14	5	5	1	5	15	7	6	5	0	10.0	122	24
10.2	6.0	12.0	9	9	17	17	16	10	5	2	7	18	9	6	6	3	6.3	169	6
10.4	8.0	10.0	9	10	17	17	17	11	5	2	7	18	10	6	6	3	8.9	175	2
4.4	6.0	0.0	7	7	15	15	14	10	5	2	7	15	8	6	2	4	2.6	130	20
6.0	8.0	10.0	8	9	16	15	14	10	5	2	7	16	8	6	2	8	0.4	150	12
6.0	0.0	4.0	9	9	16	17	15	10	5	2	8	15	7	5	9	2	3.0	142	14
11.3	8.0	12.0	9	9	16	17	17	11	6	2	8	16	9	6	9	2	5.9	174	3
7.0	6.0	12.0	8	8	15	16	16	10	6	1	7	16	9	6	8	2	4.1	157	10
10.5	0.0	10.0	10	8	10	5	18	5	5	2	7	10	9	0	10	2	9.3	131	19
9.4	6.0	10.0	8	8	15	5	18	5	4	2	7	10	5	0	10	2	7.4	132	17
1.9	0.0	6.0	9	8	15	15	15	8	6	2	4	15	8	6	0	2	8.5	129	22
7.8	8.0	12.0	9	9	17	17	17	10	5	2	7	18	8	6	9	3	3.3	168	7
8.4	8.0	12.0	10	10	18	18	18	12	5	2	8	18	8	0	0	4	0.7	160	9
13.7	8.0	12.0	9	5	10	16	15	8	4	2	5	15	8	0	5	0	2.2	138	15
8.3	0.0	10.0	8	9	17	16	16	8	6	2	6	18	8	6	8	4	1.5	152	11
12.4	8.0	12.0	10	8	17	17	15	10	6	1	6	18	8	6	8	5	6.7	174	4
9.9	8.0	12.0	10	10	17	17	16	10	6	1	6	18	9	6	10	4	1.9	172	5
5.6	6.0	4.0	5	5	16	5	9	2	2	2	0	2	5	0	0	0	5.6	74	27
6.2	6.0	12.0	10	9	16	5	18	5	6	2	7	2	8	6	9	3	1.1	131	18
6.3	6.0	10.0	8	9	16	5	18	5	5	2	7	2	8	6	9	2	5.2	129	21
7.6	0.0	10.0	9	10	18	6	18	6	6	2	7	2	10	6	10	2	4.8	134	16

Project Information
Calculations for Cost-Effectiveness Criterion (#10 for Non-infrastructure projects; #12 for Infrastructure Projects)
Quantitative Criteria scored by SANDAG Grants Division staff
Qualitative Criteria scored by evaluator
Project Total Score and Evaluator Project Ranking

¹ Education, Encouragement, and Awareness

NON-INFRASTRUCTURE (NI) PROJECTS

Project ID	Criterion 1			4.00	max. points per category												Final Score = sum of scores for each category									
	Population			Population Density				Intersection Density				Employment				Employment Density				Activity Centers			Low Vehicle Ownership			FINAL SCORE
	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score					
ES1	150,060	1	2.0	18.0	2	4.0	3,119	1	2.0	58,322	1	2.0	7.0	2	4.0	1,361	1	2.0	5.7%	1	2.0	18.0				
SAN2	3,232,994	2	4.0	8.7	1	2.0	76,413	2	4.0	127,348	2	4.0	3.7	1	2.0	24,039	2	4.0	6.2%	2	4.0	24.0				

INFRASTRUCTURE (I) PROJECTS

Project ID	Criterion 1			2.00	max. points per category												Final Score = sum of scores for each category						
	Population			Population Density			Intersection Density			Employment			Employment Density			Activity Centers			Low Vehicle Ownership			FINAL SCORE	
	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score		
CV1	26,510	21	1.6	57.4	24	1.8	301	12	0.9	12,725	22	1.6	28.5	23	1.7	369	21	1.6	26.7%	25	1.9	11.0	
CV2	14,311	13	1.0	63.4	25	1.9	157	7	0.5	5,799	15	1.1	25.9	22	1.6	152	12	0.9	28.7%	26	1.9	8.9	
CO1	34	1	0.1	0.6	1	0.1	11	1	0.1	8	1	0.1	0.1	1	0.1	0	1	0.1	0.0%	1	0.1	0.5	
CO3	2,394	3	0.2	7.1	2	0.1	70	4	0.3	1,226	5	0.4	4.2	8	0.6	24	5	0.4	2.3%	6	0.4	2.4	
CO4	4,453	6	0.4	17.4	9	0.7	75	5	0.4	1,265	6	0.4	5.9	12	0.9	57	7	0.5	4.0%	9	0.7	4.0	
CO5	1,983	2	0.1	17.7	10	0.7	51	2	0.1	82	3	0.2	0.9	3	0.2	2	2	0.1	0.3%	2	0.1	1.8	
CO6	2,634	4	0.3	31.3	19	1.4	58	3	0.2	556	4	0.3	6.4	14	1.0	8	3	0.2	3.1%	7	0.5	4.0	
EC1	26,295	20	1.5	30.9	18	1.3	349	15	1.1	10,923	20	1.5	13.4	20	1.5	380	23	1.7	9.4%	22	1.6	10.2	
EC2	23,493	19	1.4	42.4	23	1.7	275	10	0.7	12,605	21	1.6	22.9	21	1.6	378	22	1.6	10.4%	24	1.8	10.4	
EN1	8,988	8	0.6	16.6	7	0.5	273	9	0.7	3,022	10	0.7	5.8	11	0.8	111	10	0.7	1.5%	4	0.3	4.4	
EN2	11,069	9	0.7	16.1	6	0.4	300	11	0.8	3,063	11	0.8	4.7	9	0.7	203	17	1.3	7.6%	18	1.3	6.0	
ES2	19,074	15	1.1	17.0	8	0.6	393	19	1.4	2,404	8	0.6	2.1	5	0.4	101	9	0.7	6.7%	17	1.3	6.0	
LM1	79,553	27	2.0	18.7	13	1.0	1591	27	2.0	38,465	25	1.9	9.1	19	1.4	1,105	27	2.0	6.1%	15	1.1	11.3	
LG1	20,346	18	1.3	18.2	11	0.8	387	18	1.3	3,787	12	0.9	3.5	7	0.5	193	14	1.0	5.7%	14	1.0	7.0	
NC1	30,601	23	1.7	39.1	22	1.6	501	23	1.7	5,921	16	1.2	7.9	17	1.3	231	18	1.3	10.3%	23	1.7	10.5	
NC2	7,956	7	0.5	65.9	26	1.9	333	13	1.0	22,525	23	1.7	193.5	26	1.9	277	19	1.4	4.3%	13	1.0	9.4	
O2	3,111	5	0.4	9.6	4	0.3	97	6	0.4	54	2	0.1	0.2	2	0.1	10	4	0.3	1.3%	3	0.2	1.9	
O3	12,018	11	0.8	26.0	16	1.2	396	20	1.5	2,921	9	0.7	6.1	13	1.0	288	20	1.5	6.2%	16	1.2	7.8	
SD1	13,841	12	0.9	34.0	20	1.5	206	8	0.6	24,971	24	1.8	62.4	24	1.8	46	6	0.4	8.0%	20	1.5	8.4	
SD2	64,100	26	1.9	183.1	27	2.0	674	25	1.9	78,311	27	2.0	229.7	27	2.0	806	26	1.9	36.0%	27	2.0	13.7	
SD5	27,630	22	1.6	29.9	17	1.3	379	17	1.3	5,313	14	1.0	5.8	10	0.7	180	13	1.0	7.8%	19	1.4	8.3	
SAN3	32,001	24	1.8	37.1	21	1.6	971	26	1.9	57,698	26	1.9	66.8	25	1.9	716	25	1.9	8.3%	21	1.6	12.4	
SAN4	32,575	25	1.9	22.8	15	1.1	542	24	1.8	9,657	19	1.4	7.2	16	1.2	446	24	1.8	4.1%	11	0.8	9.9	
S1	19,513	17	1.3	18.3	12	0.9	486	22	1.6	1,814	7	0.5	1.7	4	0.3	67	8	0.6	1.5%	5	0.4	5.6	
SB1	12,004	10	0.7	8.8	3	0.2	345	14	1.0	8,944	18	1.3	6.6	15	1.1	199	16	1.2	3.3%	8	0.6	6.2	
V1	19,500	16	1.2	11.4	5	0.4	415	21	1.6	4,703	13	1.0	3.0	6	0.4	193	14	1.0	4.0%	10	0.7	6.3	
V2	18,833	14	1.0	19.7	14	1.0	366	16	1.2	7,702	17	1.3	8.0	18	1.3	125	11	0.8	4.1%	12	0.9	7.6	

Criterion 2A	
Regional Bicycle Network?	
Connects, Constructs, or Neither	Points
Connects	6
Constructs	8
Neither	0
Connects	6
Connects	6
Connects	6
Connects	6
Neither	0
Constructs	8
Constructs	8
Connects	6
Neither	0
Constructs	8
Constructs	8
Connects	6
Connects	8
Constructs	8
Constructs	8
Connects	6
Connects	6
Connects	6
Neither	0

Criterion 2B						
Bike Improvement w/in 1.5 mi. of regional transit stop		Ped Improvement vis a vis local transit stop		Ped Improvement vis a vis regional transit stop		FINAL SCORE
Yes or No	Points	within 0.25 mi, directly connects, or neither	Points	within 0.5 mi, directly connects, or neither	Points	(Max 12 points)
Yes	6	directly connects	4	within 0.5 mile	4	12
Yes	6	within 0.25 mile	2	within 0.5 mile	4	12
No	0	neither	0	neither	0	0
No	0	within 0.25 mile	2	neither	0	2
No	0	directly connects	4	neither	0	4
No	0	neither	0	neither	0	0
No	0	neither	0	neither	0	0
Yes	6	directly connects	4	within 0.5 mile	4	12
Yes	6	directly connects	4	neither	0	10
No	0	neither	0	neither	0	0
Yes	6	directly connects	4	neither	0	10
No	0	directly connects	4	neither	0	4
Yes	6	directly connects	4	directly connects	6	12
Yes	6	neither	0	directly connects	6	12
Yes	6	directly connects	4	neither	0	10
Yes	6	neither	0	within 0.5 mile	4	10
Yes	6	neither	0	neither	0	6
Yes	6	within 0.25 mile	2	within 0.5 mile	4	12
Yes	6	directly connects	4	directly connects	6	12
Yes	6	directly connects	4	directly connects	6	12
Yes	6	directly connects	4	neither	0	10
Yes	6	directly connects	4	directly connects	6	12
Yes	6	directly connects	4	directly connects	6	12
No	0	directly connects	4	neither	0	4
Yes	6	directly connects	4	directly connects	6	12
Yes	6	directly connects	4	neither	0	10
Yes	6	directly connects	4	neither	0	10

2021 Regional ATP Funding Recommendations - Climate Action Plan and Complete Streets Policy

Jurisdiction	Climate Action Plan (CAP)	Complete Streets Policy (CS)
Chula Vista	Yes	Yes
County	No	Yes
El Cajon	Yes	Yes
Encinitas	Yes	Yes
Escondido	Yes	Yes
La Mesa	Yes	Yes
Lemon Grove	Yes	No
National City	Yes	Yes
Oceanside	Yes	Yes
San Diego	Yes	Yes
SANDAG	No	Yes
Santee	Yes	Yes
Solana Beach	Yes	Yes
Vista	Yes	Yes

		Criterion 3B (Non-Infrastructure) / Criterion 4B (Infrastructure)		
Project ID	Jurisdiction	Points for CAP	Points for CS	Total Points
CV1	Chula Vista	1	1	2
CV2	Chula Vista	1	1	2
CO1	County	0	1	1
CO2	County	0	1	1
CO3	County	0	1	1
CO4	County	0	1	1
CO5	County	0	1	1
CO6	County	0	1	1
EC1	El Cajon	1	1	2
EC2	El Cajon	1	1	2
EN1	Encinitas	1	1	2
EN2	Encinitas	1	1	2
ES1	Escondido	1	1	2
ES2	Escondido	1	1	2
LM1	La Mesa	1	1	2
LG1	Lemon Grove	1	0	1
NC1	National City	1	1	2
NC2	National City	1	1	2
O2	Oceanside	1	1	2
O3	Oceanside	1	1	2
SD1	San Diego	1	1	2
SD2	San Diego	1	1	2
SD3	San Diego	1	1	2
SD4	San Diego	1	1	2
SD5	San Diego	1	1	2
SAN2	SANDAG	0	1	1
SAN3	SANDAG	0	1	1
SAN4	SANDAG	0	1	1
S1	Santee	1	1	2
SB1	Solana Beach	1	1	2
V1	Vista	1	1	2
V2	Vista	1	1	2



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Resolution No. 2021-18

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

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

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

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

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

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

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

BE IT RESOLVED that the Board of Directors:

1. Certifies that the San Diego Regional ATP competitive selection process was conducted in accordance with the 2021 CTC ATP Program Guidelines, including the use of a multidisciplinary advisory group as application evaluators; and
2. Attests the projects recommended for ATP funding per the 2021 San Diego Regional ATP competition include projects benefitting pedestrians and bicyclists, including students walking and cycling to school; and
3. Approves the proposed ranked list of ATP projects and funding recommendations to the CTC; and
4. Recommends the Contingency List of projects be used to reallocate ATP funds in the event a project initially recommended for funding is unable to allocate the awarded funds or obtain an extension within the timeframes identified by the CTC.

PASSED AND ADOPTED this 23rd of April 2021.

Attest:

Chair

Secretary

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

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

DRAFT

Proposed Contract Amendment: Centralized Train Control Contract Capacity Increase

Overview

The MTS Middletown and Beech Double Crossover project modifies the existing track and signaling system and installs new signals and powered switches. Whenever the traction power and signaling system is modified the Centralized Train Control (CTC) displays at the operation control center (OCC) must be updated to reflect the updated system configuration so MTS line supervisors are able to see the updated real time system status information. To incorporate the Middletown and Beech Double Crossover configuration changes at the operations control center the CTC system integrators contract capacity must be increased. This item increases the contract capacity to enable the integration work to proceed.

Key Considerations

SANDAG has coordinated with MTS to integrate new track and signaling system modifications into the CTC system. MTS is currently constructing a new double crossover near Middletown Station and will upgrade manual switches to power operated switches at the existing double crossover near Beech Street.

This project when completed will enable MTS Operations to see track routing, signals, and Trolley movements at each of the double crossover locations. The Middletown Double Crossover work is expected to be completed in August 2021. Initial Beech Street Double Crossover software development phase is expected to be completed by December 31, 2021.

The ARINC CTC Contract, contract no. 5000786, only has \$55,775 capacity remaining. To implement OCC modifications to display the Middletown and Beech St configuration changes an additional \$350,000 of additional capacity is needed. The CTC contract capacity increase will enable a task order to be issued to ARINC to develop and factory test software for the Middletown and Beech Street Double Crossovers and install and commission the OCC displays to show the Middletown double crossovers in August 2021. MTS is entering into a contract with ARINC that should be effective on or before January 2022. MTS plans on issuing the installation and commissioning of the software to display the Beech Street Double crossover when the Beech Street Double Crossover signaling improvements are implemented in Spring of 2022.

Action: Approve:

The Board of Directors is asked to approve adding \$360,000 in contract capacity to Contract 5000786 with ARINC, a part of Collins Aerospace, in support of ongoing track and signal work by MTS into the Advanced Information Management Centralized Train Control system currently maintained by SANDAG.

Fiscal Impact:

MTS is fully funding the Beech and Middletown Double Crossover Integration.

Schedule/Scope Impact:

A new Task Order will need to be executed in early May to meet the Middletown double crossover cutover in August 2021.

Next Steps

If this item is approved, then a task order will be issued that will develop software that will enable the CTC displays at the OCC to be updated to show the Middletown and Beech signaling improvements so Line Supervisors are able to better manage the San Diego Trolley Operations. The Middletown CTC displays will be updated following Middletown signaling improvements in August 2021 and Beech Street software development will be completed before contract completion in December 2021.

Hasan Ikhata, Executive Director

Key Staff Contact: Dinara Ussenova, (619) 595-5318, Dinara.Ussenova@sandag.org

Attachments:

1. Transfer Approval April 8, 2021
2. Proposed FY 2021 Budget Amendment for Capital Improvement Project
No. 1131800, Beech and Middletown Double Crossover Integration



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 San Diego, CA 92101-7490
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Agenda Item No. 15

MEETING OF THE SAN DIEGO METROPOLITAN TRANSIT SYSTEM BOARD OF DIRECTORS

April 8, 2021

SUBJECT:

ARINC / ROCKWELL COLLINS (ARINC) INTEGRATION OF MIDDLETOWN AND
 BEECH STREET DOUBLE CROSSOVER PROJECTS

RECOMMENDATION:

That the San Diego Metropolitan Transit System (MTS) Board of Directors authorize the Chief Executive Officer (CEO) to execute Addendum 17 (in substantially the same format as Attachment A), Scope of Work 100 to the Memorandum of Understanding (MOU) between the San Diego Association of Governments (SANDAG) and MTS for the ARINC Integration of the Middletown and Beech Street Double Crossover projects in the amount of \$370,000.00.

Budget Impact

The total budget for this project shall not exceed \$370,000.00. This project will be funded by MTS Capital Improvement Project (CIP) 2006101101 - Middletown Double Crossover and 2005107901 - Beech Street Double Crossover.

DISCUSSION:

MTS is currently upgrading the manual switches to power operating switches at the existing double crossover between Beech Street and Ash and installing a new double crossover near the Middletown station. These two projects introduce new signals to the track in this area and the new signals need to be connected to MTS's Centralized Train Control (CTC) system.

SANDAG has a contract with ARINC / Rockwell Collins to provide technical support, maintenance, system testing, integration, and acceptance of various new technologies in the MTS system. In order to keep the same level of support and system consistency

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San Diego Metropolitan Transit System (MTS) is a California public agency comprised of San Diego Transit Corp., San Diego Trolley, Inc. and San Diego and Arizona Eastern Railway Company (nonprofit public benefit corporations). MTS member agencies include the cities of Chula Vista, Coronado, El Cajon, Imperial Beach, La Mesa, Lemon Grove, National City, Poway, San Diego, Santee, and the County of San Diego. MTS is also the For-Hire Vehicle administrator for nine cities.

without any disruption in MTS Trolley operations, MTS staff is recommending a task order amendment between SANDAG and ARINC, under the existing contract, to provide the testing and integration of the new equipment for the Middletown and Beech Street Double Crossover projects. This will extend the CTC signaling system from Cedar Street to Santa Fe Depot using SANDAG's existing Task Order 38 with ARINC.

Therefore, staff recommends that the MTS Board authorize the CEO to execute Addendum 17, Scope of Work 100, for the ARINC Integration of the Middletown and Beech Street Double Crossover projects in the amount of \$370,000.00.

/s/ Sharon Cooney

Sharon Cooney
Chief Executive Officer

Key Staff Contact: Julia Tuer, 619.557.4515, Julia.Tuer@sdmts.com

Attachment: A. Draft Addendum 17 SOW 100

Addendum 17 Project Scope of Work

San Diego Metropolitan Transit System (MTS) File No.	G0930.17-04.100	San Diego Association of Governments (SANDAG) Reference No.	5000710 Scope of Work (SOW) 100
Capital Improvement Projects (CIP) Title:	Green Line TPSS Rehab SCADA Incorporation		
CIP No.	MTS: 2006101101 & 2005107901 SANDAG: 1146800	Project Manager:	MTS - Thang Nguyen SANDAG - Dale Neuzil
Lead Agency:	SANDAG	Operating Agency:	MTS
Estimated Start Date:	8/1/2021	Estimated Completion Date:	6/30/2022
Estimated Budget:	\$370,000	Effective Date:	8/1/2021

Intended Source of Funds:

MTS will be using Local Funding under MTS CIP No.:

- WBSE # 2006101101 Middletown Double Crossover
- WBSE # 2005107901 Beech Street Double Crossover

Describe Any Necessary Transfers of Project Funds Between the Parties:

MTS shall reimburse SANDAG via invoices for services listed herein.

Project Description:

MTS is currently upgrading the manual switches to power operated switches at the existing double crossover between Beech Street and Ash Street and realigning the mainline track south of Sassafras Street and Middletown Station, with a new double crossover near Middletown station. This will extend the CTC signaling system from Cedar Street to Santa Fe Depot.

Scope of Work to be Performed by MTS:

Flagging services by San Diego Trolley, Inc. (SDTI) personnel in the MTS right-of-way during construction-related testing. Any work which involves personnel or equipment within 15 feet of the center line of any active track must have an SDTI supplied flagperson for the duration of the work.

Provide Project Management in support of construction of this project.

Scope of Work to be Performed by SANDAG:

1. Provide project management support to MTS Project Manager for the AIM software implementation changes to reflect ongoing changes.
2. Execution and administration of contract 5000786 TO38 AM2 with vendor (ARINC).
3. Design review and approval in coordination with designated MTS staff.
4. Test plan review, testing and system acceptance in coordination with designated MTS staff.
5. Performance monitoring of new system enhancements.
6. Project documentation and control.

Any Additional Project-Specific Conditions:


1. MTS agrees to reimburse SANDAG for the full and actual cost for administration, materials and system enhancements costs provided herein within 15 days of receipt of invoice.
2. The SANDAG cost estimate is included as Attachment 1. In the event that SANDAG notifies MTS that the amount will be exceeded, MTS will meet with SANDAG to discuss the need for additional hours. In no event shall SANDAG have the responsibility to move forward until the parties are able to identify sufficient funding for hours associated with the tasks.

APPROVED BY:
SANDAG

METROPOLITAN TRANSIT SYSTEM

John Haggerty
Date
Director of Mobility Management and
Project Implementation

Sharon Cooney
Date
Chief Executive Officer

Proposed FY 2021 Budget Amendment		
<div>Project Number: 1131800</div> <div>RTIP Number:</div> <div>Project Name: Beech and Middletown Double Crossover Integration</div> <div>Corridor Director: Chip Finch</div> <div>Project Manager: Dale Neuzil</div> <div>PM Phone Number: (619) 595-5373</div>		
Project Scope	Site Location	Progress to Date
Upgrade manual switches to power operated switches at the existing double crossover between Beech Street and Ash Street and realign the mainline track south of Sassafras Street and Middletown Station, with a new double crossover near Middletown station.		New project.
Project Limits		Major Milestones
From Sassafras Street to Santa Fe Depot on the existing Trolley Green Line.		<div>Draft Environmental DocumentN/A</div> <div>Final Environmental DocumentN/A</div> <div>Ready to AdvertiseN/A</div> <div>Begin ConstructionMay-21</div> <div>Open to PublicSep-21</div> <div>Construction CompleteDec-21</div>

SANDAG Expenditure Plan (\$000)

Budget Phase	Prior Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Total
Administration	\$0	\$2	\$7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9
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	100	261	0	0	0	0	0	0	0	0	361
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$0	\$102	\$268	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$370

Outside Agency Expenditure Plan (\$000)

Budget Phase	Prior Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Total
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
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$0	\$102	\$268	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$370
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Funding Plan (\$000)

Funding Source	Prior Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Total
Local												
92060001 - MTS	\$0	\$102	\$268	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$370
Total	\$0	\$102	\$268	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$370

Transportation Network Company Access for All Grant Program

Overview

On September 22, 2018, the Governor signed into law Senate Bill (SB) 1376 (Hill, 2018), the TNC Access for All Act. Pursuant to SB 1376, the California Public Utilities Commission (CPUC) must establish a program relating to the accessibility of transportation network company (TNC) services for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV). The purpose of the TNC Access for All (AFA) Program is to incentivize the expansion and availability of on-demand transportation service for people with disabilities statewide.

The CPUC recently adopted the TNC Access for All Program Overview and Requirements for Local Access Fund Administrators (LAFAs). SANDAG is eligible to serve as the LAFA for the San Diego region. This report provides an overview of the AFA Program, including the anticipated role for SANDAG and next steps in the process. The complete Program Overview and Requirements document is available on [the CPUC website](#).

Key Considerations

Program Overview

The AFA Program provides two mechanisms to meet the statute's overall goal of expanding and improving on-demand WAV transportation service in California: one through TNCs' investments, and the other through local access providers.

In January 2019, the CPUC required TNCs to start collecting an "Access Fee" in the amount of \$0.10 for each TNC trip and to remit the total fees collected within each county on a quarterly basis to the CPUC. The fees collected from TNCs are deposited in the TNC Access Fund for distribution to local access providers through LAFAs. The LAFA of each county will provide AFA fees to access providers that establish on-demand transportation programs or partnerships to meet the mobility needs of persons with disabilities, including individuals who need a WAV. Access providers would be identified by LAFAs as providers that are able to provide WAV service similar to that of TNCs but require additional financial resources to do so.

If TNCs expand or improve on-demand WAV service, they may "offset" the fees due to the CPUC by the amounts they spend to improve WAV service in each county. The TNCs may keep some of the Access Fee revenue they collect, so long as the WAV service meets performance requirements set by the CPUC. Thus far, TNCs operating in the San Diego region have not been able to meet the CPUC's performance requirements due to their drivers not having WAVs.

Action: **Approve**

The Board of Directors is asked to:

1. approve the submission of an application for SANDAG to serve as the San Diego region's Local Access Fund Administrator for the Access for All Program;
2. adopt Resolution No. 2021-20 as required by the California Public Utilities Commission; and
3. authorize the Executive Director to carry out all responsibilities necessary to implement the Access for All Program in the San Diego region.

Fiscal Impact:

SANDAG is estimated to receive between \$2.5 million and \$3.5 million in Access for All funds to distribute to access providers between July 2022 and June 2023.

Schedule/Scope Impact:

A Call for Projects would be conducted in FY 22 to select access providers that would receive Access for All funding.

Amount of Funding Available

The CPUC will release the AFA balance to the LAFAs by January 30 each year. The program will collect Access Fees through June 30, 2025 and be available for distribution by the AFAs on an annual basis through 2027. The AFA balance for the San Diego region as of January 30, 2021 was between \$2.5 million and \$3.5 million. This amount includes Access Fees collected by TNCs from July 2019 to June 2020.

Local Access Fund Administrators

Per the CPUC, entities that may serve as LAFAs are limited to Metropolitan Planning Organizations, Regional Transportation Planning Agencies, and County Transportation Commissions. Each geographic area may only be served by a single LAFA. The primary role of a LAFA is to administer the AFA Program in the geographic area within its jurisdiction. Specifically, LAFAs are required to develop local WAV programs and to contract with and obligate available funds to eligible access providers in accordance with criteria adopted by the CPUC and outlined in the Program Requirements. Once an agency is selected to be a LAFA, it will be required to carry out the following responsibilities:

1. Establish a process for an access provider solicitation.
2. Select access providers to receive AFA funds based on criteria adopted by the CPUC and outlined in the Program Requirements.
3. Obligate available AFA funds to selected access providers.
4. Submit a consolidated quarterly report to the CPUC based on the quarterly reports submitted to the LAFA by access providers.
5. Submit annual and other quarterly reports to ensure that progress is made toward the broader goals and objectives of the AFA Program and SB 1376.

These LAFA responsibilities will require SANDAG to hire an additional Limited Term employee, which was not included in the draft FY 22 budget. Up to 15 percent of the allocated funding distributed to a LAFA may be used to pay for its administrative costs incurred in running the program, including staffing expenses.

In April, the CPUC notified potential LAFAs that applications were due to the CPUC no later than May 1, 2021. For geographic areas where no LAFA is selected, CPUC staff will retain an independent entity to act as the Statewide Access Fund Administrator (SAFA), which can be a private or non-profit entity or other state agency. If SANDAG does not submit an application by May 1, the funding in the San Diego region would be administered at the state level by the SAFA. Agencies interested in applying to become a LAFA in subsequent years would be required to file an application by April 1 of the following year. Only one submission and approval to serve as a LAFA is required for the duration of the program.

Schedule

The CPUC has provided the following schedule to illustrate how LAFAs would be selected and AFA funds would be distributed.

Lafa Applications Due	May 1, 2021
CPUC awards funding to LAFA	July 1, 2021
CPUC distributes funding to LAFA	September 30, 2021
LAFAs select, contract with and obligate funds to access providers	July 1, 2022
Deadline for LAFAs to expend Cycle 1 AFA funds	June 30, 2023

Next Steps

Pending approval of the Board of Directors, SANDAG will submit an application with the CPUC to serve as the LAFA for the San Diego region. The resolution required by the CPUC for SANDAG to serve as the LAFA is provided as Attachment 1. If selected, SANDAG will be required to execute a grant agreement with the

CPUC, and an additional Limited Term staff position will be added to the FY 22 budget to carry out the LAFA tasks using the Access Fee funds. Additionally, staff will need to develop procedures to select, contract with, and obligate funds to access providers consistent with the CPUC Program Requirements. Staff will return to the Transportation Committee and the Board of Directors with plans for conducting the selection process for access providers in FY 22.

Hasan Ikhata, Executive Director

Key Staff Contact: Jenny Russo, (619) 699-7314, jenny.russo@sandag.org

Attachment: 1. Resolution No. 2021-20: Authorizing The Execution Of The Certification To Serve As The Local Access Fund Administrator (LAFA) For The Access For All Program For San Diego County



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Resolution No. 2021-20

A Resolution of the Board of Directors of the San Diego Association of Governments Authorizing the Execution of the Certification to Serve as the Local Access Fund Administrator (LAFA) for the Access for All Program for San Diego County

WHEREAS, the San Diego Association of Governments (SANDAG) is an eligible Metropolitan Planning Organization (MPO) and may receive state funding from the Access for All Program to administer a funding program for Local Assess Providers for on-demand wheelchair accessible vehicle (WAV) transportation projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional administering agency to abide by various regulations; and

WHEREAS, Senate Bill 1376 (Hill: 2018) designated the California Public Utilities Commission (Commission) as the administrative agency for the Access for All Program; and

WHEREAS, the Commission has developed the Access for All Program Overview and Requirements for Access Fund Administrators (AFAs), for the purpose of selecting Local AFAs (LAFAs) and administering and distributing Access Funds to eligible local access providers of on-demand WAV transportation; and

WHEREAS, the SANDAG Board of Directors authorizes the Executive Director to execute the required documents and any amendments thereto relating to the Access for All Program; and

WHEREAS, SANDAG wishes to serve as the LAFA for San Diego county.

NOW THEREFORE BE IT RESOLVED by the SANDAG Board of Directors that as the Access Fund recipient, SANDAG agrees to comply with all conditions and requirements set forth in the Certification document and all applicable statutes, regulations, and Program Requirements for the Access for All Program.

BE IT FURTHER RESOLVED that the Executive Director be authorized to execute all required documents of the Access for All Program and any amendments thereto with the Commission.

BE IT FURTHER RESOLVED that the Board of Directors hereby authorizes SANDAG to serve as the LAFA of the Access for All Program for San Diego county.

PASSED AND ADOPTED this 23rd day of April, 2021.

Attest:

Chair

Secretary

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

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

Executive Director Delegated Actions

Overview

Various Board Policies require the Executive Director to report certain actions to the Board of Directors on a monthly basis or upon taking specified actions.

Delegated Actions

Investment Transactions: [SANDAG Board Policy No. 003](#) states that a monthly report of all investment transactions shall be submitted to the Board. The reportable investment transactions for March 2021 can be found in Attachment 1.

Legal Matters: [SANDAG Board Policy No. 008](#) authorizes the Office of the General Counsel or outside counsel to file documents and make appearances on behalf of the agency in court proceedings.

In the matter of Anna Avenue Associates v. SANDAG (Superior Court Case No. 2018-00000231), the following actions were taken by Best Best & Krieger on behalf of SANDAG:

- On April 2, 2021, filed a Stipulation & Order for Entry of Judgment in Condemnation
- On April 6, 2021, filed a Notice of Entry of Judgment

In the matter of Skanska USA Civil West v. SANDAG (Superior Court Case No. 2019- 01086344), the following action was taken by Best Best & Krieger on behalf of SANDAG:

- On February 16, 2021, filed an Answer to Amended Cross-Complaint

In the matter of City of Coronado et al v. SANDAG (Superior Court Case No. 2020-00033974), the following actions were taken by Meyers Nave on behalf of SANDAG:

- On April 13, 2021, filed a Judgment of Dismissal

On April 12, 2021, SANDAG staff attended a Small Claims Court Trial in the matter of Carlos Dontae Kendrick v. San Diego South Bay Expressway (Superior Court Case No. 2021-00010197). The matter related to unpaid tolls and was continued.

Budget Modifications: [SANDAG Board Policy No. 017](#) authorizes the Executive Director to enter into agreements currently not incorporated in the budget and to make other budget modifications in an amount of up to \$300,000 per transaction, so long as the overall budget remains in balance. This provision may not, however, be used multiple times on the same budget line item in order to circumvent the \$300,000 limit. Staff understands this to mean the budget resets when actions are reported out or upon the Board a new budget. Actions taken since the last regular meeting of the Board are shown in Attachment 2.

Action: **Information**

In accordance with various Board Policies, this report summarizes delegated actions taken by the Executive Director.

Fiscal Impact:

Six securities reached maturity for a total of \$14.7 million, one security was sold for \$4 million and three securities were purchased for \$15.2 million, providing approximately \$3.5 million of liquidity to the agency.

Schedule/Scope Impact:

None.

Right-of-Way: SANDAG Board Policy No. 017, Section 4.15, authorizes the Executive Director to execute all right-of-way property transfer documents, including rights of entry, licenses, leases, deeds, easements, escrow instructions, and certificates of acceptance. The list below reflects the approved documents for this reporting period.

Mid-Coast Corridor Transit Project – Capital Improvement Project No. 1257001			
No.	Address	Nature of Activity	Date
1.	Fez Street, San Diego, CA 92121 (no street number); SDG&E	License Agreement (Traction Power Substation Agreement)	3/5/2021

Contract Relief from Maintenance: SANDAG Board Policy No. 024: Procurement and Contracting – Construction Policy, 5.1, authorizes the Executive Director to grant Relief from Maintenance and Responsibility on major elements of each major construction project on behalf of the Board.

- In a letter dated March 8, 2021, Mid-Coast Transit Constructors was granted Limited Relief from Maintenance for Mid-Coast South Project (Reach 1) – Effective December 17, 2020 (CIP 1257001, Contract No. 5008600, Supplement 4B).
- In a letter dated March 22, 2021, Mid-Coast Transit Constructors was granted Limited Relief from Maintenance for Elvira to Morena Double Track Project Supplements 5A and 5B – Effective November 24, 2020 (CIP 1239811, Contract No. 5008600, Supplements 5A and 5B).

Contract Acceptance: SANDAG Board Policy No. 024: Procurement and Contracting – Construction Policy, 5.2, authorizes the Executive Director to accept contracts on behalf of the Board and requires all contract acceptances over \$25,000 to be reported to the Board.

- In a letter dated March 30, 2021, RECON Environmental, Inc., was granted Acceptance for the Lonestar & Johnson Canyon Vernal Pool Project – Effective July 31, 2020 (CIP 1200222, Contract No. 5007505, JOC7505-10). The contract value was \$549,229.85.
- In a letter dated March 31, 2021, RECON Environmental, Inc., was granted Acceptance for the Morrison Mitigation Site Project – Effective September 9, 2020 (CIP 1200206, Contract No. 5007505, JOC7505-11). The contract value was \$117,456.08.

Schedule Extensions: SANDAG Board Policy No. 035 authorizes the Executive Director to approve requests by grantees for project schedule extensions of up to six months.

COVID-19 Grant Amendments

On April 10, 2020, the Board authorized the Executive Director to approve requests by grantees for project schedule extensions of up to 12 months related to COVID-19 delays without requiring approval by a Policy Advisory Committee. On March 12, 2021, the Board authorized the Executive Director to approve requests by grantees for project schedule extensions of up to an additional 12 months (for an aggregate total of 24 months) related to COVID-19 delays. Schedule related delegated actions to report to the Board for this reporting period are shown in Attachment 3.

Hasan Ikhata, Executive Director

Key Staff Contact: Kimberly Monasi, (619) 699-6902, kimberly.monasi@sandag.org

Attachments:

1. March 2021 Investment Securities Transactions Activity
2. April 2021 Budget Transfers and Amendments
3. April 2021 Schedule Extensions

MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS
MARCH 1 THROUGH MARCH 31, 2021

Transaction Date	Security/Coupon/Maturity Date	Par Value	Original Cost
BOUGHT			
03/08/2021	INTL BK M T N 1.625% 1/15/25	\$ 6,000,000.00	\$ 6,229,560.00
03/09/2021	F H L M C M T N 0.360% 5/15/24	5,000,000.00	4,993,750.00
03/23/2021	BK OF AMERICA MTN 0.810% 10/24/24	4,000,000.00	4,012,600.00
	TOTAL BOUGHT:	<u>\$ 15,000,000.00</u>	<u>\$ 15,235,910.00</u>
MATURED			
03/09/2021	INTL BK 1.625% 3/09/21	\$ 6,000,000.00	\$ 6,041,514.00
03/12/2021	F H L B DEB 2.375% 3/12/21	5,000,000.00	4,979,485.00
03/15/2021	TOYOTA AUTO 1.930% 1/18/22	39,049.13	39,045.53
03/15/2021	TOYOTA AUTO 2.120% 2/15/23	63,036.65	63,617.77
03/15/2021	TOYOTA AUTO 2.350% 5/16/22	40,422.21	40,421.74
03/31/2021	U S TREASURY NT 2.250% 3/31/21	3,541,000.00	3,541,276.64
	TOTAL MATURED:	<u>\$ 14,683,507.99</u>	<u>\$14,705,360.68</u>
SOLD			
03/23/2021	ORACLE CORP 2.500% 5/15/22	\$ 4,000,000.00	\$ 3,993,280.00
	TOTAL SOLD:	<u>\$ 4,000,000.00</u>	<u>\$ 3,993,280.00</u>

April 2021 BUDGET TRANSFERS AND AMENDMENTS

in '000s

PROJECT NUMBER	PROJECT NAME	CURRENT BUDGET	NEW BUDGET	CHANGE	EXPLANATION
2353200	NEW - CJAM - DA Juvenile Diversion Initiative	\$0.00	\$36.00	\$36.00	New revenue agreement with San Diego County District Attorney's Office.
7500000	Service Bureau - Main Project FY 2021	\$170.42	\$128.80	(\$41.62)	Transferred funds from the Main Service Bureau project (7500000) to Mira Mesa Community Plan Update (7515900)
7515900	Travel Demand Modeling	\$0.00	\$41.62	\$41.62	Service Bureau project for Mira Mesa Community Plan Update
7500000	Service Bureau - Main Project FY 2021	\$128.80	\$97.10	(\$31.70)	Transferred funds from the Main Service Bureau project (7500000) to Clairemont Mesa Community Plan Update (7516000)
7516000	Travel Demand Modeling	\$0.00	\$31.70	\$31.70	Service Bureau project for Clairemont Mesa Community Plan Update
8000100/8000170	Administration Budget (Legal & Communications)	\$18,804.66	\$18,889.67	\$85.00	Increase for unexpected legal expenses and strategic communications consultant to develop key messaging platform and media training.
1500000	Project Monitoring and Oversight	\$246.55	\$239.05	(\$7.50)	
2300400	Economic and Demographic Analysis and Modeling	\$1,174.77	\$1,170.27	(\$4.50)	
2301400	Regional Census Data Center Operations	\$175.82	\$173.32	(\$2.50)	
2302100	Transportation Modeling Development	\$1,387.38	\$1,384.88	(\$2.50)	
2302200	Data Dissemination	\$770.73	\$768.23	(\$2.50)	
2401000	Regional Economic Research & Analytics	\$664.76	\$659.76	(\$5.00)	
2402000	Data Science, Open Data, and Big Data	\$1,182.66	\$1,172.66	(\$10.00)	
3102000	San Diego Forward: The 2021 Regional Plan	\$5,303.52	\$5,299.77	(\$3.75)	Combined reduction of \$85k unused travel budgets to fund necessary Administration expenses.
3200300	Regional Climate Change, Mitigation, Adaptation, and Resilience	\$456.89	\$456.14	(\$0.75)	
3300200	Active Transportation Planning and Programs	\$928.78	\$925.28	(\$3.50)	
3310714	Mobility & Innovations Program	\$507.19	\$498.19	(\$9.00)	
3320100	Transit Planning	\$389.61	\$389.11	(\$0.50)	
3320300	Passenger Counting Program	\$261.76	\$258.76	(\$3.00)	
7300400	Government Relations	\$1,376.36	\$1,346.36	(\$30.00)	

**Schedule Extensions
April 2021**

COVID-19 Grant Amendments

Active Transportation Grant Program & Environmental Mitigation Program

Contract	Grantee	Project	Extension (in Months)	From	To	Amendment Execution Date	Reason for the delays and why the delays were unavoidable	Ability for grantees to succeed in the extended timeframe
5004956	Nature Collective	North County Dunes II	12	4/13/2021	4/12/2022	4/8/2021	Due to the COVID-19 pandemic, the grantee experienced delays in obtaining approval from the State Parks for right-of-entry on the project site. Nature Collective originally anticipated planting the bluffs in January 2020 but received notice that the project would require a new environmental compliance plan for Carlsbad Campgrounds to be approved by State Parks. COVID-19 slowed down the approval process resulting in the grantee obtaining the right-of-entry almost a full year after submittal, in February 2021, which delayed the grantees ability to complete the remainder of the project.	Following approval of the right-of-entry permit, the grantee immediately planted the bluff, but determined an extension would allow the grantee time to provide much-needed maintenance to ensure restoration success. With a 12-month extension, the grantee would be able to meet project success and completion by having a full year to maintain the planting conducted in February 2021.
5005462	City of Solana Beach	Loma Santa Fe Corridor Active Transportation Improvements	9	4/4/2021	1/4/2022	4/1/2021	Although Council Meetings have been held throughout the COVID-19 pandemic, the meetings in April, May and June 2020 were minimal, which delayed all other City business. Additionally, even though the design team is working from remote locations or at home, productivity is reduced due to the COVID-19 measures currently in place. When the previous extension was requested in April 2020, it was not expected that COVID protocols would still be in place almost a year later.	The project is approximately at the 90% design phase. It is anticipated that at least one more Council meeting will be held to discuss the project. After Council meetings, adjustments are typically made to the design. The additional time extension, would allow the full public participation component to be held and still leave enough time to complete the design.

Meetings and Events Attended on Behalf of SANDAG

Board members participated in the following meetings and events on behalf of SANDAG. Key topics of discussion are also summarized.

Action: Information

Board members will provide brief reports on external meetings and events attended on behalf of SANDAG.

**March 15, 2021: LOSSAN Board Meeting
San Diego, CA**

City of Encinitas Councilmember Joe Mosca attended the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency Board of Directors meeting as the SANDAG representative. Councilmember Mosca participated in discussions regarding the approval of adding a member to the LOSSAN Executive Committee from the San Diego region and approving the agency's annual business plan for fiscal years 2022 and 2023.

**March 25, 2021: FACT Board Meeting
San Diego, CA**

City of Solana Beach Councilmember Jewel Edson attended the Facilitating Access to Coordinated Transportation (FACT) meeting as the SANDAG representative. Councilmember Edson participated in discussions on the response to RideFACT ridership trends and potential demand, and a conversation with City of La Mesa Councilmember Jack Shu.

**March 25, 2021: Metrolink Board Meeting
San Diego, CA**

Councilmember Mosca and City of Encinitas Councilmember Kellie Hinze attended the Metrolink Board of Directors meeting as the SANDAG representatives. Councilmembers Mosca and Hinze participated in discussions on the Metrolink Climate Action Plan, future Redlands Passenger Rail Project, maintenance facilities upgrades, COVID-19 recovery planning, and the early earthquake warning system pilot project.

**March 22-23, 2021: CALCOG Regional Leadership Forum
San Diego, CA**

City of National City Councilmember Marcus Bush attended the California Association of Councils of Governments Regional Leadership Forum as the SANDAG representative. Councilmember Bush participated in several forum sessions on Resilient Regions.

Hasan Ikhata, Executive Director

Key Staff Contact: Francesca Webb, (619) 699-1985, francesca.webb@sandag.org

2021 Regional Plan: Social Equity

Overview

The 2021 Regional Plan is being developed through a data-driven and informed process, along with input from our diverse community to develop a transportation system that is “Fast, Fair, and Clean” for all San Diegans.

The COVID-19 pandemic has highlighted the inequities that communities of color and low-income communities experience, including access to healthcare and pollution burden. While many employers transitioned to the virtual world, essential workers (a population consisting heavily of people with low-incomes and people of color) were not afforded the opportunity to do so given that the functions of their jobs are not conducive to telework.

Many people with low incomes, people of color, and seniors depend on transit as the primary mode of transportation, making access to transit critical both during and after the pandemic. Additionally, SANDAG must comply with federal civil rights requirements (Title VI) in developing the Regional Plan.

Understanding that we must meet the needs of our most underserved populations in order to achieve social equity and sustainability in our region, SANDAG integrated a Regional Social Equity Planning Framework in the core development of the 2021 Regional Plan.

Key Considerations

To advance the goal of providing a “fair” transportation network, a Regional Social Equity Planning Framework has been developed to guide how we approach, incorporate, and prioritize social equity in all SANDAG plans, programs, and projects.

Public engagement and partnering with the 2021 Regional Plan Social Equity Working Group have been and continue to be crucial elements in the development of the 2021 Regional Plan. Community-based organizations (CBO) partners and other interested stakeholders helped identify performance measures that could be analyzed for social equity. The measures were selected because of their relevance to assess how well the system can provide access to basic needs, key opportunities, and quality healthcare.

Action: Discussion

A panel of SANDAG staff and industry leaders will provide an overview of social equity trends and draft social equity performance results that support the 2021 Regional Plan goals for a “fair” transportation system.

Fiscal Impact:

Funding for development of the 2021 Regional Plan is included in Overall Work Program Element Nos. 3102000 and 3102005 in the FY 2021 Program Budget.

Schedule/Scope Impact:

The draft 2021 Regional Plan and draft Environmental Impact Report (EIR) are expected to be released for review by the Board of Directors and public comment in spring and summer 2021, respectively.

Consistent with past practice and state and federal laws, SANDAG has conducted a social equity analysis on the draft 2021 Regional Plan transportation network to evaluate the distribution of benefits and burdens on social equity focused populations. The three social equity focused populations include: (1) all minorities¹; (2) low-income populations; and (3) seniors.

Social equity has been considered throughout the development of the Vision for the 2021 Regional Plan. Through a continuous learning process, we proactively engage with communities throughout the region with the help of our CBO outreach network and use performance measures and data to make informed decisions. We integrated data regarding where our region's social equity focused populations live and work with community feedback in developing projects and informing how we prioritized them for the 2021 Regional Plan phasing and implementation. Initial performance results show that the proposed system could provide significantly increased access for all three social equity focused populations as compared to today and as compared to previous plans.

In addition to the 2021 Regional Plan social equity analysis, SANDAG has identified transportation strategies to reduce pollution exposure for the region's disadvantaged communities, in accordance with California Assembly Bill 805 (Gonzalez, 2017) (AB 805).

Air pollution poses a considerable health risk on our most vulnerable populations, and the transportation system is the primary contributor to that pollution burden. With the 2021 Regional Plan, the transportation and active transportation networks coupled together with additional supporting policies and programs will alleviate air pollution burden on underserved communities by reducing pollution emissions and exposure in these communities and the region as a whole.

Next Steps

Prior to release of the draft 2021 Regional Plan in May 2021, staff will present an additional component of the Regional Plan: Alignment of state, regional and local planning to the Board on April 30, 2021.

The Board will be asked to consider adoption of the 2021 Regional Plan and certification of the Final EIR in fall 2021.

Hasan Ikhata, Executive Director

Key Staff Contacts: Coleen Clementson, (619) 699-1944, coleen.clementson@sandag.org
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Attachments: 1. Results from Social Equity Analysis for the 2021 Regional Plan
2. California Assembly Bill 805 Strategies to Reduce Pollution Exposure in Disadvantaged Communities

¹ Minority is defined as a person who is: Black (having origins in any of the black racial groups of Africa); Hispanic or Latino (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race); Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent); or American Indian and Alaskan Native (having origins in any of the original people of North and South America and who maintains tribal affiliation or community attachment); or Native Hawaiian or Other Pacific Islander (having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands). Source: U.S. Department of Transportation Federal Transit Administration Circular 4702.1B – Title VI Requirements and Guidelines for Federal Transit Administration Recipients.

Social Equity Analysis for the 2021 Regional Plan

“Social equity” is a shorthand term SANDAG uses for an overarching goal that combines the concepts of environmental justice, the federal laws in Title VI of the Civil Rights Act, and various other federal and state laws intended to promote an equitable distribution of the benefits and burdens resulting from SANDAG policies, programs, and projects. In developing the 2021 Regional Plan, SANDAG has used performance measures and other evidence to make decisions intended to ensure compliance with Title VI requirements and environmental justice principles.

The framework for the social equity analysis for the 2021 Regional Plan includes the following steps:

1. Define the Social Equity Focus (SEF) Populations based on socioeconomic and demographic characteristics that can be forecasted into the future.
2. Identify key questions and social equity performance measures that reflect issues faced by SEF populations and communities in the region that can provide meaningful comparative data.
3. Conduct a social equity analysis on the Plan Network in relation to the No Build Scenario using the selected social equity performance measures for each of the SEF populations. The two aspects of this are to examine the improvements for each SEF population and the comparative improvement relative to the non-SEF population.
4. Identify disadvantaged communities geographically in accordance with Assembly Bill 805 (Gonzalez, 2017) and develop strategies for reducing pollution exposure for these affected communities.

The three SEF populations include: (1) all minorities¹; (2) low-income populations (200% of the 2016 federal poverty level); and (3) seniors (age 75 and older)². The threshold of 200% was determined because of the higher cost of living in the San Diego region. The threshold of 75 for seniors was determined through conversations with the social equity stakeholders considering this an age at which seniors are more likely to be transit dependent and a proxy for limited mobility.

Community-based organizations (CBO) partners and other interested stakeholders helped identify performance measures that could be analyzed for social equity. They were selected because of their relevance to measure how well the system can provide access to basic needs, key opportunities, and healthy communities. The social equity performance measures below are a subset of the overall performance measures used to evaluate the effectiveness of the Regional Plan.

- Benefit-cost ratio of transportation investment
- Change in percent of income consumed by out-of-pocket transportation costs
- Transit access to opportunities:

¹ Minority is defined as a person who is: Black (having origins in any of the black racial groups of Africa); Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race); Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent); or American Indian and Alaskan Native (having origins in any of the original people of North and South America and who maintains tribal affiliation or community attachment); or Native Hawaiian or Other Pacific Islander (having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands). Source: U.S. Department of Transportation Federal Transit Administration Circular 4702.1B – Title VI Requirements and Guidelines for Federal Transit Administration Recipients.

² SANDAG went beyond the minimum federal requirement by asking the public what other disadvantaged groups should be analyzed in addition to low-income and minority populations. After collecting social equity stakeholder input from workshops and examining mapped data, SANDAG identified the senior population as an additional social equity focused population group for analyzing the 2015 Regional Plan. It was determined to utilize the same populations identified in the 2015 Regional Plan as maintaining consistency would allow for comparison between the 2015 and 2021 Regional Plans.

- Employment centers – Tier 1-3
- Higher education
- Access to basic needs (retail, healthcare, parks)
- Percentage of population within 0.5-mile of high-quality transit stops (commuter rail, light rail, and Next Gen *Rapid*)
- Percentage of population within 0.25-mile of a bike facility
- Average Particulate Matter PM_{2.5}³ (type of toxic air particulate)

As part of the 2021 Regional Plan social equity analysis, the percentages of each SEF population were compared to its comparable non-SEF population to determine whether the percentage point difference between the groups is substantial enough to potentially qualify for further evaluation as a disparate impact or disproportionate effect. Anything above a 20-percentage point difference would be cause for SANDAG to conduct further analysis. None of the initial draft disparity calculations exceeded this threshold; indeed, most social equity calculations were within 5 percentage points and often the benefit was to the SEF population rather than the non-SEF population.

Below is a summary table of the initial draft findings.

Equity Area	Measure	Low Income	Minority	Seniors
Fast	People within 0.5 miles of transit (by transit tier)	✓	✓	✓
Fair	Access to opportunities via transit:			
	• Employment Centers	✓	✓	n/a
	• Higher Education	✓	✓	n/a
	Benefit-Cost Ratio	✓	✓	✓
	Transportation system use costs	✓	✓	✓
Clean	Access to Basic Needs:			
	• Retail	✓	✓	✓
	• Parks	✓	✓	✓
	• Medical/Healthcare	✓	✓	✓
	Average Particulate Matter (PM _{2.5})	✓	✓	✓
	People within 0.25 miles of bicycle facilities	✓	✓	✓

✓ = No Disparate Impact or Disproportionate Adverse Effect

Initial draft key results of the 2021 Regional Plan social equity performance measures show that the system could provide significantly increased access to all SEF populations.

³ Particulate matter," also known as particle pollution or PM, is a complex mixture of extremely small particles and liquid droplets. Particle pollution is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. epa.gov/pm

Social Equity Performance Measures			2016	No-Build Horizon Years			Plan Network Horizon Years		
				2025	2035	2050	2025	2035	2050
Scenario ID			87	154	159	162	205	206	223
SE-M-1-a	Access to Basic Needs								
	% of population w/in 15 minutes of retail								
	low income - Regional	Walk	76.6%	79.2%	80.6%	81.6%	78.6%	80.4%	81.0%
		Bike	96.0%	96.6%	96.7%	96.9%	96.2%	96.7%	97.0%
		Walk, Micromobility, Microtransit	77.1%	79.8%	81.2%	82.2%	80.9%	84.7%	85.1%
		Walk, Bike, Micromobility, Microtransit	96.0%	96.6%	96.7%	96.9%	96.2%	96.7%	97.0%
		Transit - Accessed by Walk and Flexible Fleet - Speed One	70.4%	71.2%	72.7%	72.7%	72.7%	75.0%	75.5%
		Driving (drive alone)	98.5%	98.5%	98.6%	98.8%	98.5%	98.7%	98.9%
	low income - Mohubs	Walk	94.1%	95.3%	95.4%	95.8%	95.1%	95.9%	96.0%
		Bike	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
		Walk, Micromobility, Microtransit	94.6%	95.9%	96.0%	96.4%	98.6%	98.6%	98.7%
		Walk, Bike, Micromobility, Microtransit	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
		Transit - Accessed by Walk and Flexible Fleet - Speed One	89.8%	90.1%	90.3%	89.4%	91.5%	92.5%	92.7%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	% of population w/in 15 minutes of retail								
	non low income - Regional	Walk	65.3%	70.0%	72.1%	74.0%	68.5%	71.4%	72.4%
		Bike	95.4%	96.8%	96.9%	97.2%	96.2%	97.7%	97.7%
		Walk, Micromobility, Microtransit	66.5%	71.0%	73.1%	75.0%	71.8%	78.0%	78.7%
		Walk, Bike, Micromobility, Microtransit	95.4%	96.8%	96.9%	97.2%	96.2%	97.2%	97.7%
		Transit - Accessed by Walk and Flexible Fleet - Speed One	55.7%	57.5%	60.0%	59.8%	59.1%	63.1%	64.2%
		Driving (drive alone)	99.3%	99.4%	99.3%	99.4%	99.3%	99.4%	99.4%
	non low income - Mohubs	Walk	89.0%	92.2%	92.8%	94.0%	91.8%	93.3%	93.9%
		Bike	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
		Walk, Micromobility, Microtransit	89.7%	92.8%	93.3%	94.5%	97.4%	97.3%	97.6%
		Walk, Bike, Micromobility, Microtransit	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
		Transit - Accessed by Walk and Flexible Fleet - Speed One	80.9%	82.6%	83.9%	81.8%	84.6%	87.4%	87.8%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	% of population w/in 15 minutes of retail								
	minority - Regional	Walk	73.2%	75.9%	76.9%	77.8%	75.0%	76.5%	76.5%
		Bike	97.1%	97.7%	97.7%	97.8%	97.4%	97.9%	98.1%
		Walk, Micromobility, Microtransit	73.7%	76.4%	77.5%	78.4%	77.5%	81.9%	81.9%
		Walk, Bike, Micromobility, Microtransit	97.1%	97.7%	97.7%	97.8%	97.4%	97.9%	98.1%
		Transit - Accessed by Walk and Flexible Fleet - Speed One	66.1%	65.8%	66.8%	65.0%	67.6%	69.7%	69.5%
		Driving (drive alone)	99.2%	99.3%	99.3%	99.4%	99.3%	99.4%	99.4%
	minority - Mohubs	Walk	91.0%	93.2%	93.5%	94.5%	93.0%	94.1%	94.4%
		Bike	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
		Walk, Micromobility, Microtransit	91.4%	93.7%	94.0%	94.9%	97.2%	97.3%	97.6%
		Walk, Bike, Micromobility, Microtransit	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
		Transit - Accessed by Walk and Flexible Fleet - Speed One	85.1%	85.5%	86.0%	83.4%	87.4%	89.1%	89.2%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	% of population w/in 15 minutes of retail								
	non minority - Regional	Walk	64.0%	68.5%	70.5%	72.3%	66.9%	69.7%	70.7%
		Bike	93.9%	95.5%	95.4%	95.8%	94.7%	95.8%	96.2%
		Walk, Micromobility, Microtransit	65.5%	69.8%	71.9%	73.7%	70.4%	76.5%	77.2%
		Walk, Bike, Micromobility, Microtransit	93.9%	95.5%	95.4%	95.8%	94.7%	95.8%	96.2%
		Transit - Accessed by Walk and Flexible Fleet - Speed One	53.8%	55.9%	58.4%	59.4%	57.2%	61.2%	62.2%
		Driving (drive alone)	98.8%	98.9%	98.8%	98.9%	98.8%	98.9%	98.9%
	non minority - Mohubs	Walk	91.2%	93.5%	93.9%	94.7%	92.9%	94.2%	94.7%
		Bike	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
		Walk, Micromobility, Microtransit	92.1%	94.3%	94.6%	95.5%	98.8%	98.6%	98.7%
		Walk, Bike, Micromobility, Microtransit	99.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
		Transit - Accessed by Walk and Flexible Fleet - Speed One	83.4%	85.0%	86.2%	86.0%	86.7%	89.2%	89.8%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	% of population w/in 15 minutes of retail								
	seniors - Regional	Walk	66.9%	70.4%	72.7%	75.4%	68.8%	71.7%	73.8%
		Bike	95.0%	96.3%	96.6%	97.1%	95.7%	96.9%	97.6%
		Walk, Micromobility, Microtransit	68.5%	71.7%	73.9%	76.4%	72.1%	78.3%	79.9%
		Walk, Bike, Micromobility, Microtransit	95.0%	96.3%	96.6%	97.1%	95.7%	96.9%	97.6%
		Transit - Accessed by Walk and Flexible Fleet - Speed One	57.7%	58.2%	60.9%	62.4%	59.5%	63.5%	65.8%
		Driving (drive alone)	99.2%	99.3%	99.2%	99.3%	99.2%	99.2%	99.3%
	seniors - Mohubs	Walk	91.8%	93.4%	93.9%	94.8%	92.9%	94.1%	94.7%
		Bike	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
		Walk, Micromobility, Microtransit	92.6%	94.1%	94.5%	95.4%	98.1%	98.0%	98.1%
		Walk, Bike, Micromobility, Microtransit	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
		Transit - Accessed by Walk and Flexible Fleet - Speed One	85.1%	85.0%	86.2%	85.2%	86.8%	89.3%	89.3%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%



2025nb vs 2025rc 2035nb vs 2035rc 2050nb vs 2050rc

Low-Income vs. Non-Low Income (Regional)

Low-Income vs. Non-Low Income (Mohubs)

Minority vs. Non-Minority (Regional)

Minority vs. Non-Minority (Mohubs)

Senior vs Non-Senior (Regional)

Senior vs Non-Senior (Mohubs)

Percentage Point Difference between Pop/Non Pop, Build (Plan Network) vs No-Build (nb)

2025 2035 2050

0.86 0.47 0.96

0.11 -0.27 -0.28

0.38 -1.45 -0.84

0.11 -0.27 -0.28

-0.09 -0.78 -1.63

0.26 -0.06 0.30

0.00 0.00 0.00

-1.86 -1.41 -0.81

0.00 0.00 0.00

-0.71 -1.39 -2.87

0.00 0.00 0.00

0.65 0.39 0.39

0.36 -0.23 -0.07

0.53 -0.26 -0.04

0.36 -0.23 -0.07

0.47 0.19 1.60

0.33 0.21 -0.12

0.00 0.00 0.00

-0.90 -0.61 -0.66

0.00 0.00 0.00

0.14 0.10 1.99

0.00 0.00 0.00

-1.6%

0.4%

3.6%

0.4%

2.9%

0.0%

0.1%

0.0%

0.0%

3.3%

0.0%

3.7%

0.0%

-1.6%

0.4%

3.4%

0.4%

3.4%

0.0%

-0.06

-0.19

0.00

0.12

0.00

0.00

-0.09

0.00

0.00

Social Equity Performance Measures			2016	No-Build Horizon Years			Plan Network Horizon Years		
				2025	2035	2050	2025	2035	2050
	% of population w/in 15 minutes of parks								
	seniors - Regional	Walk	48.2%	50.4%	52.1%	53.1%	50.6%	52.4%	53.7%
		Bike	92.5%	92.7%	93.4%	94.0%	93.7%	95.0%	95.9%
		Walk, Micromobility, Microtransit	51.8%	53.5%	55.4%	56.3%	66.3%	72.3%	73.8%
		Walk, Bike, Micromobility, Microtransit	92.5%	92.7%	93.4%	94.0%	93.7%	95.0%	95.9%
		Transit - Accessed by Walk and Flexible Fleet - Speed One	36.6%	36.9%	39.2%	40.5%	38.8%	42.2%	44.4%
		Driving (drive alone)	98.7%	98.6%	98.7%	98.8%	98.7%	98.8%	98.8%
	seniors - Mohubs	Walk	63.9%	66.0%	66.6%	66.3%	65.7%	65.9%	65.7%
		Bike	99.8%	99.7%	99.6%	99.4%	99.7%	99.4%	99.2%
		Walk, Micromobility, Microtransit	68.5%	70.2%	71.1%	70.7%	98.7%	98.0%	97.1%
		Walk, Bike, Micromobility, Microtransit	99.8%	99.7%	99.6%	99.4%	99.8%	99.5%	99.2%
		Transit - Accessed by Walk and Flexible Fleet - Speed One	59.2%	59.3%	61.0%	60.6%	64.8%	65.5%	64.8%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	% of population w/in 15 minutes of parks								
	non seniors - Regional	Walk	51.2%	52.5%	53.2%	52.9%	52.9%	53.3%	53.4%
		Bike	93.5%	93.8%	93.9%	93.9%	94.7%	95.1%	95.7%
		Walk, Micromobility, Microtransit	54.4%	55.7%	56.4%	56.2%	69.8%	74.6%	74.6%
		Walk, Bike, Micromobility, Microtransit	93.5%	93.8%	93.9%	93.9%	94.7%	95.2%	95.7%
		Transit - Accessed by Walk and Flexible Fleet - Speed One	39.2%	39.7%	41.4%	41.1%	42.0%	45.0%	45.6%
		Driving (drive alone)	98.6%	98.6%	98.7%	98.8%	98.7%	98.8%	98.8%
	non seniors - Mohubs	Walk	63.8%	65.2%	65.0%	64.2%	65.1%	64.0%	63.7%
		Bike	99.8%	99.5%	99.2%	99.1%	99.5%	98.6%	98.7%
		Walk, Micromobility, Microtransit	68.8%	70.2%	69.9%	69.0%	98.5%	97.1%	96.1%
		Walk, Bike, Micromobility, Microtransit	99.8%	99.5%	99.2%	99.1%	99.6%	98.6%	98.7%
		Transit - Accessed by Walk and Flexible Fleet - Speed One	59.5%	59.9%	60.9%	59.4%	62.9%	65.2%	65.3%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
SE-M-1-c	Access to Basic Needs								
	% of population w/in 30 minutes of medical facilities								
	low income - Regional	Transit - Accessed by Walk and Flexible Fleet - Speed One	87.1%	87.7%	88.5%	88.2%	88.2%	89.6%	89.8%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	low income - Mohubs	Transit - Accessed by Walk and Flexible Fleet - Speed One	97.9%	98.1%	98.4%	97.9%	98.2%	99.0%	99.0%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	% of population w/in 30 minutes of medical facilities								
	non low income - Regional	Transit - Accessed by Walk and Flexible Fleet - Speed One	78.1%	78.7%	80.2%	80.2%	79.7%	83.0%	83.9%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	non low income - Mohubs	Transit - Accessed by Walk and Flexible Fleet - Speed One	94.0%	94.8%	95.6%	94.6%	94.9%	97.3%	97.7%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	% of population w/in 30 minutes of medical facilities								
	minority - Regional	Transit - Accessed by Walk and Flexible Fleet - Speed One	85.3%	84.6%	84.9%	83.8%	85.5%	87.3%	87.3%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	minority - Mohubs	Transit - Accessed by Walk and Flexible Fleet - Speed One	96.0%	96.2%	96.6%	95.5%	96.3%	97.9%	98.1%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	% of population w/in 30 minutes of medical facilities								
	non minority - Regional	Transit - Accessed by Walk and Flexible Fleet - Speed One	76.0%	77.1%	78.6%	79.0%	77.9%	80.9%	81.5%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	non minority - Mohubs	Transit - Accessed by Walk and Flexible Fleet - Speed One	94.9%	95.7%	96.4%	96.0%	95.8%	97.8%	98.1%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	% of population w/in 30 minutes of medical facilities								
	seniors - Regional	Transit - Accessed by Walk and Flexible Fleet - Speed One	79.5%	78.9%	80.4%	81.5%	79.8%	82.8%	84.5%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	seniors - Mohubs	Transit - Accessed by Walk and Flexible Fleet - Speed One	96.4%	95.9%	96.2%	95.8%	96.1%	97.9%	98.1%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	% of population w/in 30 minutes of medical facilities								
	non seniors - Regional	Transit - Accessed by Walk and Flexible Fleet - Speed One	81.1%	81.6%	82.7%	82.4%	82.4%	85.1%	85.6%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	non seniors - Mohubs	Transit - Accessed by Walk and Flexible Fleet - Speed One	95.5%	96.0%	96.5%	95.6%	96.1%	97.9%	98.1%
		Driving (drive alone)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
SE-M-5-a	Access to Opportunities via transit Tier 1 employment centers								
low income - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	24.7%	27.4%	29.8%	29.6%	29.4%	34.8%	42.0%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	43.8%	46.9%	49.3%	49.0%	50.1%	57.6%	64.0%
low income - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	34.5%	38.9%	41.5%	40.7%	41.7%	48.3%	58.1%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	61.6%	64.2%	65.9%	65.2%	66.8%	71.3%	78.4%
non low income - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	19.6%	21.7%	24.4%	24.2%	23.4%	29.6%	33.9%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	34.6%	37.9%	40.6%	40.6%	41.0%	50.0%	56.3%
non low income - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	34.0%	37.1%	40.2%	38.8%	39.5%	48.5%	54.6%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	59.0%	62.3%	64.4%	63.0%	64.8%	71.3%	77.6%
minority - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	21.5%	23.5%	25.9%	25.2%	25.3%	30.7%	36.3%
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	41.3%	43.9%	45.4%	43.9%	47.4%	53.8%	59.5%

Percent Difference	
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Percentage Point Difference between Pop/Non Pop, Build (Plan Network) vs No-Build (nb)		
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0.2%	0.37%	0.6%	Senior vs Non-Senior (Regional)	-0.17	0.18	0.15
0.9%	1.58%	1.9%		0.02	0.34	0.13
12.8%	16.87%	17.5%		-1.30	-1.29	-0.84
1.0%	1.60%	1.9%	Senior vs Non-Senior (Mohubs)	0.02	0.33	0.13
1.9%	3.02%	3.9%		-0.42	-0.60	-0.62
0.1%	0.11%	0.1%		0.01	0.00	-0.01
-0.3%	-0.69%	-0.5%		-0.23	0.38	-0.01
0.0%	-0.21%	-0.2%		0.05	0.40	0.17
28.5%	26.86%	26.4%		0.17	-0.29	-0.69
0.1%	-0.17%	-0.2%		0.06	0.40	0.17
2.8%	3.72%	4.9%		-0.22	-0.56	-1.08
0.0%	0.00%	0.0%		0.00	0.00	0.00
0.4%	0.19%	0.4%	Low-Income vs. Non-Low Income (Regional)	-0.54	-1.69	-2.17
0.9%	1.24%	1.8%		0.00	0.00	0.00
14.1%	18.16%	18.3%		-0.01	-1.17	-2.01
1.0%	1.27%	1.8%	Low-Income vs. Non-Low Income (Mohubs)	0.00	0.00	0.00
2.3%	3.61%	4.5%		-0.07	-0.12	0.58
0.1%	0.11%	0.1%		0.00	0.00	0.00
-0.1%	-1.06%	-0.5%	Minority vs. Non-Minority (Regional)	0.11	0.01	0.93
0.0%	-0.61%	-0.4%		0.00	0.00	0.00
28.3%	27.15%	27.1%		-0.07	-0.12	0.58
0.0%	-0.57%	-0.4%	Minority vs. Non-Minority (Mohubs)	0.00	0.00	0.00
3.0%	4.28%	6.0%		0.00	0.00	0.00
0.0%	0.00%	0.0%				
0.9%	2.34%	3.0%	Senior vs Non-Senior (Regional)	0.00	0.00	0.00
0.0%	0.00%	0.0%		0.00	0.00	0.00
0.2%	1.63%	2.3%	Senior vs Non-Senior (Mohubs)	0.13	0.29	-0.21
0.0%	0.00%	0.0%		0.00	0.00	0.00
0.9%	2.33%	3.2%	Low-Income vs. Non-Low Income (Regional)	0.36	-0.17	2.75
0.0%	0.00%	0.0%		0.11	-1.05	-0.81
2.8%	6.88%	17.4%		0.00	-0.01	0.02
2.6%	5.33%	13.2%	Low-Income vs. Non-Low Income (Mohubs)	0.00	-0.02	-0.01
1.6%	5.25%	9.7%				
3.1%	9.44%	15.8%				
2.4%	8.30%	15.8%	Minority vs. Non-Minority (Regional)	0.13	-1.11	2.28
2.5%	6.92%	14.6%		0.76	-2.01	0.23
1.8%	4.78%	11.2%				
3.5%	8.39%	15.6%				

Social Equity Performance Measures			2016	No-Build Horizon Years				Plan Network Horizon Years			
				2025	2035	2050	2025	2035	2050		
minority - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	32.3%	35.8%	38.8%	37.4%	38.3%	45.7%	54.1%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	60.2%	63.5%	64.8%	62.8%	66.0%	70.2%	76.8%		
non minority - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	20.8%	23.1%	25.6%	26.3%	24.7%	31.5%	35.2%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	33.5%	36.0%	38.9%	40.2%	38.7%	49.3%	55.6%		
non minority - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	36.6%	40.9%	44.1%	44.4%	43.5%	53.7%	59.6%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	59.7%	62.2%	65.1%	65.8%	64.7%	73.3%	80.3%		
SE-M-5-b	Access to Opportunities via transit Tier 2 employment centers										
low income - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	55.2%	56.8%	58.7%	58.8%	59.7%	64.6%	67.3%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	74.4%	74.9%	76.1%	75.8%	78.8%	84.1%	85.1%		
low income - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	77.2%	77.9%	78.9%	78.4%	79.8%	82.9%	85.3%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	91.9%	92.4%	92.5%	91.6%	95.2%	96.7%	97.5%		
non low income - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	43.4%	45.8%	47.7%	47.6%	48.7%	54.8%	57.2%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	64.0%	65.3%	66.8%	66.2%	69.5%	75.9%	77.8%		
non low income - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	67.5%	69.9%	71.1%	69.5%	72.2%	76.3%	78.0%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	85.0%	85.8%	86.5%	84.2%	89.7%	93.2%	94.5%		
minority - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	50.6%	51.7%	53.0%	51.9%	54.4%	59.5%	61.7%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	71.9%	71.4%	72.0%	70.3%	75.3%	80.3%	81.4%		
minority - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	71.2%	72.3%	73.5%	71.8%	74.0%	77.7%	79.9%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	87.7%	87.9%	88.3%	86.0%	90.9%	93.8%	95.1%		
non minority - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	43.3%	45.2%	46.8%	47.1%	48.4%	54.2%	55.6%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	62.5%	63.6%	65.0%	65.1%	68.2%	74.6%	76.0%		
non minority - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	70.8%	73.1%	73.7%	73.1%	76.1%	79.8%	80.8%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	87.3%	88.3%	88.5%	87.6%	92.7%	95.4%	96.3%		
SE-M-5-c	Access to Opportunities via transit - All employment centers										
low income - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	86.9%	87.4%	88.3%	88.1%	88.0%	89.5%	89.8%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	89.0%	89.6%	90.3%	90.1%	90.0%	91.4%	91.7%		
low income - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	98.1%	98.3%	98.5%	98.1%	98.4%	99.2%	99.2%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	98.1%	98.3%	98.5%	98.1%	98.5%	99.2%	99.3%		
non low income - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	77.8%	78.8%	80.3%	80.3%	80.1%	83.3%	84.2%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	79.0%	79.8%	81.2%	81.2%	80.9%	84.2%	85.1%		
non low income - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	94.7%	95.2%	95.9%	95.0%	95.6%	98.1%	98.2%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	94.7%	95.3%	95.9%	95.0%	95.6%	98.1%	98.4%		
minority - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	84.9%	84.3%	84.8%	83.7%	85.5%	87.4%	87.4%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	86.1%	85.3%	85.7%	84.6%	86.3%	88.3%	88.2%		
minority - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	96.2%	96.4%	96.8%	95.8%	96.7%	98.5%	98.5%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	96.2%	96.4%	96.8%	95.8%	96.7%	98.5%	98.7%		
non minority - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	76.2%	77.3%	78.6%	79.1%	78.3%	81.2%	81.9%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	78.0%	79.0%	80.4%	80.9%	79.8%	82.9%	83.6%		
non minority - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	95.7%	96.1%	96.6%	96.4%	96.4%	98.4%	98.7%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	95.7%	96.1%	96.6%	96.4%	96.4%	98.5%	98.7%		
SE-M-5-d	Access to Opportunities via transit Higher education access										
low income - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	51.3%	54.0%	54.7%	55.0%	57.2%	61.4%	63.0%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	75.0%	76.3%	77.0%	77.0%	80.1%	84.6%	85.8%		
low income - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	68.6%	70.4%	71.3%	70.9%	73.5%	75.8%	77.4%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	91.8%	92.3%	91.9%	91.4%	95.7%	96.1%	97.4%		
non low income - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	40.8%	43.2%	45.0%	44.8%	46.2%	51.9%	53.5%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	65.7%	66.8%	68.0%	68.0%	71.2%	76.9%	78.9%		
non low income - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	61.6%	62.9%	64.6%	62.9%	66.0%	71.3%	72.9%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	87.4%	87.8%	87.8%	86.8%	91.8%	93.9%	95.6%		
minority - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	48.5%	50.0%	50.5%	49.4%	53.2%	57.1%	58.1%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	74.7%	74.3%	73.9%	72.7%	78.3%	81.7%	83.0%		
minority - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	66.1%	66.4%	67.3%	65.4%	69.3%	72.8%	74.3%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	89.7%	89.7%	89.1%	87.9%	93.2%	94.3%	96.0%		
non minority - Regional	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	39.5%	41.4%	42.9%	43.1%	44.4%	50.1%	51.3%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	62.4%	63.3%	64.8%	65.1%	67.9%	74.6%	75.8%		
non minority - Mohubs	30 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	61.7%	63.9%	65.8%	65.2%	67.5%	72.5%	74.0%		
	45 min	Transit - Accessed by Walk and Flexible Fleet - Speed One	88.0%	88.8%	89.3%	89.0%	92.9%	95.3%	96.4%		

Percent Difference			Percentage Point Difference between Pop/Non Pop, Build (Plan Network) vs No-Build (nb)		
2.5%	6.89%	16.7%	Minority vs. Non-Minority (Mohubs)		
2.5%	5.47%	14.1%			
1.7%	5.89%	8.9%			
2.7%	10.40%	15.4%			
2.6%	9.62%	15.1%			
2.6%	8.21%	14.5%			
2.9%	5.92%	8.5%	Low-Income vs. Non-Low Income (Regional)		
3.9%	7.93%	9.3%			
1.9%	4.07%	6.9%	Low-Income vs. Non-Low Income (Mohubs)		
2.7%	4.17%	5.9%			
2.9%	7.16%	9.7%			
4.3%	9.10%	11.6%			
2.3%	5.22%	8.5%			
3.9%	6.80%	10.3%			
2.7%	6.51%	9.8%	Minority vs. Non-Minority (Regional)		
3.9%	8.31%	11.1%			
1.7%	4.17%	8.1%	Minority vs. Non-Minority (Mohubs)		
3.0%	5.44%	9.1%			
3.2%	7.37%	8.5%			
4.6%	9.56%	10.9%			
2.9%	6.07%	7.7%			
4.5%	6.91%	8.8%			
0.61%	1.22%	1.69%	Low-Income vs. Non-Low Income (Regional)		
0.44%	1.13%	1.62%			
0.15%	0.70%	1.12%	Low-Income vs. Non-Low Income (Mohubs)		
0.14%	0.71%	1.18%			
1.28%	3.06%	3.96%			
1.09%	3.02%	3.87%			
0.35%	2.19%	3.25%			
0.34%	2.23%	3.41%			
1.17%	2.59%	3.65%	Minority vs. Non-Minority (Regional)		
1.02%	2.56%	3.61%			
0.27%	1.67%	2.73%	Minority vs. Non-Minority (Mohubs)		
0.26%	1.70%	2.89%			
0.99%	2.56%	2.83%			
0.78%	2.48%	2.66%			
0.30%	1.78%	2.30%			
0.29%	1.82%	2.34%			
3.16%	6.68%	8.00%	Low-Income vs. Non-Low Income (Regional)		
3.82%	7.61%	8.86%			
3.12%	4.49%	6.45%	Low-Income vs. Non-Low Income (Mohubs)		
3.40%	4.18%	5.95%			
3.02%	6.84%	8.68%			
4.44%	8.91%	10.91%			
3.17%	6.65%	9.95%			
3.95%	6.07%	8.75%			
3.17%	6.60%	8.69%	Minority vs. Non-Minority (Regional)		
4.02%	7.82%	10.28%			
2.87%	5.53%	8.93%	Minority vs. Non-Minority (Mohubs)		
3.54%	5.17%	8.11%			
2.94%	7.15%	8.17%			
4.59%	9.74%	10.66%			
3.61%	6.75%	8.77%			
4.12%	6.00%	7.37%			

Social Equity Performance Measures			2016	No-Build Horizon Years			Plan Network Horizon Years		
				2025	2035	2050	2025	2035	2050
SE-SM-4	Number/percent of people within 0.25 miles of a bike facility (class I and II, cycletrack or bike boulevard)								
	Low-income	Number	644,185	696,702	694,159	676,715	707,828	735,212	743,965
	Non low-income	Number	1,467,023	1,697,904	1,825,078	1,909,364	1,709,999	1,901,491	2,063,103
	Minority	Number	1,127,283	1,379,612	1,562,447	1,773,191	1,393,098	1,641,514	1,931,472
	Non-Minority	Number	983,925	1,014,994	956,790	812,888	1,024,729	995,189	875,596
	Senior	Number	119,995	175,460	267,777	317,850	176,778	279,622	343,712
	Non-Senior	Number	1,991,213	2,219,146	2,251,460	2,268,229	2,241,049	2,357,081	2,463,356
	Low-income	Percent	61.7%	68.6%	69.5%	69.5%	69.5%	73.5%	76.1%
	Non low-income	Percent	66.0%	70.5%	70.9%	70.1%	71.1%	73.9%	75.8%
	Minority	Percent	64.4%	70.5%	71.0%	70.2%	71.1%	74.6%	76.5%
	Non-Minority	Percent	65.0%	69.2%	69.6%	69.2%	69.9%	72.4%	74.5%
	Senior	Percent	63.6%	69.4%	70.6%	70.6%	69.9%	73.7%	76.4%
	Non-Senior	Percent	64.7%	70.0%	70.5%	69.8%	70.7%	73.8%	75.8%
SE-SM-8	Average Particulate Matter (PM 2.5) (grams per capita per day)								
	Low Income		5.5	5.4	5.5	6.1	5.5	5.7	5.9
	Non-Low Income		5.0	4.9	5.0	5.5	5.0	5.2	5.0
	Minority		5.5	5.4	5.4	6.0	5.4	5.6	5.4
	Non-Minority		4.7	4.7	4.7	5.2	4.7	5.0	4.7
	Senior		4.9	4.8	4.9	5.5	4.9	5.3	4.9
	Non-Senior		5.2	5.1	5.1	5.7	5.1	5.4	5.1
SE-SM-10	Percent of Income Consumed by Out-of-Pocket Transportation Costs								
	Low Income		17.0%	19.2%	18.3%	18.0%	22.1%	21.4%	21.4%
	Non-Low Income		4.0%	4.2%	4.0%	3.9%	5.7%	6.1%	7.0%
	Minority		8.7%	9.2%	8.3%	7.8%	11.1%	10.7%	11.1%
	Non-Minority		6.9%	7.3%	6.7%	6.4%	9.1%	9.0%	9.4%
	Senior		7.3%	7.4%	6.8%	6.6%	9.1%	9.0%	9.7%
	Non-Senior		7.9%	8.6%	8.0%	7.6%	10.4%	10.4%	10.8%
SE-SM-10	Change in Percent of Income Consumed by Out-of-Pocket Transportation Costs								
	Low Income			2.2%	1.3%	1.0%	5.1%	4.4%	4.4%
	Non-Low Income			0.2%	-0.1%	-0.2%	1.6%	2.0%	2.9%
	Minority			0.5%	-0.4%	-0.9%	2.4%	2.0%	2.4%
	Non-Minority			0.4%	-0.2%	-0.5%	2.2%	2.1%	2.5%
	Senior			0.2%	-0.5%	-0.7%	1.8%	1.7%	2.4%
	Non-Senior			0.7%	0.1%	-0.3%	2.5%	2.5%	2.9%

Percent Difference				Percentage Point Difference between Pop/Non Pop, Build (Plan Network) vs No-Build (nb)			
	0.9%	4.1%	6.7%	Low-Income vs. Non-Low Income	0.31	1.08	0.96
	0.6%	3.0%	5.7%				
	0.7%	3.6%	6.3%	Minority vs. Non-Minority	0.03	0.81	0.96
	0.7%	2.8%	5.3%				
	0.5%	3.1%	5.7%	Senior vs Non-Senior	-0.17	-0.18	-0.26
	0.7%	3.3%	6.0%				
	1.4%	4.2%	-3.3%	Low-Income vs. Non-Low Income	0.18	-1.46	6.41
	1.2%	5.6%	-9.7%				
	1.3%	2.8%	-8.8%	Minority vs. Non-Minority	0.01	-4.48	0.35
	1.3%	7.2%	-9.1%				
	1.2%	6.6%	-10.8%	Senior vs Non-Senior	-0.04	1.66	-1.29
	1.3%	5.0%	-9.5%				
	2.9%	3.1%	3.4%	Low-Income vs. Non-Low Income	1.48	1.05	0.29
	1.4%	2.1%	3.1%				
	1.9%	2.4%	3.3%	Minority vs. Non-Minority	0.19	0.16	0.31
	1.7%	2.3%	3.0%				
	1.6%	2.2%	3.1%	Senior vs Non-Senior	-0.27	-0.16	-0.03
	1.9%	2.4%	3.2%				

Population	Benefits to Disadvantaged Population	Benefits to non- Disadvantaged	Total Benefits	Benefits to Disadvantaged as Percentage of Total	Disadvantaged as Share of Total Population (2016)
Low-Income	\$17,752	\$34,300	\$52,052	34.10%	32.00%
Minority	\$35,600	\$16,452	\$52,052	68.40%	53.60%
Seniors	\$4,360	\$47,692	\$52,052	8.40%	5.80%
TOTAL	\$42,115	\$9,937	\$52,052	80.90%	68.10%

* Not all benefit categories calculated by the BCA tool can be apportioned to specific sub-populations. Time-Savings for commercial vehicles, emissions benefits, safety benefits, reliability benefits, and operating benefits cannot be calculated by sub-populations, and are excluded from this analysis. With those categories, total benefits are \$75.1 Billion.

** All values are in millions of 2020\$.

California Assembly Bill 805 Transportation Strategies to Reduce Pollution Exposure in Disadvantaged Communities

Overview

The Vision for the 2021 Regional Plan reimagines the transportation system using a data-driven planning process and the 5 Big Moves—inter-reliant strategies that provide a regional system of Complete Corridors that are managed in real time by the Next Operating System (Next OS) to create capacity and keep the transportation system operating smoothly and safely for all modes. Transit Leap and Flexible Fleet services connect a network of Mobility Hubs that covers the region’s population centers, major employment centers, and other key activity centers across the region.

The 2021 Regional Plan integrates the 5 Big Moves to meet state and local mandates, address traffic congestion, and create equitable access to jobs, education, healthcare, and other community resources. In addition, California Assembly Bill 805 (Gonzalez Fletcher, 2017) (AB 805) (Chapter 658, Statutes of 2017) requires, among other things, that the 2021 Regional Plan identify disadvantaged communities, and include transportation strategies to reduce pollution exposure in these communities.

Defining Disadvantaged Communities

In accordance with AB 805, SANDAG has identified the location of disadvantaged communities as designated pursuant to Section 39711 of the Health and Safety Code. The California Office of Environmental Health Hazard Assessment has developed a screening tool—the California Communities Environmental Health Screening Tool, or CalEnviroScreen 3.0—for designating these communities. This statewide tool evaluates multiple pollutants and stressors at the Census tract level. CalEnviroScreen provides a snapshot of existing conditions based on historical data; it does not forecast future conditions for disadvantaged communities. SANDAG used the data to identify the projects, strategies, and programs included in the 2021 Regional Plan that reduce pollution exposure for those impacted communities.

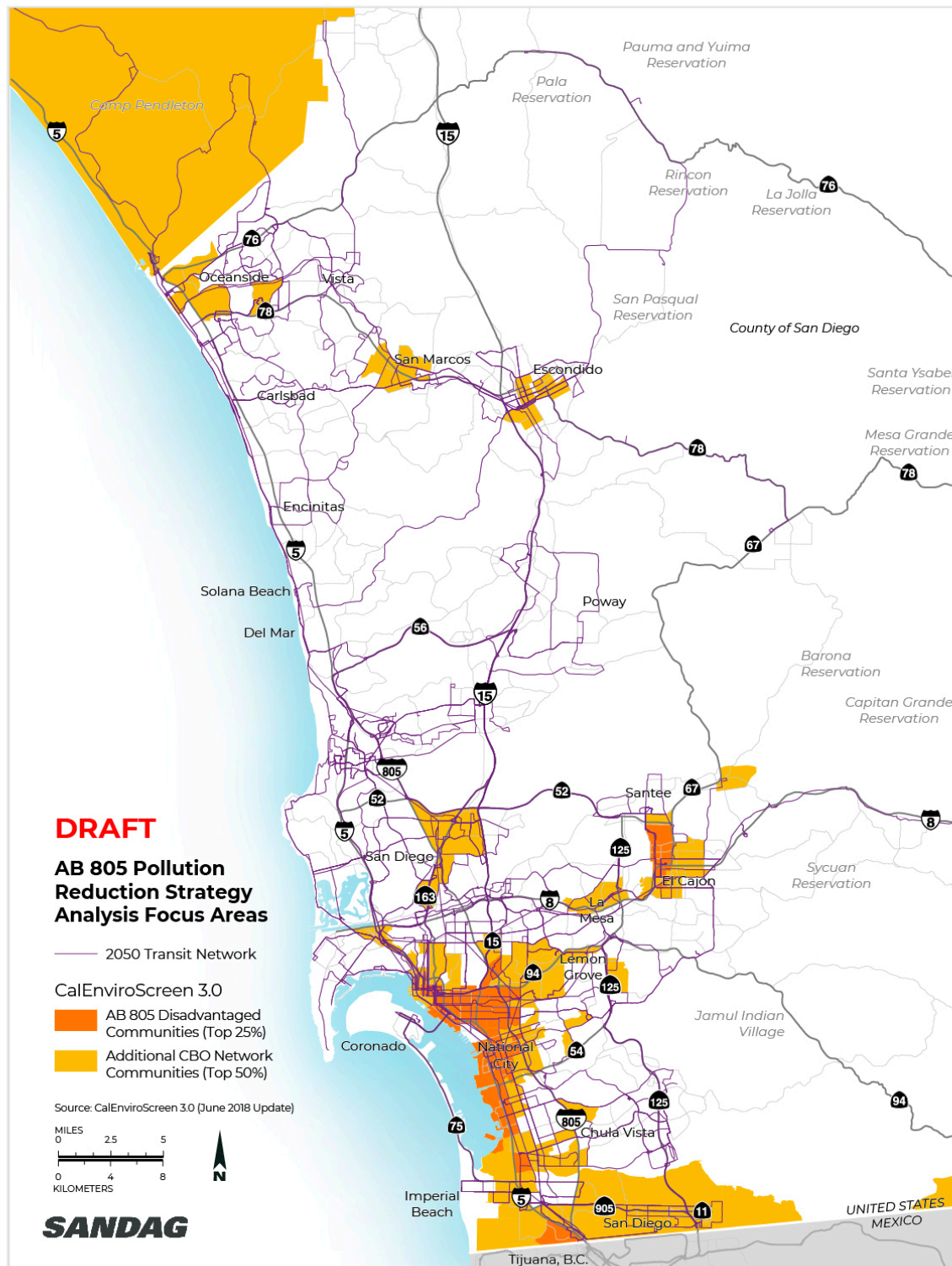
Using CalEnviroScreen, SANDAG has mapped the communities in the region that meet the pollution exposure and demographic characteristics of disadvantaged communities. Figure 1 shows the disadvantaged communities in the San Diego region. Aligning with the California Environmental Protection Agency’s Designation of Disadvantaged Communities Pursuant to Senate Bill 535¹, the 2021 Regional Plan identifies the most vulnerable 25% of communities on the environmental/socioeconomic vulnerability scale and includes transportation strategies to reduce pollution exposure in those communities. However, with the understanding that there are communities in the region with varying levels of vulnerability, SANDAG completed an additional analysis to include Census tracts ranking in the top 50% of CalEnviroScreen scores. This additional consideration is inclusive of communities the 2021 Regional Plan Community-Based Organization (CBO) network serves.

The 2021 Regional Plan Social Equity Working Group (Working Group) provided input on the development of the 2021 Regional Plan from a social equity perspective. The Working Group provided input on various steps in the development of the 2021 Regional Plan, including gathering input on the

¹ “Designation of Disadvantaged Communities Pursuant to Senate Bill 535 (De Leon),” California Environmental Protection Agency. April 2017, <https://calepa.ca.gov/wp-content/uploads/sites/6/2017/04/SB-535-Designation-Final.pdf>.

mobility needs of each community, defining the performance measures used for the social equity analysis, and providing input about how the AB 805 analysis was conducted for the 2021 Regional Plan. Working Group members provided input on the methodology for defining disadvantaged communities and the version of CalEnviroScreen to use. At the time the plan was drafted, CalEnviroScreen 3.0 was the adopted version of the tool. A draft of CalEnviroScreen version 4.0 was not released until late February 2021, so this analysis relies on the adopted version 3.0 of the tool to identify disadvantaged communities.

Figure 1: AB 805 Pollution-Reduction Strategy Analysis Focus Areas



Transportation Strategies to Reduce Pollution Exposure Pollution-reduction measures in the 2021 Regional Plan include projects, policies, and programs that all work together to implement the transportation network. The projects, policies, and programs are described in detail in Appendices A and B.

Critical to implementing these pieces of the plan is the SANDAG Regional Social Equity Planning Framework. The 2021 Regional Plan establishes a framework for how SANDAG approaches, incorporates, and prioritizes social equity in all SANDAG plans, programs, and projects. SANDAG will partner to advance investments in communities that have been historically underserved and underrepresented – those who have been systemically marginalized and impacted by actions and inactions at all levels of our government and society. This includes people with low incomes, people of color, people with disabilities, and people with limited English proficiency. While the projects listed below are specific to the identified disadvantaged communities, the policies and programs apply more generally and do not specifically allocate or apply to any particular community. It is therefore important to understand how SANDAG will distribute funding in the future and to fully integrate the Social Equity Planning Framework into any methodology or formula for distributing funds or implementing programs.

While it should be noted that the 2021 Regional Plan includes network improvements for all modes of transportation, and the projects are intended to work as a system to benefit mobility, congestion, and equity, some of the projects – on their own – would not necessarily reduce pollution exposure. Therefore, those transportation projects that either alone, or as they function within the transportation system, reduce pollution exposure are listed in Tables H3.1 and H3.2. Following the transportation project list is a description of the Regional Plan policies and how they could be implemented to reduce pollution exposure, and finally the programs (grants) that could be applied in disadvantaged communities to reduce pollution exposure.

Transportation Projects

Table H.3.1 shows projects benefitting communities in the highest scoring 25% Census tracts of CalEnviroScreen. They are ordered by type and alphabetical by jurisdiction. Similarly, Table H3.2 lists projects benefitting communities in the expanded threshold and is organized in the same manner. Because the analysis of projects is based on the Census tract level, some communities will be included in both Table H3.1 and Table H3.2.

Following Tables 1 and 2, the projects are shown in Figures 2 and 3.

Table 1: Transit and Bike Projects Located in Disadvantaged Communities (Top 25%)

Transit and Bike Projects Located in Disadvantaged Communities	
Top 25%	
Chula Vista	
New Transit Stations and Mobility Hub	
<ul style="list-style-type: none"> Downtown Chula Vista Mobility Hub Southwest Chula Vista Mobility Hub Tier 3 Transit Station (H/Marina) <ul style="list-style-type: none"> <i>Rapid</i> 709 	
Bike Projects	
<ul style="list-style-type: none"> Bayshore Bikeway Upgrades Chula Vista (J Street) Chula Vista Greenbelt 	
City of San Diego	
Barrio Logan	
New Transit Stations and Mobility Hub	
<ul style="list-style-type: none"> Urban Core Mobility Hub* 	
New Transit Lines	
<ul style="list-style-type: none"> <i>Rapid</i> 12 <i>Rapid</i> 910 	
City Heights	
New Mobility Hub	
<ul style="list-style-type: none"> Urban Core Mobility Hub* 	
Bike Projects	
<ul style="list-style-type: none"> Central Avenue Bikeway 	
Downtown	
New Transit Stations and Mobility Hub	
<ul style="list-style-type: none"> Urban Core Mobility Hub* Tier 1 Transit Station (Centre City) <ul style="list-style-type: none"> Commuter Rail 581 Commuter Rail 583 Tier 1 Transit Station (12th/Imperial) <ul style="list-style-type: none"> Commuter Rail 581 Commuter Rail 583 	
New Transit Lines	
<ul style="list-style-type: none"> Tram 555 <i>Rapid</i> 12 <i>Rapid</i> 630 <i>Rapid</i> 640 <i>Rapid</i> 910 	
Bike Projects	
<ul style="list-style-type: none"> North Park to Downtown Centre City – La Mesa Corridor Downtown San Diego to Encanto Downtown to Southeast 	
Eastern Area	

Transit and Bike Projects Located in Disadvantaged Communities	
Top 25%	
	New Transit Lines
	<ul style="list-style-type: none"> • <i>Rapid</i> 10 • <i>Rapid</i> 625
Encanto	
	New Transit Stations and Mobility Hub
	<ul style="list-style-type: none"> • Southeast San Diego Mobility Hub* • Tier 1 Transit Station (Euclid Station) <ul style="list-style-type: none"> ◦ Commuter Rail 582
	New Transit Lines
	<ul style="list-style-type: none"> • <i>Rapid</i> 12 • <i>Rapid</i> 625
	Bike Projects
	<ul style="list-style-type: none"> • Centre City – La Mesa Corridor • City Heights/Fairmount Corridor • Encanto to Chula Vista National City connections
Greater Golden Hill	
	New Transit Stations and Mobility Hub
	<ul style="list-style-type: none"> • Urban Core Mobility Hub* • Tier 3 Transit Station (28th/SR94) <ul style="list-style-type: none"> ◦ <i>Rapid</i> 637 • Tier 3 Transit Station (SR94/Golden Hill Transit) <ul style="list-style-type: none"> ◦ <i>Rapid</i> 225 ◦ <i>Rapid</i> 235
	New Transit Lines
	<ul style="list-style-type: none"> • Tram 555
San Ysidro	
	New Transit Stations and Mobility Hub
	<ul style="list-style-type: none"> • San Ysidro Mobility Hub*
Southeastern San Diego	
	New Transit Stations and Mobility Hub
	<ul style="list-style-type: none"> • Urban Core Mobility Hub* • Southeast San Diego Mobility Hub* • Tier 3 Transit Station (32nd/Commercial) <ul style="list-style-type: none"> ◦ <i>Rapid</i> 637
	New Transit Lines
	<ul style="list-style-type: none"> • Tram 555 • <i>Rapid</i> 12
	Bike Projects
	<ul style="list-style-type: none"> • Downtown San Diego to Encanto
Uptown	
	New Transit Stations and Mobility Hub
	<ul style="list-style-type: none"> • Urban Core Mobility Hub*
El Cajon	

Transit and Bike Projects Located in Disadvantaged Communities

Top 25%

New Transit Stations and Mobility Hub

- El Cajon Mobility Hub
- Tier 3 Transit Station (Marshall/Weld)
 - *Rapid* 292
 - *Rapid* 870
 - *Rapid* 890

Bike Projects

- Santee – El Cajon Corridor
- East County Northern Loop

National City

New Transit Stations and Mobility Hub

- National City Mobility Hub
- Tier 1 Transit Station (Plaza/Highland)
 - Commuter Rail 582
 - Commuter Rail 583

New Transit Lines

- *Rapid* 625

Bike Projects

- Encanto to Chula Vista National City Connections

* Indicates Mobility Hub overlaps more than one jurisdiction

Table 2: Transit and Bike Projects Located in CBO Network Communities (Top 50%)

Transit and Bike Projects Located in CBO Network Communities	
Top 50% (CBO Network Communities)	
Chula Vista	
New Transit Stations and Mobility Hub	
<ul style="list-style-type: none"> Tier 1 Transit Station (H Street/4th) <ul style="list-style-type: none"> Commuter Rail 582 Commuter Rail 583 <i>Rapid 709</i> Tier 1 Transit Station (Palomar/4th) <ul style="list-style-type: none"> Commuter Rail 582 Commuter Rail 583 <i>Rapid 625</i> <i>Rapid 635</i> <i>Rapid 293</i> 	
Bike Projects	
<ul style="list-style-type: none"> Bay to Ranch Bikeway I-805 Connector – Bonita Road to Floyd Avenue 	
City of San Diego	
Balboa Park	
Bike Projects	
<ul style="list-style-type: none"> Pershing Drive Bikeway North Park to Downtown El Prado Cross Park 	
City Heights	
New Transit Lines	
<ul style="list-style-type: none"> <i>Rapid 10</i> 	
Bike Projects	
<ul style="list-style-type: none"> City Heights/Fairmount Corridor North Park/Mid-City Bikeways: Orange Bikeway 	
Downtown	
New Transit Stations and Mobility Hub	
<ul style="list-style-type: none"> Tier 1 Transit Station (Santa Fe Station) <ul style="list-style-type: none"> Commuter Rail 581 Commuter Rail 583 COASTER Station (Gaslamp Quarter) <ul style="list-style-type: none"> Commuter Rail 398 	
Bike Projects	
<ul style="list-style-type: none"> Bayshore Bikeway Upgrades 	
Encanto	
Bike Projects	
<ul style="list-style-type: none"> Encanto, Lincoln Heights to Lemon Grove 	
Greater Golden Hill	
Bike Projects	
<ul style="list-style-type: none"> Pershing Drive Bikeway 	

Transit and Bike Projects Located in CBO Network Communities

Top 50% (CBO Network Communities)

Kearny Mesa

New Transit Stations and Mobility Hub

- Kearny Mesa Mobility Hub
 - Tier 1 Transit Station (Kearny Mesa)
 - Commuter Rail 582

New Transit Lines

- *Rapid* 28
- *Rapid* 120
- *Rapid* 292
- *Rapid* 295
- *Rapid* 630
- *Rapid* 890
- Local Bus Route 668 (through Murphy Canyon with 8 new stops)
- Local Bus Route 649 (between Ruffner Street and Overland Avenue with 17 new stops)

Bike Projects

- Kearny Mesa to Beaches Corridor – Linda Vista Road to I-15 Bikeway
- I-15 Bikeway – Murphy Canyon to Affinity Court
- SR 52 Bikeway – I-5 to Santo Road

Linda Vista

New Transit Stations and Mobility Hub

- Mission Valley Mobility Hub*

New Transit Lines

- *Rapid* Route 28
- *Rapid* Route 41
- *Rapid* Route 120

Bike Projects

- Clairemont – Centre City Corridor

Midway-Pacific Highway

New Transit Stations and Mobility Hub

- Urban Core Mobility Hub*
 - Commuter Rail 581
 - Commuter Rail 581b
 - Commuter Rail 583
 - Commuter Rail 398
 - Light Rail 510
 - Light Rail 530
 - *Rapid* 10
 - *Rapid* 28
 - *Rapid* 640

Bike Projects

- Central Mobility Bikeway

Mission Valley

New Transit Stations and Mobility Hub

- Mission Valley Mobility Hub*

Transit and Bike Projects Located in CBO Network Communities

Top 50% (CBO Network Communities)

Old Town

Bike Projects

- Uptown 4: Mission Hills and Old Town Bikeways
- Coastal Rail Trail San Diego – Pac Hwy (Fiesta Island Rd to Taylor St)

Otay Mesa

New Transit Stations and Mobility Hub

- San Ysidro Mobility Hub*
- Tier 1 Transit Station (Rodriguez/Border)
 - Commuter Rail 582
 - Commuter Rail 583
- Tier 3 Transit Station (Cactus/Airway)
 - *Rapid* 638
- Tier 3 Transit Station (Airway/Airway)
 - *Rapid* 638
- Tier 3 Transit Station (Heritage/Airway)
 - *Rapid* 638

New Transit Lines

- *Rapid* 292
- *Rapid* 950
- Local Bus Route 661 (between Heritage Road and Alta Road with 13 new stops)

Bike Projects

- SR 905 Corridor
- SR 125 Connector – Bonita Road to U.S.–Mexico Border

Otay Mesa–Nestor

New Transit Stations and Mobility Hub

- Imperial Beach Mobility Hub*

New Transit Lines

- *Rapid* 293
- *Rapid* 630
- *Rapid* 950

Bike Projects

- Bayshore Bikeway: Segment 8B Main Street to Ada Street

San Ysidro

New Transit Stations and Mobility Hub

- Tier 3 Transit Station (Frost/Frost)
 - *Rapid* 28
 - *Rapid* 120
- Tier 1 Transit Station (Hospitals)
 - Commuter Rail 582

New Transit Lines

- *Rapid* Route 630

Bike Projects

- Border Access Corridor
- SR 905 Corridor

Transit and Bike Projects Located in CBO Network Communities	
Top 50% (CBO Network Communities)	
Skyline-Paradise Hills	
New Transit Lines	
<ul style="list-style-type: none"> Rapid 12 	
Uptown	
New Transit Stations and Mobility Hub	
<ul style="list-style-type: none"> Tier 3 Transit Station (5th/Hawthorn) <ul style="list-style-type: none"> Rapid 120 Tram 555 Tier 3 Transit Station (5th/Brookes) <ul style="list-style-type: none"> Rapid 120 Tier 1 Station (Hillcrest) <ul style="list-style-type: none"> Commuter Rail 581 Commuter Rail 581b 	
New Transit Lines	
<ul style="list-style-type: none"> Rapid 10 Rapid 630 	
Bike Projects	
<ul style="list-style-type: none"> City Heights – Old Town Corridor El Prado Cross Park 	
El Cajon	
New Transit Stations and Mobility Hub	
<ul style="list-style-type: none"> Tier 1 Transit Station (Downtown El Cajon) <ul style="list-style-type: none"> Commuter Rail 581 Rapid 292 	
Escondido	
New Transit Stations and Mobility Hub	
<ul style="list-style-type: none"> Escondido Mobility Hub 	
New Transit Lines	
<ul style="list-style-type: none"> Rapid 471 	
Bike Projects	
<ul style="list-style-type: none"> I-15 Bikeway – Citracado Parkway to Country Club Lane 	
Imperial Beach	
New Transit Stations and Mobility Hub	
<ul style="list-style-type: none"> Imperial Beach Mobility Hub* 	
La Mesa	
New Transit Stations and Mobility Hub	
<ul style="list-style-type: none"> La Mesa Mobility Hub 	
Bike Projects	
<ul style="list-style-type: none"> Hillcrest – El Cajon Corridor 	
Lakeside (SD County)	
Bike Projects	

Transit and Bike Projects Located in CBO Network Communities

Top 50% (CBO Network Communities)

- I-8 Corridor – San Diego River Trail to Olde Highway 80

Lemon Grove

New Transit Stations and Mobility Hub

- Lemon Grove Mobility Hub

Bike Projects

- Centre City – La Mesa Corridor
- Encanto, Lincoln Heights to Lemon Grove

Oceanside

New Transit Stations and Mobility Hub

- Oceanside Mobility Hub

New Transit Lines

- *Rapid* 473
- *Rapid* 474
- *Rapid* 477

Bike Projects

- Inland Rail Trail: Oceanside
- El Camino Real

San Marcos

New Transit Stations and Mobility Hub

- San Marcos Mobility Hub

New Transit Lines

- *Rapid* Route 440
- *Rapid* Route 450
- Local Bus Route 448 (between Palomar College and CSU San Marcos with 3 new stops)
- Local Bus Route 449 (5 new stops)

Bike Projects

- Carlsbad – San Marcos Corridor
- Encinitas to San Marcos Corridor – Double Peak Dr to San Marcos Blvd

Camp Pendleton

New Transit Stations and Mobility Hub

- Tier 1 Transit Station (Camp Pendleton)
 - Commuter Rail 398

Bike Projects

- Camp Pendleton Trail

* Indicates Mobility Hub overlaps more than one jurisdiction

Figure 2: AB 805 Pollution Reduction Strategies: Regional Bike Network Projects

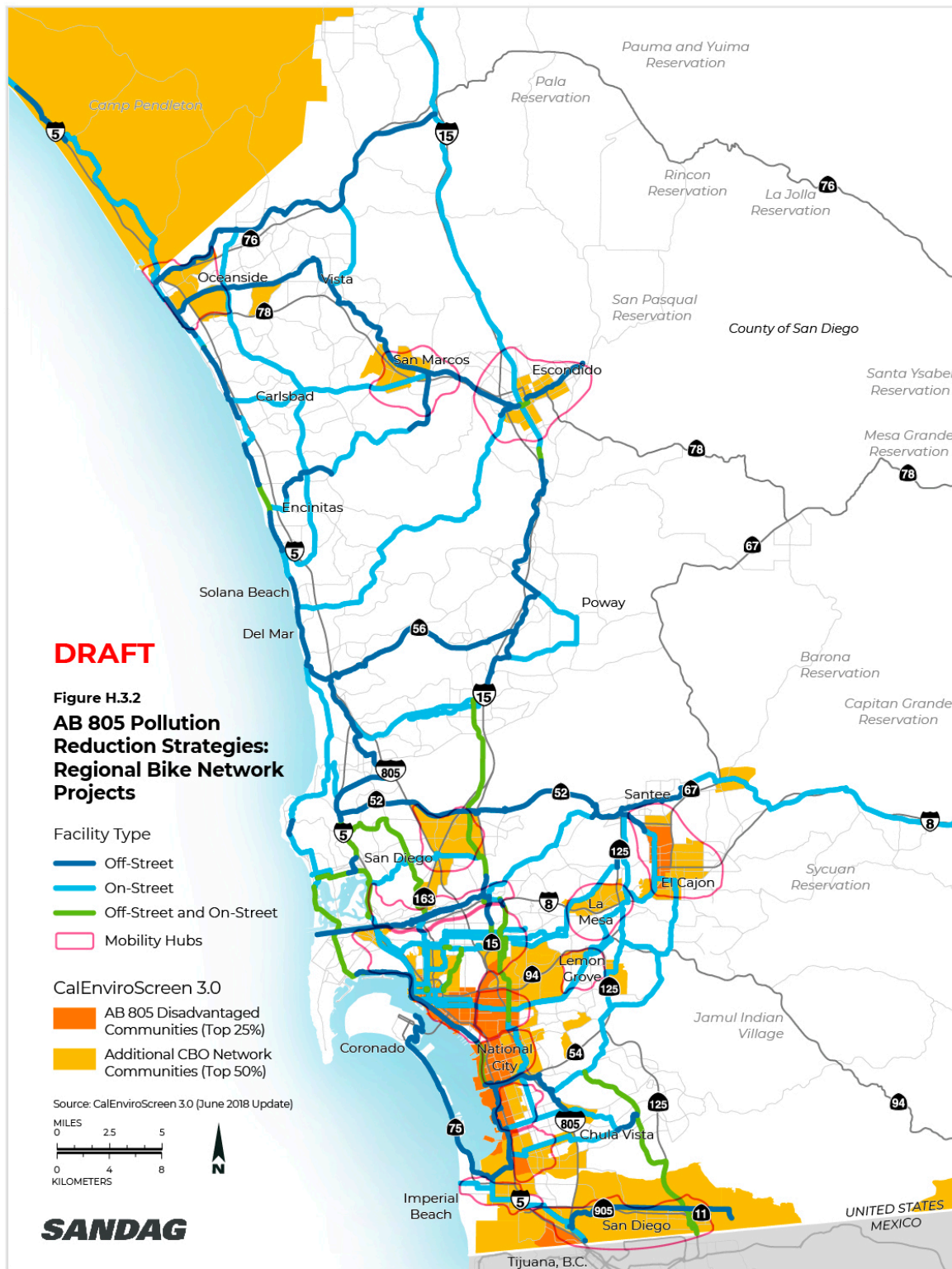
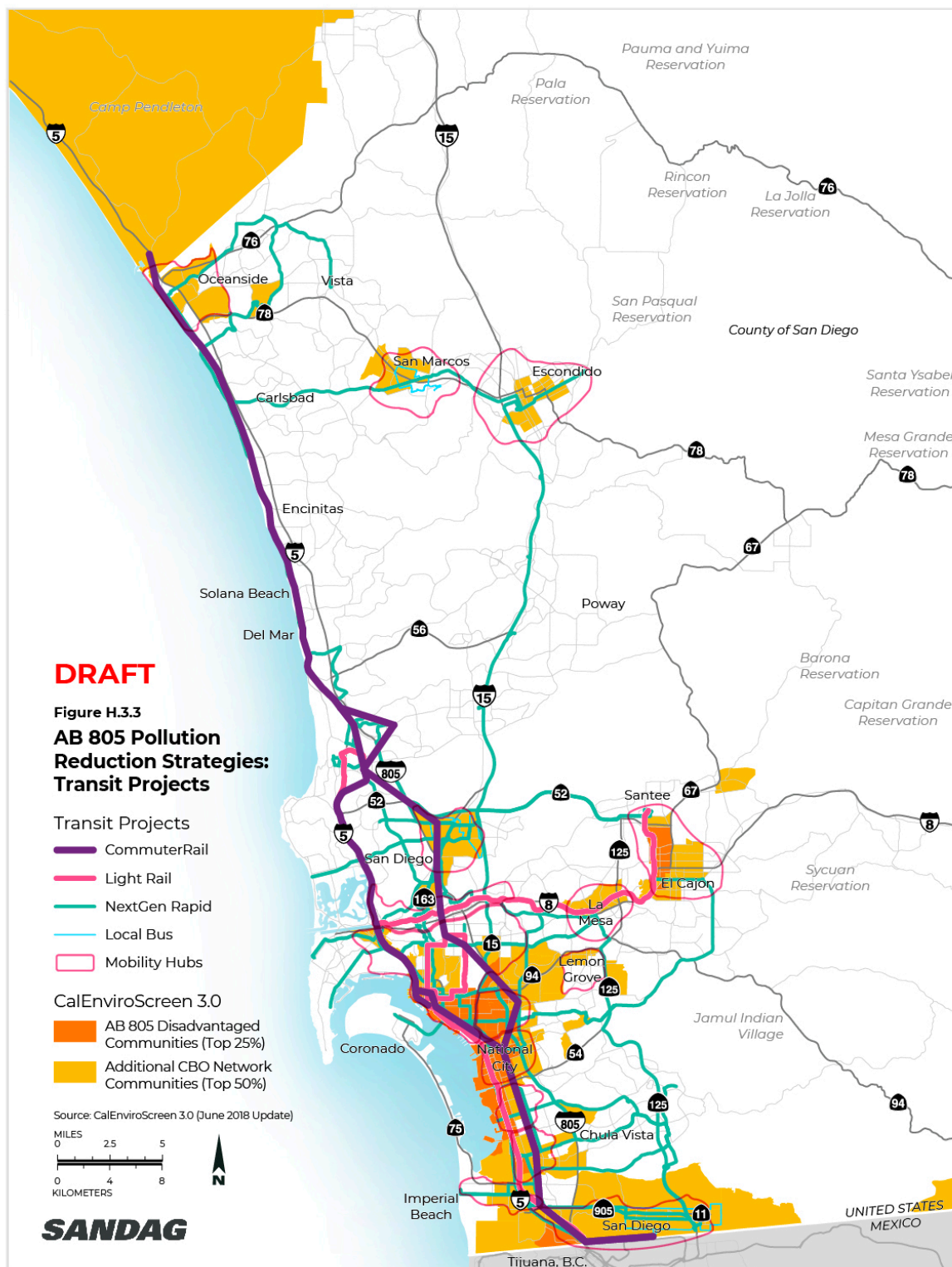


Figure 3: AB 805 Pollution Reduction Strategies: Transit Projects



In addition to the project list, the transportation and active transportation networks will benefit from service enhancements and upgrades that are not identified on the list of projects. Specifically, the Transit Leap category of projects create a complete network of fast, high-capacity, high-frequency transit services that connect communities to employment centers, healthcare facilities, and other important destinations throughout the San Diego region. Some of these projects build upon the existing transit services with upgrades to transit stations and increased frequencies. The light rail lines currently in operation will receive major enhancements in service through grade separation and double- or triple-tracking for higher-frequency operations. Seeing that many of the light rail routes operate in disadvantaged communities, grade separation will reduce the communities' pollution exposure by alleviating traffic congestion while allowing rail service to operate more frequently without having to stop for local traffic.

At the center of this network are new commuter rail services that will provide faster, more frequent services for longer regional trips, while faster and more frequent light rail, *Rapid*, and local bus routes provide viable alternatives to driving for local trips. Commuter rail uses higher-speed trains (more than 100 miles per hour) in tunnels or on bridges with trains arriving every 8–10 minutes all day. More than 30 new *Rapid* bus routes operating at 10-minute frequency will serve disadvantaged communities in addition to local bus routes running at the same frequency. Ultimately, these transit lines connect with the 31 Mobility Hubs that serve communities with a high concentration of people, destinations, and travel choices spanning one, two, or a few miles based on the community characteristics and tailored specifically to the needs of the community.

Mobility Hubs offer on-demand travel options and supporting infrastructure that enhance connections to high-quality Transit Leap services while helping people make short trips around the community on Flexible Fleets. SANDAG recognizes that new transit services and stations alone will not address the air pollution burden disadvantaged communities face, but when coupled with electrification, they can help reduce air pollution emission and exposure. This is why one key feature of the Mobility Hubs will be the availability of electric shared vehicle fleets and charging stations.

In conjunction with the transportation network, projects within the Regional Bike Network will also provide pollution reduction benefits for disadvantaged communities and the entire region. The 2021 Regional Plan provides almost 400 miles of bike facility upgrades and new construction to establish a safe network, making it easier to get around and providing a significant contribution to social equity efforts along with the environmental benefits.

SANDAG recognizes that, in some cases, the existing street design, such as bike lanes and routes that share the road with vehicular traffic, may not be comfortable for all to use. With that in mind, it designs all active transportation projects to international best practices in creating safe and comfortable places for every person to walk and bike, implementing facilities like protected bikeways and heavily traffic-calmed streets. The projects will, when complete, provide a fully interconnected network of active transportation facilities that connect people from the beginning of their trip to the end.

SANDAG is working to implement an active transportation network that serves regional trips and heavily traveled local corridors. Interconnected with this, SANDAG member agencies are working to build out a

much finer network of bike facilities along local streets that support and function in concert with the SANDAG Regional Bike Network.

A more robust, reliable, and faster transit and active transportation network would help create more equitable access to jobs, education, and healthcare, particularly for disadvantaged communities, all while reducing reliance on use of single-occupancy vehicles.

Regional Plan Policies

SANDAG has developed 11 policies outlining actions that will be taken to achieve the goals of the 2021 Regional Plan. How these policies are implemented will have an important effect on pollution reduction in disadvantaged communities in the region. Social equity is a key factor in developing methodologies for each of these policies, and while some of these methodologies are yet to be developed, others are already being implemented. SANDAG will reevaluate these in light of the Regional Social Equity Planning Framework and SANDAG's Commitment to Equity statement. While all of the policies are summarized below, a complete description of each policy, the near- and long-term implementation actions, program costs, and social equity considerations are included in Appendix B.

Below is a list of the policies, including a brief description of how social equity is being considered for each and how the policy could reduce pollution exposure in disadvantaged communities.

Land Use and Regional Growth – The 2021 Regional Plan vision for land use focuses on development and growth in Mobility Hub areas to preserve the region's open space and support transportation investments by reducing vehicle miles traveled. SANDAG will consider how land use programs, projects, and policies it supports address social equity in relation to regional access to affordable housing, proximity to jobs and transit, opportunities for residents to live where they work and play, convenient access to multimodal transportation options, and other opportunities for work, commerce, and recreation.

Land use is the foundation in determining what is built where and how transportation systems connect work, home, and recreation. Ensuring equitable development starts with considering equity in land use decisions and patterns. By coordinating equity, land use, and transportation, we can better understand where historically marginalized communities are located, how to better connect them with opportunities throughout the region, and enable residents to accomplish daily needs without traveling long distances, thereby contributing toward pollution exposure reduction. Because land use authority is reserved to local jurisdictions, SANDAG will leverage partnerships with cities and the County through the Smart Growth Incentive Program and other grants to provide funds for transportation-related improvements and planning efforts that support smart growth in Mobility Hubs to realize this vision.

Housing – California is experiencing a housing crisis, with housing demand far outstripping supply. The 2021 Regional Plan addresses the housing crisis through Mobility Hubs, bringing where people live and work closer together and providing more housing options for more San Diegans through increased density. SANDAG will rely on building strong partnerships with local jurisdictions to increase housing in the region, especially housing available to low-income residents. Through grant programs and technical support, SANDAG will serve as a funding partner and resource to assist local jurisdictions in reaching the region's housing production goals.

While affordable housing has been concentrated in many disadvantaged communities, the goal of this policy is to ensure fairness throughout the region and to not overburden select communities. Providing adequate housing near employment areas can shorten trips and help reduce pollution exposure, but existing deficiencies in communities should be considered before new housing is added. SANDAG is studying ways to accelerate housing production without displacing low-income residents in communities where housing growth occurs and will increase equity in the region by furthering fair housing in resource-rich areas to provide low-income residents with greater access to jobs, educational opportunities, and other resources.

Climate Action Planning – To help reach regional and state greenhouse gas (GHG) emissions reduction targets, the 2021 Regional Plan focuses heavily on the conversion to clean transportation and a shift from personal vehicle dependency through the 5 Big Moves. To help local jurisdictions make this transition and achieve broader reductions in GHG emissions, SANDAG will provide technical assistance, guidance resources, templates, and grant funding to incorporate the 5 Big Moves and Sustainable Communities Strategy actions into their climate action plans (CAPs) and plan for more well-connected, sustainable, healthy communities that are accessible to all.

SANDAG recognizes that all residents, regardless of age, race, or income, deserve to live in safe and healthy communities and that climate impacts disproportionately affect low income populations and communities of color. SANDAG will consider climate impacts and the equitable distribution of funding and program assistance for all communities across the region.

Climate Adaptation and Resilience – The San Diego region is anticipated to feel the effects of climate change through hotter and more frequent heat waves, prolonged droughts, increased wildfires, rising sea levels, and destructive storm surges. The 2021 Regional Plan aims to better prepare San Diego communities for these climate change impacts by considering evacuation and rapid mobility needs in our transit corridors, evaluating and considering climate vulnerabilities to the region’s transportation infrastructure, and utilizing natural lands and conservation to absorb and protect against climate change impacts. SANDAG will establish a coordinated effort across agencies and local jurisdictions for more holistic, comprehensive, equitable, sustainable, and resilient communities.

SANDAG recognizes that climate change affects everyone, with low-income and communities of color disproportionately feeling those effects. Regional resilience is only possible if all communities and populations are prepared. The 2021 Regional Plan seeks to equitably prioritize climate resilience projects and increase public awareness of climate change across San Diego County. SANDAG will promote climate resilience projects through the Resilient Capital Grants and Innovative Solutions program, prioritizing communities most vulnerable to the impacts of climate change.

Electric Vehicles – The adoption of electric vehicles (EVs) regionwide is a key player in the 5 Big Moves of the 2021 Regional Plan as a way to reach regional greenhouse gas (GHG) emission-reduction targets. Electric vehicles are zero-emission vehicles that include plug-in battery EVs and hydrogen fuel cell EVs. SANDAG aims to incentivize and encourage the incorporation of all types of EVs into Flexible Fleets, Transit Leap, and goods movement and support funding programs that increase electric vehicle charging stations throughout the region and within Mobility Hubs and as part of the Complete Corridor strategy.

Regionwide adoption of electric vehicles requires affordable and convenient access to zero-emission options for all residents. The charger incentive program currently reserves a minimum of 25% of funds for installations in disadvantaged communities and will explore increases to this amount through program updates. The vehicle incentive program plans to prioritize rebate funds for low- and moderate-income households. The new regional EV strategy that will be developed through the Accelerate to Zero Emissions Collaboration with regional partners will include engagement with CBOs and address social equity considerations in its purpose, policies, and recommendations. The Collaboration's steering committee also includes representatives from two equity-focused organizations. SANDAG is also committed to coordinating with regional stakeholders to accelerate the transition to zero-emission buses and trucks to meet state climate and environmental goals. As SANDAG develops clean transportation pilot projects, benefits accrued to disadvantaged communities will be a factor in determining pilot locations.

Parking and Curb Management – Proactively managing parking and curb space enables more people to access places within our communities using alternatives to driving. Effective parking-management policies contribute to the region's ability to meet the California Senate Bill 375 (Steinberg, 2008) GHG-reduction targets by applying parking pricing and reduced parking supply assumptions. In addition, the 2021 Regional Plan addresses curb management by proposing strategies to help balance competing and changing travel needs at the curb while remaining flexible to resident, employee, business, and visitor needs. While the authority to implement parking and curb policies remains with local jurisdictions, SANDAG plays a unique role of informing these policies by sharing resources and best practices and serving as the regional Mobility Data Clearinghouse. Proactively managing parking and curb space enables more people to access places within our communities using alternatives to driving.

SANDAG considers how parking and curb management can address social equity and how all residents in the San Diego region can benefit from its potential impacts. Such policies can enable affordable housing development and create equitable curb space for all travelers, including those who depend on modes like transit, biking, or other Flexible Fleets. These alternatives to driving alone not only enable less required parking, but also can reduce pollution exposure as trips are shifted to cleaner modes. SANDAG will ensure that pricing strategies are implemented in coordination with more convenient and accessible travel choices and mobility incentive programs as they become available.

Transportation Demand Management – Transportation Demand Management (TDM) innovations have the potential to transform the way people travel within and between communities. Managing demands on the existing transportation system is a vital strategy for making the overall system more effective in reducing drive-alone commute trips. SANDAG will continue to administer and monitor the iCommute program by providing regional rideshare, employer outreach, and bike education and secure parking services to help reduce commute-related traffic congestion and vehicle miles traveled. Beyond commute trips, TDM programs are expanded to include grants and incentives that make it easier and safer to use active modes for short trips.

SANDAG recognizes that all residents throughout the region deserve convenient, safe, and affordable commute options and will ensure equitable distribution of funding and incentive program assistance. Additionally, SANDAG commuter programs will design options for low-income or unbanked residents

while ensuring marketing, outreach, and education efforts reach underrepresented populations in the region.

Greater participation in TDM programs have great potential for pollution exposure reduction by reducing the number of single-occupant vehicles.

Vision Zero – Traffic-related fatalities and serious injuries are a critical and preventable public health and equity issue in the region. Vision Zero is a national campaign to eliminate all traffic-related deaths and serious injuries by focusing on policies and the redesign of streets to create a transportation system that is safe for everyone. In adopting Vision Zero, SANDAG will work towards Zero by collecting and analyzing crash data to identify safety issues and recommend solutions, developing a regional safety policy, continuing to construct the Regional Bike Network, working with local jurisdictions to conduct outreach for and build out their complete streets networks, and funding educational programs, including opportunities to collaborate with tribal nations.

Statistics show that low-income communities and communities of color are disproportionately affected by traffic-related injuries and fatalities, which indicates that establishing an equitable and inclusive transportation system is a critical component of achieving Vision Zero. SANDAG will prioritize consideration of and outreach with marginalized communities to make transportation safe and convenient for every person in the region. Pollution exposure reduction can be achieved when people make greater use of facilities that are safe for everyone.

Fix it First – The 2021 Regional Plan envisions many improvements to the San Diego transportation system and network to set the region up for success as a world-class transportation system. To optimize investments in the region's transportation infrastructure, the 2021 Regional Plan and the 5 Big Moves focus on improving upon existing roads, rails, and sidewalks. The Fix It First strategy aims to repair existing roads and create a system for sustained maintenance in the future, creating a safe and efficient transportation network for all users.

The Fix it First strategy can help reduce pollution exposure by maintaining infrastructure that facilitates use of efficient routes and does not neglect facilities that could force users to seek inefficient and longer routes. The Fix it First strategy can prioritize funding in disadvantaged communities and places that have not seen investment to maintain older facilities that are in various states of disrepair.

Special attention will be paid to the location of transportation maintenance investments relative to the location of social equity focus populations to ensure that they benefit from the transportation maintenance system. Along with maintenance project location, the frequency, treatment type, and quality will be monitored to ensure an equitable distribution of benefits.

System Management and Operations – Transportation System Management and Operations (TSMO) employs a series of intelligent transportation system strategies designed to maximize the capacity and efficiency of the existing and future transportation system. TSMO includes the establishment of institutional and governance actions to help advance and facilitate cross-agency collaboration to ensure that existing and proposed transportation systems are not operated or managed as independent systems but as a multimodal transportation system. These strategies will help SANDAG manage the complete

corridor system in a coordinated way across jurisdictions and operators that include capital and technology investments.

As SANDAG prepares for the design and deployment of TSMO, several steps can be undertaken to help address social equity considerations. Initial efforts are generally carried out during the technology planning process to ensure that the designs and identification of technological tools respond to the needs of the entire community (e.g., voice activated multilingual applications, traveler information kiosks, and mobile apps).

In addition, recognizing that communications infrastructure plays a pivotal role towards the implementation of the Next Operating System, a near-term effort is the completion of a regional communications digital strategy in an effort to address the digital divide. The strategy will set forth a regional roadmap that will focus on identifying communications infrastructure improvements to bring affordable, reliable, and high-speed broadband internet access to underserved and rural populations.

Better trip routing, traffic signal coordination and overall system efficiency can reduce pollution exposure in disadvantaged communities and throughout the region. Incorporating modernized transportation technology in the region's established and new infrastructure will enable equitable benefits now and in the future.

Value Pricing – The 2021 Regional Plan incorporates a variety of pricing strategies as tools to improve mobility by encouraging changes in travel behaviors while generating revenue to address our aging infrastructure and expand travel options. Specifically, the 2021 Regional Plan explores a network of Managed Lanes, a mileage-based road usage charge, a fee on the fares charged for rides provided by Transportation Network Companies, and further subsidization of transit fares. Pricing strategies such as these are in different phases of planning, design, pilot, and deployment in different regions and are also being explored at the state and federal level.

SANDAG will rely on coordination with the other metropolitan planning organizations in California along with the State Department of Transportation to integrate the selection of technology, collection methods, and account management to ensure a consistent experience for travelers. Meanwhile, other elements of pricing strategies, such as the fee structure and distribution of revenue, should be specifically designed for the San Diego region's unique environment and priorities. Better managing the system can lead to pollution exposure reduction by reducing congestion and generating funds that can benefit other, cleaner travel options.

For all different pricing mechanisms included in the 2021 Regional Plan, SANDAG will develop the fee structure and distribution of revenue strategy to ensure equitable outcomes. The Next OS can provide discounts to low-income, youth, and other vulnerable populations. Meanwhile, revenues can be prioritized to fund improved transportation options for low-income and historically underserved neighborhoods. Additionally, shifting away from the regressive taxes and fees traditionally used to fund transportation can improve equity outcomes.

Programs

SANDAG administers and/or implements several grant programs that could be utilized to reduce pollution exposure in disadvantaged communities in the region. The following list describes the grant programs that could benefit disadvantaged communities. Applying the Regional Social Equity Planning Framework, future updates to eligibility and grant scoring criteria could include metrics designed to identify projects in disadvantaged communities.

1. **Smart Growth Incentive Program** – The *TransNet* Smart Growth Incentive Program (SGIP) supports transportation investments that create more compact, walkable, bikeable, and transit-oriented communities. Funding for this grant program is made available approximately every three years. The next cycle of SGIP funding is anticipated to be announced December 2022.
2. **Active Transportation Grant Program** – The *TransNet* Active Transportation Grant Program provides funding for projects that improve safety and prioritize access for people biking and walking. Funding for this grant program is made available approximately every three years. The next cycle of ATGP funds is anticipated to be announced December 2022.
3. **Specialized Transportation Grant Program** – The SANDAG Specialized Transportation Grant Program funds projects and programs that expand mobility options for seniors and individuals with disabilities. The program is composed of two funding sources: *TransNet* and Federal Transit Administration Section 5310. *TransNet* funds are administered through the Senior Mini-Grant program, which provides financial support to local agencies and nonprofit organizations to offer specialized transportation services for seniors age 60 and older. Funding for this grant program is made available approximately every two years. The next cycle of STGP funds is anticipated to be announced Summer 2022.
4. **SANDAG Electric Vehicle Charger Program** – SANDAG has committed to funding the Regional Electric Vehicle Charging Program (EVCP) with \$30 million over the course of 30 years. In the first three years, SANDAG partnered with the San Diego County Air Pollution Control District (APCD) and the California Energy Commission to launch the EVCP known as CALeVIP San Diego County Incentive Project – a first-come, first-served rebate program to offset the purchase and installation costs of electric vehicle (EV) charging stations in San Diego County. The EVCP established a communities of concern definition² and committed 25% of total program funds to installations in these communities. While the state and APCD funding for the CALeVIP partnership is only for the first three years of the SANDAG EVCP commitment, SANDAG will reassess EVCP program objectives, funding levels, and eligibility to ensure funds are equitably distributed as the CALeVIP San Diego County Incentive Project wraps up.

² Communities of concern include SB 535 disadvantaged communities and AB 1550 low-income communities. 2020, <https://calevip.org/faq/what-low-income-community-lic-0> ; <https://calevip.org/faq/what-disadvantaged-community-dac-5>