

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: May 15-16, 2025

From: TANISHA TAYLOR, Executive Director

Reference Number: 4.10, Action

Prepared By: Anja Aulenbacher
Associate Deputy Director

Published Date: May 2, 2025

Subject: Adoption of the 2025 Active Transportation Program Metropolitan Planning Organization Component for the San Diego Association of Governments, Resolution G-25-33

Recommendation:

Staff recommends the California Transportation Commission (Commission) adopt the 2025 Active Transportation Program Metropolitan Planning Organization component for the San Diego Association of Governments (SANDAG) as presented in the recommended project list (Attachment B) and consistent with Resolution G-25-33 (Attachment A).

Issue:

The Commission established the 2025 Active Transportation Program as a four-year, \$168,700,000 program (fiscal years 2025-26 through 2028-29). Forty percent of funding is distributed for projects selected through a regional competitive process, the Metropolitan Planning Organization (MPO) Component. The funding available for the San Diego region is \$6,137,000. SANDAG has requested early adoption of their MPO program of projects; the remaining MPO programs of projects will come forward for consideration at the June 2025 Commission meeting.

The Budget Act of 2024 included a \$400,000,000 reduction to the Active Transportation Program. As a result, the Active Transportation Program Funds available for SANDAG's regional call for projects was reduced from \$20,689,000 to \$6,137,000.

Commission staff recommends funding three projects for a total of \$6,137,000 in the 2025 Active Transportation Program MPO Component. Commission staff recommendations align with SANDAG's recommendations. All three recommended projects benefit disadvantaged communities, exceeding the legislative and 2025 Active Transportation Program Guidelines requirement that a minimum of 25 percent of funds must benefit disadvantaged communities. Combined, the total project cost for the three projects is \$31,600,000.

Two of the three projects included in the staff recommendations are recommended for partial funding due to insufficient Active Transportation Program funds:

- The City of La Mesa's La Mesa Boulevard Complete Streets Activation project is a large infrastructure project and is recommended to receive funding for only preconstruction phases per the policy in the 2025 Active Transportation Program Guidelines, which states that large infrastructure projects may apply for pre-construction phases only. The project is recommended to receive \$190,000 of its original \$2,240,000 request. The City of La Mesa has stated it will accept \$190,000 to fully fund the Project Approval and Environmental Document phase and decline partial funding of the design phase.
- The City of Chula Vista's Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements project is recommended to receive \$266,000 for the Project Approval and Environmental Document phase as well as partial funding for the Plans, Specifications, and Estimate phase. The City originally requested \$2,502,000; however, only \$266,000 in programming capacity remained. The City was able to reallocate funds from local sources to fully fund the Plans, Specifications, and Estimate phase.

The three recommended projects described below will provide over three and a half miles of bicycle and pedestrian facilities, two crosswalks, fourteen crossing islands, and several other improvements:

- National City – Bayshore Bikeway Segment 5 Connections (\$5,681,000 in fiscal year 2025-26): The project will construct a Class I connection to Bayshore Bikeway Segment 6 in the City of Chula Vista to the south and connect to a Class I and Class IV portion of Segment 5 to the north. In addition, the project will provide a connection for residents of National City east of Interstate 5 by converting 19th Street to a Class I shared-use path with a dedicated pedestrian path.
- City of La Mesa - La Mesa Boulevard Complete Streets Activation (\$190,000 in fiscal year 2025-26): This project will significantly enhance existing connections and improve the corridor with better pedestrian crossings, wider sidewalks, upgraded bicycle facilities, and several other safety and streetscape improvements. Youth walking to a local high school and elementary school as well as seniors reaching neighborhood businesses and services will benefit the most from these improvements.
- City of Chula Vista – Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements (\$266,000 in fiscal year 2026-27): This project will provide the needed bicycle and pedestrian links and accessibility points to multiple destinations in the area, as well as promote the use of transit by closing the gaps to Palomar Street Trolley Station. This project will provide access to many key destinations within half a mile of the project area, including commercial centers with grocery stores, an elementary school, a neighborhood park, the Bayshore Bikeway (a 24-mile coastal bike route), and several employment centers.

The Commission approved SANDAG's 2025 Active Transportation Program Regional Guidelines at its June 2024 meeting. SANDAG's adopted 2025 Active Transportation Program Regional Guidelines allow for different project selection criteria and for SANDAG to issue a supplemental call for projects (Attachment C). Commission staff reviewed SANDAG's programming recommendations and worked closely with SANDAG staff to finalize the recommendations. Commission staff reviews the MPO program recommendations to ensure:

- They do not exceed funding levels identified in the 2025 Active Transportation Program Fund Estimate;
- The evaluation process and program recommendations are consistent with SANDAG's adopted 2025 Active Transportation Program Regional Guidelines;
- Compliance with the 2025 Active Transportation Program Guidelines and statutory requirements.

The following table provides a summary of proposed programming recommendations. One hundred percent of the funding benefits disadvantaged communities. The funding amounts in the table below are represented in thousands.

MPO	# of Proj.	25-26	26-27	27-28	28-29	Total ATP Funding	Fund Est. Target	Under / (Over) Target
SANDAG	3	\$5,871	\$266	\$0	\$0	\$6,137	\$6,137	\$0

Background:

The Active Transportation Program was created by Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. Senate Bill 1 (Beall, Chapter 5, Statutes of 2017) directs additional funding from the Road Maintenance and Rehabilitation Account to the Active Transportation Program. Along with the program's overall purpose of encouraging walking and biking, the program aims to increase the share of walking and biking trips, increase safety and mobility for non-motorized users, help regional agencies achieve greenhouse gas reduction goals, enhance public health, ensure that disadvantaged communities fully share in program benefits, and provide a broad spectrum of projects to benefit many types of active transportation users.

The Active Transportation Program continues to experience tremendous unmet demand, as communities across the state look to the program to fund critical active transportation projects necessary to meet safety, climate, and equity goals.

The Budget Act of 2024, signed by the Governor on June 29, 2024, includes a \$400 million reduction to the \$1.049 billion one-time funding augmentation from the General Fund to the Active Transportation Program appropriated in the 2022 California State Budget. To maintain the funding commitments to the 2023 Program, the Commission approved a \$400,000,000 reduction to the 2025 Program at the August 2024 meeting. The amended Fund Estimate provides \$168,700,000 in programming capacity to the 2025 Active Transportation Program, to be apportioned to the Statewide (50 percent [\$84,350,000]), Small Urban and Rural (10 percent [\$16,870,000]), and Metropolitan Planning Organization (40 percent [\$67,480,000]) components in fiscal years 2025-26 through 2028-29.

Attachments:

- Attachment A: Resolution G-25-33
- Attachment B: 2025 Active Transportation Program Metropolitan Planning Organization Component Staff Recommendations - San Diego Association of Governments
- Attachment C: SANDAG's 2025 Active Transportation Program Metropolitan Planning Organization Component Submittal

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2025 Active Transportation Program
Metropolitan Planning Organization Component
San Diego Association of Governments

RESOLUTION G-25-33

- 1.1 **WHEREAS**, Streets and Highways Code Section 2384 requires the California Transportation Commission (Commission) adopt a program of projects to receive allocations under the Active Transportation Program; and
- 1.2 **WHEREAS**, the Commission must adopt a program of projects for the Active Transportation Program at least every two years, with each program covering four fiscal years; and
- 1.3 **WHEREAS**, the 2025 Active Transportation Program Guidelines were adopted on March 22, 2024; and
- 1.4 **WHEREAS**, the guidelines describe the policies, standards, criteria, and procedures for the development and management of the 2025 Active Transportation Program funding cycle; and
- 1.5 **WHEREAS**, the Amended 2025 Active Transportation Program Fund Estimate provides \$168,700,000 in programming capacity to the 2025 Active Transportation Program, to be apportioned to the Statewide (50 percent [\$84,350,000]), Small Urban and Rural (10 percent [\$16,870,000]), and Metropolitan Planning Organization (40 percent [\$67,480,000]) components in fiscal years 2025-26 through 2028-29; and
- 1.6 **WHEREAS**, of the \$67,480,000 apportioned to the Metropolitan Planning Organization component in the Amended 2025 Active Transportation Program Fund Estimate, \$6,137,000 is apportioned to the San Diego Association of Governments; and
- 1.7 **WHEREAS**, pursuant to Streets and Highway Code Section 2382 subdivision (c), no less than 25 percent of overall program funds must benefit disadvantaged communities during each program cycle; and
- 1.8 **WHEREAS**, the Commission adopted the 2025 Active Transportation Program Statewide and Small Urban and Rural components on December 5, 2024; and

- 1.9 **WHEREAS**, the staff recommendations for the 2025 Active Transportation Program Metropolitan Planning Organization component for the San Diego Association of Governments were published and made available to the public on May 2, 2025; and
- 1.10 **WHEREAS**, the staff recommendations conform with the 2025 Active Transportation Program Guidelines and other statutory requirements for the Active Transportation Program; and
- 1.11 **WHEREAS**, the Commission considered the staff recommendations and public testimony at its May 15-16, 2025 meeting.
- 2.1 **NOW THEREFORE BE IT RESOLVED**, that the Commission adopts the 2025 Active Transportation Program Metropolitan Planning Organization component for the San Diego Association of Governments, which includes \$6,137,000 in funding for three projects, as indicated in Attachment B; and
- 2.2 **BE IT FURTHER RESOLVED**, that a project included in the adopted 2025 Active Transportation Program Metropolitan Planning Organization component for the San Diego Association of Governments must comply with the Active Transportation Program Guidelines; and
- 2.3 **BE IT FURTHER RESOLVED**, that Commission adoption of the 2025 Active Transportation Program Metropolitan Planning Organization Program of Projects for the San Diego Association of Governments does not authorize an implementing agency to begin work on a project. The implementing agency must not award a contract, and work cannot begin until the Commission has approved allocation of Active Transportation Program Funds for the project and, when applicable, federal approval to begin work has been received; and
- 2.4 **BE IT FURTHER RESOLVED**, that staff, in consultation with Caltrans, is authorized to make further technical changes in cost, schedules, and descriptions for projects in the 2025 Active Transportation Program Metropolitan Planning Organization component in order to reflect the most current information, or to clarify the Commission's programming commitments, and shall request Commission approval of any substantive changes; and
- 2.5 **BE IT FURTHER RESOLVED**, that the Commission directs staff to post the 2025 Active Transportation Program Metropolitan Planning Organization component for the San Diego Association of Governments' program of projects on the Commission's website.

Application ID	Project Title	County	Total Project Cost	ATP Funding	25-26	26-27	27-28	28-29	PA&ED	PS&E	R/W	CON	CON NI	Project Type	DAC	SRTS	State Score (Out of 100)	Regional Score (Out of 136)
11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	San Diego	\$ 8,924	\$ 5,681	\$ 5,681							\$ 5,681		Medium Infrastructure	X		83	130.4
† 11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	San Diego	\$ 21,217	\$ 190	\$ 190				\$ 190					Large Infrastructure	X		63	119.0
§ 11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	San Diego	\$ 2,502	\$ 266		\$ 266			\$ 35	\$ 231				Small Infrastructure	X		94	104.9
			\$ 32,643	\$ 6,137														

Notes
†The City of La Mesa requested \$2,240,000 La Mesa Boulevard Complete Streets Activation in San Diego County and will only receive \$190,000 from the Active Transportation Program for the PAED phase. The City plans to apply to a future Active Transporation Program cycle to request funding for the future project phases.
§The City of Chula Vista requested \$2,502,000 for the Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements and will only receive \$266,000 from the Active Transportation Program because only \$266,000 in programming capacity remains. The remainder of the PSE phase will be funded with local funds. The City plans to apply to a future Active Transporation Program cycle to request funding for the future project phases.

Abbreviations, Acronyms, and Initialisms	
CON:	Construction Phase
DAC:	Disadvantaged Community
MPO	Metropolitan Planning Organization
NI:	Non-Infrastructure
PA&ED:	Environmental Phase
PS&E:	Plans, Specifications & Estimates Phase
R/W:	Right-of-Way Phase
SRTS:	Safe Routes to School Project



Reference No.: 4.10
May 15-16, 2025
Attachment C

April 10, 2025

Ms. Anja Aulenbacher
Associate Deputy Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814
Anja.Aulenbacher@catc.ca.gov

Dear Anja:

Subject: Final 2025 ATP MPO Programming Recommendations

The San Diego Association of Governments (SANDAG) is pleased to submit the attached final 2025 Active Transportation Program (ATP) Programming Recommendations for the San Diego region for California Transportation Commission (CTC) consideration. All of the projects recommended for funding were submitted through the statewide component.

Please contact me at (619) 699-7314 or Jenny.Russo@sandag.org with any questions. We appreciate the CTC's consideration of the SANDAG Regional ATP funding recommendations at its June 26-27, 2025 meeting.

Sincerely,

A handwritten signature in blue ink that reads "Jenny Russo". The signature is fluid and cursive, with the first name "Jenny" and last name "Russo" clearly distinguishable.

JENNY RUSSO
Grants Program Manager

- Enclosure(s)
1. List of multidisciplinary advisory group members
 2. Description of unbiased project selection method
 3. Board resolution
 4. Completed programming spreadsheet
 5. List of all projects evaluated and regional competition scores, including contingency list
 6. Updated Project Programming Requests (PPRs)

San Diego Regional ATP Cycle 7 Multidisciplinary Advisory Group

The SANDAG evaluation committee was comprised of non-SANDAG volunteers who had not submitted an ATP application and had expertise in bicycling and pedestrian transportation, including safe routes to school projects and projects benefitting disadvantaged communities. Each evaluation committee member was provided with the SANDAG Evaluator Guidelines and asked to complete a Declaration Concerning Conflicts of Interest.

Name	Organization Name	Expertise
Edd Alberto	City of San Marcos	<ul style="list-style-type: none"> Bicycling and pedestrian transportation Safe Routes to Schools
Linda Culp	Retired Transportation Planner	<ul style="list-style-type: none"> Bicycling and pedestrian transportation Safe Routes to Schools Projects benefiting disadvantaged communities
Brian Miller	Caltrans	<ul style="list-style-type: none"> Bicycling and pedestrian transportation Safe Routes to Schools Projects benefiting disadvantaged communities
Toure Netters	Caltrans	<ul style="list-style-type: none"> Bicycling and pedestrian transportation Safe Routes to Schools Projects benefiting disadvantaged communities
Lan Nguyen	University of California San Diego	<ul style="list-style-type: none"> Safe Routes to Schools Projects benefiting disadvantaged communities
Manny Rodriguez	City Heights Community Development Corporation	<ul style="list-style-type: none"> Bicycling and pedestrian transportation Safe Routes to Schools Projects benefiting disadvantaged communities
Daniela Turner	Caltrans	<ul style="list-style-type: none"> Projects benefiting disadvantaged communities

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, beginning with a statewide competition 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 2025 Regional Active Transportation Program (ATP).

Key Considerations

The Board of Directors adopted the 2025 Regional ATP scoring criteria on [May 24, 2024 \(Item 8\)](#), and the CTC adopted the criteria on June 27, 2024. The Call for Projects was released on July 8, 2024, and offered \$20.689 million in funding for projects in the San Diego region. On [September 27, 2024 \(Item 8\)](#), staff notified the Board that the funding available through the Regional ATP was reduced by the CTC to \$6.137 million due to the state budget deficit.

Seventeen applications were submitted for consideration in the Regional ATP and requested approximately \$105 million in funding. Attachment 1 provides information on the evaluation process, and Attachment 2 provides the results of the statewide ATP competition. Three projects from three agencies are recommended to receive the Regional ATP funding, as shown in Attachment 3. The Board is required to adopt a resolution (Attachment 4) that approves the proposed list of Regional ATP Projects for consideration by the CTC. On [March 21, 2025 \(Item 6\)](#), the Transportation Committee was presented with this item and voted to recommend that the Board approve the funding recommendations included in Attachment 3.

Next Steps

SANDAG will submit its recommendations to the CTC. The CTC is scheduled to consider adopting the region's funding recommendations and contingency project list at its meeting on June 26-27, 2025.

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

- Attachments:
1. Discussion Memo
 2. 2025 Active Transportation Program - Statewide Component Staff Recommendations
 3. 2025 Regional ATP Funding Recommendations and Contingency Project List
 4. Resolution No. 2025-13: Approving the Proposed List of Regional Active Transportation Program Projects and Funding Recommendations to the California Transportation Commission

Action: **Approve**

The Transportation Committee recommends that the Board of Directors:

1. Adopt Resolution No. 2025-13, 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 California Transportation Commission, the regional Active Transportation Program would provide \$6.1 million in state and federal funding to active transportation projects.

Schedule/Scope Impact:

Funding could be distributed between FYs 2025-2026 and 2028-2029.

Discussion Memo

Active Transportation Program Background

In the [revised fund estimate](#) passed by the California Transportation Commission (CTC) at its August 15-16, 2024 meeting, approximately \$168.7 million in state and federal funding was budgeted for the 2025 Active Transportation Program (ATP) over four years, beginning with Fiscal Year 2025-2026. Fifty percent of the funding was competitively awarded for projects selected by the CTC statewide, and 10 percent was distributed to small urban and rural regions. The remaining 40 percent of the funding will be allocated for projects selected through the regional competitive processes. The funding available for the San Diego region is approximately \$6.1 million total. In addition, a minimum of 25 percent of the funds in both the statewide and regional programs must benefit disadvantaged communities as defined in the CTC ATP Guidelines, and no more than 2 percent of the funding can be awarded to Plan projects.

Eligible agencies include cities, counties, Metropolitan Planning Organizations (MPOs), 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 2025 Active Transportation Program

Statewide Active Transportation Program Competition

The CTC announced the 2025 ATP Call for Projects on March 21, 2024. Applications were received for 277 projects, requesting approximately \$2.5 billion in ATP funds. Following the evaluation process, nine projects (only 3% of all applications received) were recommended to receive funding, with the final project receiving 96 percent of the points available. The CTC adopted the list of projects recommended for funding for the statewide and small urban and rural components at its meeting on December 5, 2024 (Attachment 2). Sixteen projects were submitted from the San Diego region, and none of those projects were recommended by CTC staff to be considered for funding. All projects not recommended for the statewide component remain eligible for the regional ATP.

Due to the reduced funding available this cycle, the statewide component was extremely oversubscribed. Five projects from the San Diego region received at least 80% of the points available, demonstrating their high competitiveness. All application scores are available on the [CTC ATP webpage](#), and CTC staff will provide a debrief for any applicants to learn about where their application could be improved in future funding cycles.

Regional Active Transportation Program Competition

At its [May 24, 2024, meeting \(Item 8\)](#), the Board of Directors approved the scoring criteria for the 2025 Regional ATP competitive program and subsequently authorized the Regional call for projects. The CTC adopted the SANDAG criteria at its June 27, 2024, meeting. The Regional call for projects was released on July 8, 2024, and offered \$20.689 million in funding. When the solicitation closed on September 13, 2024, one additional project was submitted for consideration, in addition to the 16 projects from the statewide competition. On [September 27, 2024 \(Item 8\)](#), staff notified the Board of Directors that the amount of funding available through the Regional ATP was reduced to \$6.137 million as a result of the state budget deficit. The Regional ATP had a total of 17 project applications from 10 applicants, requesting a total of approximately \$105 million in ATP funding.

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 an advantage to SANDAG projects, SANDAG staff did not have a role in evaluating project applications, and the Grants staff member who facilitated the regional competitive process had no involvement in the SANDAG application.

Per CTC ATP Guidelines, SANDAG assembled a multidisciplinary evaluation panel to assist in evaluating project applications. The evaluation panel comprised non-SANDAG volunteers who had not submitted an ATP application and had expertise in biking and pedestrian transportation, safe routes to school projects, and projects benefitting disadvantaged communities.

Projects received scores for qualitative criteria from the evaluation panel members and quantitative criteria from SANDAG staff in the Grants Division, in accordance with the scoring criteria approved by the SANDAG Board of Directors. Scores for quantitative criteria were informed by data provided by SANDAG's Data Science Department. A project's quantitative score was added to the average qualitative scores provided by the evaluators to determine a total application score. Applications were placed in descending total application score order (highest to lowest). Consistent with all SANDAG grant programs, the results of the scoring process were independently reviewed by SANDAG's Data Science Department to identify and correct any potential errors. The project evaluation process resulted in the application order shown in Attachment 3. Projects were recommended to receive funding in descending total application score order until funding was exhausted.

There are two requirements set forth by the ATP Guidelines that impacted the projects recommended for funding:

- The ATP Guidelines limit the amount of funding that can be awarded to Plan projects to no more than 2% of the total amount available. This results in a maximum cumulative award amount of approximately \$123,000 for Plan projects in the regional program.

The City of Vista submitted its Active Transportation Plan project, which received the highest total application score. It would have been recommended to receive the full requested amount of \$752,000 if the Plan funding limitation were not in place, however only \$123,000 was offered to the City to be consistent with the ATP Guidelines. The City declined the partial award and stated they would apply for funding for the project through the TransNet Smart Growth Incentive Program (SGIP), which is currently accepting applications through April 11, 2025.

- The ATP Guidelines require projects to be fully funded by phase. Most of the highly-scoring projects requested funding for a single phase, which means that the applicant must provide enough matching funds so that when combined with the ATP award, the requested project phase is fully funded.

The City of La Mesa requested funding for the environmental and design phases of its La Mesa Boulevard Complete Streets Activation project. When offered a partial award of \$456,000 for the two phases, the City accepted \$190,000 for the environmental phase. The design phase remains unfunded, and the City is eligible to seek future ATP funding for that and any future project phases.

The cities of Vista, Solana Beach, Oceanside, and Carlsbad requested funding for only the construction phase of their projects (Emerald Drive Complete Streets Project, Lomas Santa Fe Corridor Improvements, Oceanside Coastal Rail Trail Completion Project, and Terramar Area Complete Streets Project, respectively) and would have had to supply a significant amount of

matching funds in order to accept the ATP award. These cities declined the partial ATP award of \$266,000 due to insufficient matching funds.

The City of Chula Vista requested funding for the environmental, design, and construction phases of two projects – the F Street Promenade Phase II project and the Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements project. When offered a partial award of \$266,000 for the F Street Promenade project, the City declined the award due to foreseen challenges with the project. The Anita Street project was the next highest-scoring project and the City accepted the partial award of \$266,000 to be used for the environmental and design phases and will contribute \$119,000 in TransNet funding to fully fund the two phases. The construction phase remains unfunded, and the City can seek future ATP funding for that phase.

The evaluation process resulted in one project being recommended for full funding (City of National City) and two for partial funding (City of La Mesa and City of Chula Vista). The results of this process are included in Attachment 3.

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

All applicants are encouraged to reach out to Grants staff to request a debrief of their application(s). This information can be used for future grant applications.

Contingency List Projects

Per 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 and Caltrans staff to ensure timely delivery within the identified constraints of the program. If a project cannot allocate the awarded funds or obtain an extension within the timeframe allowed by the CTC, the next highest-scoring application on Attachment 3 (including a project that declined an award through this cycle or that was partially funded) would receive ATP funds instead 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 have to compete again to receive ATP or other funds. The projects not recommended for funding in the 2025 ATP and those unable to meet the prior ATP cycle allocation deadlines may re-compete in the next ATP competition, the 2027 ATP, which is anticipated to occur in 2026. Contingency projects would be ineligible if they are awarded funds through the 2027 ATP competition or from another funding source. The contingency list would expire after the 2027 ATP funding recommendations are approved.



2025 ACTIVE TRANSPORTATION PROGRAM

STAFF RECOMMENDATIONS

2025 Active Transportation Program Staff Recommendations Statewide and Small Urban & Rural Components

Investment in active transportation is critical to meet California's greenhouse gas reduction goals. The Commission's investments make the transportation system more sustainable, equitable, and safe. Active transportation projects can include comfortable bikeways, improved sidewalks, comprehensive networks, multi-use paths, safer street crossings, and streetscaping elements such as shade trees, benches, wayfinding signage, and bike racks. These projects improve quality of life, build healthier communities, connect neighborhoods, and allow Californians to access jobs, schools, community resources, and transit without using a car.

The Active Transportation Program is the state's only dedicated funding source for walking and biking projects. The program was created by Senate Bill 99 (Committee on Budget and Fiscal Review, Chapter 359, Statutes of 2013) and Assembly Bill 101 (Committee on Budget, Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation. The Budget Act of 2024, signed by the Governor on June 29, 2024, includes a \$400 million reduction to the \$1.049 billion one-time funding augmentation from the General Fund to the Active Transportation Program appropriated in the 2022 California State Budget. To maintain the programming commitments already made for the 2023 Active Transportation Program, the \$400 million reduction had to come from the programming capacity available for the 2025 Active Transportation Program. The \$400 million reduction leaves available funding for the 2025 program cycle at \$168.7 million.

With a reduced funding level of \$168.7 million, the Commission faced an unprecedented shortfall in funding for its most oversubscribed competitive program that is critical to meeting the state's climate, safety, and equity goals. The Commission received 277 project applications requesting \$2.5 billion in funds for the 2025 program cycle – about 15 times the \$168.7 million that is available. The budget agreement stipulates that the reduced \$400 million may be appropriated through legislative action in future years, however, the funding need for the program remains even greater. With such a large unmet need in the 2025 program cycle, the Commission will stand ready to make additional funding commitments should a future appropriation of funds occur.

The Active Transportation Program consists of three components: the Statewide component (50% of the funds), the Small Urban & Rural component (10% of the funds), and the large Metropolitan Planning Organization (MPO) component (40% of the funds). The 2025 Active Transportation Program Staff Recommendations for the Statewide and Small Urban & Rural Components are attached as Attachments A and B, respectively. Please be advised that these are the staff recommendations only. The program of projects will not be finalized until the Commission adopts the program at its December 5-6, 2024, meeting. Projects located within the boundaries of one of the ten large MPOs (Fresno Council of Governments, Kern Council of Governments, Tahoe Metropolitan Planning Organization, Metropolitan Transportation Commission, Sacramento Area Council of Governments, San Diego Association of Governments, San Joaquin Council of Governments, Santa Barbara County Association of Governments, Southern California Association of Governments, and the Stanislaus Council of Governments) that were not selected in the Statewide component will be

considered for funding through the MPO component. Recommendations for the MPO component will be released on June 2, 2025, and considered by the Commission at its June 2025 meeting.

The 2025 Active Transportation Program Staff Recommendations for the Statewide and Small Urban & Rural components are summarized below.

Statewide Component

- 9 projects worth \$110.534 million with \$84.35 million in Active Transportation Program funding.
- 100% of funds directly benefit disadvantaged communities.
- 5 projects are Safe Routes to School projects.

Small Urban and Rural Component

- 4 projects worth \$59.609 million with \$16.87 million in Active Transportation Program funding.
- 100% of funds directly benefit disadvantaged communities.
- 2 projects are Safe Routes to School projects.
- 1 project to fund a Native American Tribal Transportation Plan.

BACKGROUND

Applications to the 2025 Active Transportation Program were due on June 17, 2024. The California Transportation Commission (Commission) received 227 applications, which included –

- \$2.5 billion in total funding requests
- \$4.1 billion in total project costs

Additionally, 8 quick-build project applications were included in the received applications, totaling –

- \$6.7 million in funding requests
- \$7.2 million in project costs

The Commission recruited 98 volunteer evaluators, who were divided into teams of two individuals. Each team reviewed five to six applications and scored them based on the screening and evaluation criteria set forth in the Commission's adopted 2025 Active Transportation Program Guidelines. The evaluator teams consisted of active transportation stakeholders with a wide range of expertise and from a variety of organizations, including local government agencies, regional transportation planning organizations, state agencies, community-based organizations, and advocacy organizations. Evaluator teams provided scores based on consensus for each question within each application and were required to provide constructive comments on all score sheets. Concurrently, Commission staff scored each project application and compared the evaluator consensus score to the staff score, and Caltrans staff reviewed the applications for eligibility and deliverability. Once the evaluations were complete, Commission and Caltrans staff met with each evaluator team to discuss any scoring differences and significant technical issues.

Commission staff evaluated the quick-build project applications based on the project selection criteria outlined in Appendix D of the 2025 Active Transportation Program Guidelines. Caltrans staff reviewed the projects for eligibility, deliverability, and alignment with quick-build project materials and principles.

The Active Transportation Program uses a sequential project selection process based on the scores the project applications received during the evaluation process. The project recommendation scoring

threshold was 96 points for the Statewide component. There is not sufficient funding to fully fund all projects that achieved this scoring threshold. Therefore, consistent with the 2025 Active Transportation Program Guidelines, Commission staff used a secondary ranking system to choose which projects to recommend.

This secondary ranking consisted of first prioritizing project readiness and then prioritizing projects that scored the highest on Question 2 of the application – Potential for Increased Walking and Biking. The lowest secondary ranking project that scored a 96, the Stanislaus County Council of Governments', Church Street Mobility Enhancement Project, requested \$7.795 million in Active Transportation Program funds. However, only \$4.537 million in programming capacity remains in the Statewide component. Commission staff will work with the applicant to determine if the project can be delivered with available funding.

The project recommendation scoring threshold was 95 points for the Small Urban & Rural component. The lowest ranking project that scored a 95, the City of Visalia's, Goshen/Visalia Corridor Connection Project, requested \$34.608 million in Active Transportation Program funds. However, only \$2.636 million in programming capacity remains in the Small Urban & Rural component. Commission staff will work with the applicant to determine if the project can be delivered with available funding.

None of the Phase II Quick-Build Project Pilot Program project applications met the scoring threshold for the Statewide component. Therefore, no quick-build projects are recommended for funding.

California Transportation Commission
2025 Active Transportation Program
Statewide Component
Staff Recommendations (\$1,000s)

CTC Application ID	Project Title	County	Total Project Cost	ATP Fund Request	25-26	26-27	27-28	28-29	PA&ED	PS&E	RW	CON	CON-NI	Project Type	DAC	SRTS	Final Score
5-Salinas, City of-1	John Street/Williams Road Safe Routes to Schools Project and Programming	Monterey	\$ 9,955	\$ 7,954	\$ 1,650	\$ 550	\$ 5,754	\$ -	\$ 150	\$ 500	\$ 50	\$ 5,754	\$ 1,500	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	100
6-Madera, City of-1	Madera Citywide Safe Routes to School	Madera	\$ 7,756	\$ 6,201	\$ -	\$ -	\$ 6,201	\$ -	\$ -	\$ -	\$ -	\$ 6,201	\$ -	Infrastructure - Medium	Yes	Yes	99.5
6-Visalia, City of-2	Highland Community Connectivity Project	Tulare	\$ 7,194	\$ 5,470	\$ 520	\$ -	\$ -	\$ 4,950	\$ -	\$ -	\$ -	\$ 4,950	\$ 520	Infrastructure + Non-Infrastructure - Medium	Yes	Yes	98
3-Grass Valley, City of-1	Wolf Creek Community and Connectivity Project	Nevada	\$ 16,300	\$ 12,990	\$ 195	\$ 1,700	\$ -	\$ 11,095	\$ 195	\$ 1,350	\$ 350	\$ 11,095	\$ -	Infrastructure - Large	Yes	No	98
7-San Gabriel Valley Council of Governments-1	Safe Paths Pomona: At-Grade Pedestrian and Bike Safety	Los Angeles	\$ 26,158	\$ 20,162	\$ 8	\$ 2,001	\$ 18,153	\$ -	\$ 8	\$ 1,701	\$ 300	\$ 18,153	\$ -	Infrastructure - Large	Yes	Yes	97.5
7-Inglewood, City of-1	Westchester/Veterans Station Multimodal Connection Project	Los Angeles	\$ 9,013	\$ 7,656	\$ 1,539	\$ -	\$ 6,117	\$ -	\$ -	\$ -	\$ 1,539	\$ 6,117	\$ -	Infrastructure - Medium	Yes	No	97
6-Visalia, City of-4	Beyond Bike Lanes - Elevating Santa Fe Street	Tulare	\$ 14,424	\$ 11,390	\$ 520	\$ -	\$ -	\$ 10,870	\$ -	\$ -	\$ -	\$ 10,870	\$ 520	Infrastructure + Non-Infrastructure - Large	Yes	No	96.5
7-Los Angeles County-1	West Rancho Dominguez Walks: Providing Safer Access to Schools/Parks	Los Angeles	\$ 9,990	\$ 7,990	\$ 1,784	\$ -	\$ 6,206	\$ -	\$ 512	\$ 792	\$ 480	\$ 6,206	\$ -	Infrastructure - Medium	Yes	No	96
10-Stanislaus Council of Governments-1 [‡]	Church Street Mobility Enhancement Project	Stanislaus	\$ 9,744	\$ 4,537	\$ 321	\$ 973	\$ -	\$ 6,501	\$ 321	\$ 733	\$ 240	\$ 6,501	\$ -	Infrastructure - Medium	Yes	Yes	96
			\$ 110,534	\$ 84,350													

Notes
‡Stanislaus Council of Governments requested \$7,795 for the Church Street Mobility Enhancement Project. However, only \$4,537 in programming capacity remains in the the Statewide component. Commission staff will work with the applicant to determine if the project can be delivered with the available ATP funding.

Abbreviations, Acronyms, and Initialisms	
CON:	Construction phase
DAC:	Project benefits a disadvantaged community
NI:	Non-infrastructure
PA&ED:	Project Approval & Environmental Document phase
PS&E:	Plans, Specifications & Estimates phase
R/W:	Right-of-way phase
SRTS:	Safe Routes to School project

California Transportation Commission
2025 Active Transportation Program
Small Urban and Rural Component
Staff Recommendations (\$1,000s)

CTC Application ID	Project Title	County	Total Project Cost	ATP Fund Request	25-26	26-27	27-28	28-29	PA&ED	PS&E	RW	CON	CON-NI	Project Type	DAC	SRTS	Final Score
9-Big Pine Paiute Tribe of the Owens Valley-1	Big Pine Paiute Tribal Active Transportation Plan	Inyo	\$ 251	\$ 251	\$ 251	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 251	Plan	Yes	No	95
1-Mendocino County-1	Covelo/Round Valley Safe Routes to School	Mendocino	\$ 6,181	\$ 6,181	\$ 220	\$ 880	\$ -	\$ 5,081	\$ 220	\$ 880	\$ -	\$ 5,081	\$ -	Infrastructure - Medium	Yes	Yes	95
9-Inyo County-1	Connecting Tecopa: Bicycle and Pedestrian Safety Corridor	Inyo	\$ 9,877	\$ 7,802	\$ 791	\$ 1,632	\$ -	\$ 5,379	\$ 791	\$ 618	\$ 1,014	\$ 5,379	\$ -	Infrastructure - Medium	Yes	No	95
6-Visalia, City of-3 [‡]	Goshen Visalia Corridor Connection Project	Tulare	\$ 43,300	\$ 2,636	\$ 300	\$ -	\$ -	\$ 34,308	\$ -	\$ -	\$ -	\$ 34,308	\$ 300	Infrastructure + Non-Infrastructure - Large	Yes	Yes	95
			\$ 59,609	\$ 16,870													

Notes
‡The City of Visalia requested \$34,608,000 for the Goshen Visalia Corridor Connection Project. However, only \$2,636 in programming capacity remains in the Small Urban and Rural component. Commission staff will work with the applicant to determine if the project can be delivered with the available ATP funding.

Abbreviations, Acronyms, and Initialisms	
CON:	Construction phase
DAC:	Project benefits a disadvantaged community
NI:	Non-infrastructure
PA&ED:	Project Approval & Environmental Document phase
PS&E:	Plans, Specifications & Estimates phase
R/W:	Right-of-way phase
SRTS:	Safe Routes to School project

Available funding: \$	6,137
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Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	Total ATP Requested (\$1,000s)	Average Qualitative Score	Quantitative Score	Total Application Score	ATP Funding Recommendation (\$000s)
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan	\$ 752.00	106.7	28.1	134.8	\$ -
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI	\$ 1,549.00	112.4	18.3	130.7	\$ -
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium	\$ 5,681.00	65.6	64.9	130.4	\$ 5,681.00
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large	\$ 2,240.00	59.6	59.4	119.0	\$ 190.00
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large	\$ 13,212.00	62.6	53.6	116.1	\$ -
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium	\$ 4,000.00	59.7	55.8	115.5	\$ -
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI	\$ 17,253.00	60.6	53.2	113.8	\$ -
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large	\$ 14,970.00	52.4	59.2	111.6	\$ -
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large	\$ 13,427.00	56.6	49.1	105.7	\$ -
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small	\$ 2,502.00	61.4	43.5	104.9	\$ 266.00
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium	\$ 3,952.00	59.1	45.1	104.2	\$ -
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small	\$ 2,321.50	57.7	45.7	103.4	\$ -
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium	\$ 6,304.00	58.9	39.0	97.8	\$ -
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI	\$ 7,877.00	57.6	34.5	92.1	\$ -
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium	\$ 4,974.00	44.3	46.9	91.2	\$ -
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI	\$ 1,363.16	45.1	35.9	81.0	\$ -
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI	\$ 2,854.00	51.4	21.9	73.3	\$ -
					\$105,231.66				\$ 6,137

Recommended for partial funding (see Notes below) but applicant declined award

Withdrawn project

Recommended for full funding

Recommended for partial funding

Contingency List project

Notes:

- VS3 is a Plan project, and CTC Guidelines only permit 2% of the available funding to be allocated to Plans, resulting in a partial award of \$122,740. The City declined to accept this award and stated they would apply for funding under the TransNet Smart Growth Incentive Program (SGIP) Cycle 6 call for projects.
- SAN1 was withdrawn by the applicant.
- LM2 is eligible to receive a partial award of \$456,000. CTC Guidelines require projects to be fully funded by phase, and the Applicant requested \$190,000 for the Project Approval and Environmental Document (PA&ED) phase and \$2,050,000 for the Plans Specifications and Estimates (PS&E) phase. The City accepted the full funding for the PA&ED phase (\$190,000) and declined the remaining ATP amount offered (\$266,000).
- VS2 is eligible to receive a partial award of \$266,000. The Applicant requested \$13,212,000 in ATP funding for the Construction (CON) phase of their project. Since CTC Guidelines require projects to be fully funded by phase, the City would need to provide \$12.946 million in matching funds to accept the ATP award. The City does not have the necessary match and declined the award.
- SB1 is eligible to receive a partial award of \$266,000. The Applicant requested \$4,000,000 in ATP funding for the Construction (CON) phase of their project. Since CTC Guidelines require projects to be fully funded by phase, the City would need to provide \$3.734 million in matching funds to accept the ATP award. The City does not have the necessary match and declined the award.
- OC1 is eligible to receive a partial award of \$266,000. The Applicant requested \$17,253,000 in ATP funding for the Construction (CON) phase of their project. Since CTC Guidelines require projects to be fully funded by phase, the City would need to provide \$16.987 million in matching funds to accept the ATP award. The City does not have the necessary match and declined the award.
- CB1 is eligible to receive a partial award of \$266,000. The Applicant requested \$14,970,000 in ATP funding for the Construction (CON) phase of their project. Since CTC Guidelines require projects to be fully funded by phase, the City would need to provide \$14.704 million in matching funds to accept the ATP award. The City does not have the necessary match and declined the award.
- CV2 is eligible to receive a partial award of \$266,000. CTC Guidelines require projects to be fully funded by phase, and the Applicant requested \$500,000 for the Project Approval and Environmental Document (PA&ED) phase, \$1,430,000 for the Plans Specifications and Estimates (PS&E) phase, and \$11,497,000 for the Construction (CON) phase. The City declined the award so their next project (CV1) could receive the funding.
- CV1 is eligible to receive a partial award of \$266,000. CTC Guidelines require projects to be fully funded by phase, and the Applicant requested \$35,000 for the Project Approval and Environmental Document (PA&ED) phase, \$350,000 for the Plans Specifications and Estimates (PS&E) phase, and \$2,117,000 for the Construction (CON) phase. The City accepted the award, which will fully fund the PA&ED phase and partially fund the PS&E phase. The City will provide the remaining \$119,000 needed to fully fund the PS&E phase with TransNet.

Unique ID	Location Where Original Application Filed	Implementing Agency	Project Type	Project Application No. (Assigned by CTC)	Project Name	FTIP Project Description	ATP Funded Components (\$1,000s)						Project Funding Information (\$1,000s)			Project Sub-Type					Disadvantaged Community	
							PA&ED \$	PS&E \$	R/W \$	CON \$	NI \$	Plan \$	Total ATP \$	Total Non-ATP \$	Total Project \$	Bicycle Transportation	Pedestrian Transportation	Safe Routes to School	Safe Routes for Seniors	Trails	Benefits a DAC?	Option Used
CB1	Statewide	City of Carlsbad	I-Large	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	The Terramar Area Complete Streets Project will implement a roundabout, buffered bike lanes, new sidewalks, pedestrian crossings and a road diet on Carlsbad Bl. and Cannon Rd.	\$0	\$0	\$0	\$14,970	\$0	\$0	\$14,970	\$5,000	\$19,970	Yes	Yes	No	No	No	Yes	ETC Explorer
CV1	Statewide	City of Chula Vista	I-Small	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	Construct curb, gutter, sidewalk, and curb ramps. Install signing, striping, and landscaping. Replace and / or improve existing pavement.	\$35	\$350	\$0	\$2,117	\$0	\$0	\$2,502	\$0	\$2,502	Yes	Yes	No	No	No	Yes	CalEnviroScreen
CV2	Statewide	City of Chula Vista	I-Large	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	Construct 12-ft wide multi-use paths for pedestrians and bicycles, plazas and signage, enhanced crosswalks, lighting, trees, bulb-outs, ADA pedestrian ramps, signing and striping.	\$500	\$1,430	\$0	\$11,497	\$0	\$0	\$13,427	\$70	\$13,497	Yes	Yes	Yes	Yes	No	Yes	Median Household Income
LM1	Statewide	City of La Mesa	I-Small	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	New bike lanes, sidewalks, enhanced pedestrian crossings, tabletop intersection, streetlights, radar speed feedback signs, island chicanes, and alley aprons.	\$0	\$247	\$90	\$1,985	\$0	\$0	\$2,322	\$0	\$2,322	Yes	Yes	Yes	No	No	Yes	CalEnviroScreen
LM2	Statewide	City of La Mesa	I-Large	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	Request PA&ED and PS&E funds for the design of roundabouts, ADA passageways, RRBs, PRB signal, Class IV bike facilities, reconstructed sidewalk, ADA curb ramps, corridor lighting	\$190	\$2,050	\$0	\$0	\$0	\$0	\$2,240	\$18,977	\$21,217	Yes	Yes	No	Yes	No	Yes	Median Household Income
NC1	Statewide	City of National City	I-Medium	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	Construction of Class 1, 2, and 4 facilities to create bicycle and pedestrian connections from National City, Chula Vista, and east of the region to the Bayshore Bikeway Segment 5.	\$0	\$0	\$0	\$5,681	\$0	\$0	\$5,681	\$3,243	\$8,924	Yes	Yes	No	No	Yes	Yes	CalEnviroScreen
OC1	Statewide	City of Oceanside	I-Large+NI	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	Construct a Class I multimodal facility with a bridge across Loma Alta Creek between Oceanside Blvd and Morse St to close the gap in the existing CRT network.	\$0	\$0	\$0	\$17,253	\$0	\$0	\$17,253	\$1,476	\$18,729	Yes	Yes	Yes	Yes	Yes	Yes	Median Household Income
CO1	Statewide	County of San Diego	I-Small+NI	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	CON funding for the construction of new curb, gutter, sidewalk, signs, and curb ramps. NI component includes public outreach plan and additional incentives.	\$0	\$0	\$0	\$1,253	\$110	\$0	\$1,363	\$352	\$1,715	No	Yes	Yes	No	No	Yes	Healthy Places Index
CO2	Statewide	County of San Diego	I-Medium+NI	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	Construct 0.9 miles of pedestrian and safety improvements on Stage Coach Lane, between Brooke Road and Reche Road, in Fallbrook, CA, an unincorporated area of San Diego County.	\$127	\$308	\$344	\$2,016	\$59	\$0	\$2,854	\$752	\$3,606	Yes	Yes	Yes	Yes	No	Yes	School Lunch
CO3	Statewide	County of San Diego	I-Medium+NI	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	Construct a divided median, new sidewalk, a buffered bike lane, and two traffic circle on Grand Ave from Apple Street to San Carlos Street in the Spring Valley Community.	\$108	\$264	\$374	\$7,071	\$60	\$0	\$7,877	\$2,033	\$9,910	Yes	Yes	Yes	No	No	Yes	School Lunch
SD1	Statewide	City of San Diego	I-Medium	11-San Diego, City of-1	Oak Park Branch Trail Project	Construction of a 2.3 mile, multi-use pedestrian and bicycle path, with two bridge crossings, wayfinding and demarcated trailheads	\$200	\$250	\$0	\$4,524	\$0	\$0	\$4,974	\$0	\$4,974	No	No	No	No	Yes	Yes	CalEnviroScreen
SB1	Statewide	City of Solana Beach	I-Medium	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	Complete street project improving safety, missing regional connections & school access, regional facilities, trains, jobs & retail integrating traffic calming & multi-use trail	\$0	\$0	\$0	\$4,000	\$0	\$0	\$4,000	\$4,000	\$8,000	Yes	Yes	Yes	No	No	No	
VS1	Statewide	City of Vista	I-Medium	11-Vista, City of-1	Townsite Complete Streets Phase II	The project will construct new sidewalk, Class III bike routes, a mini-roundabout, enhanced pedestrian crossings with ADA ramps, curb extensions, raised medians, and speed humps.	\$40	\$600	\$0	\$5,664	\$0	\$0	\$6,304	\$1,576	\$7,880	Yes	Yes	No	No	No	Yes	ETC Explorer
VS2	Statewide	City of Vista	I-Large	11-Vista, City of-2	Emerald Drive Complete Streets Project	The Emerald Complete Street Project will construct roundabouts, sidewalks, bike lanes, enhanced pedestrian crossings, raised medians and streetlights.	\$0	\$0	\$0	\$13,212	\$0	\$0	\$13,212	\$1,950	\$15,162	Yes	Yes	No	No	No	Yes	ETC Explorer
VS3	Statewide	City of Vista	Plan	11-Vista, City of-3	City of Vista Active Transportation Plan	Vista's Active Transportation Plan will identify pedestrian, bicycling and micromobility needs to prioritize recommendations for building a citywide active transportation system.	\$0	\$0	\$0	\$752	\$0	\$0	\$752	\$0	\$752	Yes	Yes	No	No	No	Yes	ETC Explorer
VS4	Statewide	City of Vista	I-Medium	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	Sidewalks, enhanced pedestrian crossings, buffered bike lanes, roundabouts, a traffic signal, raised medians, signing, and striping to enhance safety near Bobier Elementary School	\$0	\$210	\$0	\$3,742	\$0	\$0	\$3,952	\$800	\$4,752	Yes	Yes	Yes	No	No	Yes	School Lunch
SAN1	Regional	SANDAG	NI	11-SANDAG-1	Regional Active Transportation Education Program	Education and encouragement program focused on biking and walking as safe, healthy, user-friendly, and accessible travel choices.	\$0	\$0	\$0	\$0	\$1,549	\$0	\$1,549	\$0	\$1,549	Yes	Yes	No	No	No	Yes	ETC Explorer

PLAN PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan

2A	2B	2C	3A	3B	4	5	7A
5.0	5.0	5.0	30.0	10.0	40.0	25.0	16.0

VS3	Subtotal	Maximum 136 points
	136	

NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI

1A	1B	1C	2A	2B	3	4	5	8A
5.0	5.0	5.0	30.0	10.0	40.0	25.0	12.0	16.0

SAN1	Subtotal	Maximum 156 points
	148	

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium

2C	2D	3A2	3A3	3B1	3B2	3B3	3C1	3C2	4	8A
0.0	10.0	3.0	0.0	8.0	8.0	8.0	4.0	4.0	6.0	2.0
10.0	10.0	6.0	6.0	8.0	8.0	8.0	4.0	4.0	6.0	8.0
10.0	6.0	6.0	0.0	8.0	8.0	6.0	6.0	6.0	6.0	8.0
8.0	10.0	6.0	0.0	8.0	8.0	6.0	6.0	6.0	6.0	8.0
10.0	6.0	3.0	0.0	8.0	6.0	8.0	6.0	6.0	6.0	6.0
10.0	6.0	3.0	6.0	8.0	6.0	6.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	4.0	6.0	6.0	6.0	8.0
2.0	10.0	6.0	0.0	8.0	8.0	4.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	4.0	6.0	4.0	6.0	4.0
10.0	10.0	6.0	0.0	8.0	8.0	8.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	0.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	6.0	0.0
10.0	10.0	6.0	0.0	8.0	8.0	8.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	8.0	6.0	6.0	6.0	8.0
8.0	6.0	6.0	0.0	8.0	8.0	8.0	6.0	6.0	6.0	8.0

CB1	Subtotal	Maximum 82 points
	53	
CV1	78	
CV2	70	
LM1	72	
LM2	65	
NC1	71	
OC1	72	
CO1	64	
CO2	66	
CO3	76	
SD1	68	
SB1	74	
VS1	76	
VS2	76	
VS4	70	

PLAN PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2A	2B	2C	3A	3B	4	5	7A	Subtotal	Maximum 136 points
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan	1.0	3.0	3.0	12.0	2.0	16.0	5.0	8.0	50	

NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	1A	1B	1C	2A	2B	3	4	5	8A	Subtotal	Maximum 156 points
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI	3.0	3.0	3.0	6.0	2.0	8.0	0.0	4.0	4.0	33	

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2C	2D	3A2	3A3	3B1	3B2	3B3	3C1	3C2	4	8A	Subtotal	Maximum 82 points
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large												0	
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small												0	
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large												0	
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small												0	
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large												0	
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium												0	
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI												0	
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI												0	
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI												0	
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI												0	
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium												0	
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium												0	
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium												0	
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large												0	
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium												0	

*This evaluator did not review or score any of the Infrastructure project applications.

PLAN PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan

2A	2B	2C	3A	3B	4	5	7A
3.0	3.0	3.0	24.0	2.0	24.0	20.0	12.0

VS3	Subtotal	Maximum 136 points
	91	

NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI

1A	1B	1C	2A	2B	3	4	5	8A
3.0	3.0	3.0	12.0	2.0	24.0	10.0	16.0	12.0

SAN1	Subtotal	Maximum 156 points
	85	

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium

2C	2D	3A2	3A3	3B1	3B2	3B3	3C1	3C2	4	8A
6.0	8.0	6.0	6.0	6.0	8.0	8.0	2.0	6.0	2.0	2.0
6.0	10.0	6.0	6.0	4.0	6.0	8.0	2.0	6.0	2.0	8.0
8.0	8.0	0.0	6.0	8.0	8.0	8.0	6.0	6.0	4.0	6.0
6.0	8.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	2.0	2.0
10.0	10.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	2.0	2.0
10.0	10.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	2.0	8.0
10.0	10.0	6.0	6.0	8.0	6.0	2.0	6.0	6.0	2.0	4.0
2.0	10.0	6.0	0.0	2.0	8.0	4.0	6.0	6.0	2.0	6.0
2.0	10.0	6.0	0.0	2.0	8.0	4.0	6.0	6.0	4.0	2.0
8.0	10.0	6.0	0.0	6.0	6.0	8.0	6.0	6.0	6.0	2.0
10.0	10.0	6.0	6.0	6.0	8.0	6.0	6.0	4.0	2.0	0.0
6.0	8.0	6.0	0.0	4.0	6.0	8.0	6.0	6.0	2.0	6.0
6.0	8.0	6.0	6.0	4.0	8.0	8.0	6.0	4.0	4.0	4.0
10.0	10.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	2.0	6.0

CB1	Subtotal	Maximum 82 points
	60	
CV1	64	
CV2	68	
LM1	56	
LM2	72	
NC1	78	
OC1	66	
CO1	52	
CO2	50	
CO3	64	
SD1	0	
SB1	64	
VS1	58	
VS2	64	
VS4	76	

*This evaluator did not review or score the SD1 Infrastructure project application.

PLAN PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2A	2B	2C	3A	3B	4	5	7A	Subtotal	Maximum 136 points
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan	5.0	5.0	5.0	24.0	8.0	32.0	25.0	16.0	120	VS3

NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	1A	1B	1C	2A	2B	3	4	5	8A	Subtotal	Maximum 156 points
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI	5.0	5.0	3.0	24.0	6.0	24.0	15.0	12.0	12.0	106	SAN1

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2C	2D	3A2	3A3	3B1	3B2	3B3	3C1	3C2	4	8A	Subtotal	Maximum 82 points
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large	8.0	10.0	6.0	6.0	6.0	8.0	8.0	4.0	6.0	6.0	2.0	70	CB1
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small	10.0	10.0	6.0	6.0	6.0	8.0	6.0	6.0	6.0	2.0	8.0	74	CV1
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large	6.0	10.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	2.0	6.0	72	CV2
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small	6.0	10.0	6.0	6.0	6.0	8.0	8.0	6.0	6.0	2.0	8.0	72	LM1
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large	4.0	10.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	2.0	8.0	72	LM2
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium	10.0	10.0	6.0	6.0	8.0	8.0	6.0	6.0	6.0	2.0	8.0	76	NC1
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI	10.0	10.0	6.0	6.0	8.0	8.0	4.0	6.0	6.0	6.0	6.0	76	OC1
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI	0.0	10.0	6.0	0.0	0.0	8.0	4.0	6.0	6.0	6.0	8.0	54	CO1
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI	4.0	10.0	6.0	0.0	6.0	8.0	6.0	6.0	6.0	6.0	8.0	66	CO2
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI	10.0	10.0	6.0	0.0	6.0	8.0	8.0	6.0	6.0	6.0	8.0	74	CO3
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium	4.0	10.0	6.0	0.0	4.0	8.0	2.0	6.0	6.0	4.0	8.0	58	SD1
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium	10.0	10.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	4.0	0.0	72	SB1
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium	10.0	10.0	6.0	6.0	6.0	8.0	8.0	6.0	6.0	4.0	4.0	74	VS1
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large	10.0	10.0	6.0	6.0	6.0	8.0	8.0	6.0	6.0	4.0	8.0	78	VS2
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium	8.0	8.0	6.0	6.0	6.0	8.0	8.0	6.0	6.0	6.0	8.0	76	VS4

PLAN PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2A	2B	2C	3A	3B	4	5	7A	Subtotal	Maximum 136 points
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan	3.0	3.0	5.0	24.0	8.0	32.0	25.0	16.0	116	

NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	1A	1B	1C	2A	2B	3	4	5	8A	Subtotal	Maximum 156 points
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI	3.0	5.0	3.0	18.0	6.0	36.0	25.0	16.0	12.0	124	

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2C	2D	3A2	3A3	3B1	3B2	3B3	3C1	3C2	4	8A	Subtotal	Maximum 82 points
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large	4.0	8.0	6.0	0.0	8.0	8.0	8.0	4.0	6.0	4.0	4.0	60	
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small	10.0	10.0	6.0	6.0	6.0	4.0	4.0	6.0	4.0	6.0	8.0	70	
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large	6.0	6.0	6.0	0.0	8.0	8.0	8.0	6.0	6.0	4.0	6.0	64	
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small	8.0	10.0	6.0	6.0	2.0	8.0	8.0	4.0	6.0	6.0	4.0	68	
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large	6.0	6.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	6.0	6.0	72	
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium	10.0	10.0	6.0	6.0	8.0	6.0	4.0	6.0	6.0	6.0	8.0	76	
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI	10.0	10.0	6.0	0.0	6.0	6.0	4.0	6.0	6.0	6.0	8.0	68	
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI	2.0	8.0	6.0	0.0	2.0	6.0	2.0	6.0	6.0	4.0	8.0	50	
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI	6.0	10.0	6.0	0.0	6.0	8.0	4.0	6.0	4.0	4.0	8.0	62	
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI	2.0	10.0	6.0	0.0	8.0	6.0	6.0	6.0	4.0	6.0	8.0	62	
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium	6.0	6.0	4.0	0.0	8.0	8.0	6.0	4.0	4.0	6.0	8.0	60	
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium	6.0	10.0	6.0	6.0	8.0	8.0	6.0	6.0	6.0	4.0	0.0	66	
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium	8.0	10.0	6.0	0.0	4.0	8.0	8.0	6.0	4.0	6.0	6.0	66	
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large	6.0	8.0	6.0	6.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	72	
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium	6.0	8.0	6.0	0.0	6.0	8.0	8.0	4.0	4.0	4.0	8.0	62	

PLAN PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2A	2B	2C	3A	3B	4	5	7A	Subtotal	Maximum 136 points
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan	5.0	3.5	3.5	24.0	8.0	32.0	25.0	12.0	113	VS3

NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	1A	1B	1C	2A	2B	3	4	5	8A	Subtotal	Maximum 156 points
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI	5.0	5.0	5.0	28.0	8.0	36.0	20.0	12.0	16.0	135	SAN1

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	2C	2D	3A2	3A3	3B1	3B2	3B3	3C1	3C2	4	8A	Subtotal	Maximum 82 points
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large	6.0	6.0	6.0	0.0	6.0	6.0	6.0	4.0	4.0	2.0	4.0	50	CB1
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small	10.0	8.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	4.0	8.0	72	CV1
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large	8.0	8.0	4.0	0.0	4.0	6.0	4.0	4.0	4.0	4.0	6.0	52	CV2
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small	6.0	8.0	4.0	0.0	6.0	8.0	6.0	4.0	4.0	4.0	6.0	56	LM1
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large	8.0	6.0	6.0	0.0	6.0	6.0	8.0	6.0	6.0	4.0	4.0	60	LM2
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium	10.0	6.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	4.0	8.0	76	NC1
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI	8.0	8.0	6.0	0.0	8.0	8.0	6.0	6.0	6.0	6.0	4.0	66	OC1
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI	0.0	6.0	4.0	0.0	2.0	6.0	4.0	4.0	4.0	4.0	6.0	40	CO1
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI	4.0	8.0	4.0	0.0	4.0	6.0	4.0	4.0	4.0	4.0	4.0	46	CO2
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI	2.0	9.0	4.0	0.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	57	CO3
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium	4.0	6.0	4.0	0.0	6.0	6.0	4.0	4.0	4.0	4.0	8.0	50	SD1
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium	8.0	8.0	6.0	6.0	8.0	8.0	6.0	6.0	6.0	4.0	2.0	68	SB1
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium	8.0	8.0	6.0	0.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	68	VS1
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large	10.0	8.0	6.0	0.0	6.0	8.0	8.0	6.0	6.0	6.0	8.0	72	VS2
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium	6.0	6.0	4.0	0.0	6.0	8.0	8.0	6.0	4.0	4.0	6.0	58	VS4

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PLAN PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan

2A	2B	2C	3A	3B	4	5	7A
5.0	3.0	5.0	30.0	10.0	32.0	20.0	16.

VS3	Subtotal	Maximum
	121	136 points

NON-INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI

1A	1B	1C	2A	2B	3	4	5	8A
5.0	5.0	5.0	30.0	10.0	40.0	25.0	20.0	16.

SAN1	Subtotal	Maximum
	156	156 points

INFRASTRUCTURE PROJECTS

Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium

2C	2D	3A2	3A3	3B1	3B2	3B3	3C1	3C2	4	8A
10.0	10.0	6.0	0.0	8.0	8.0	6.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	6.0	6.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	6.0	8.0	6.0	6.0	4.0	6.0	8.0
10.0	10.0	6.0	6.0	8.0	8.0	6.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	8.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	6.0	8.0	8.0	8.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	8.0	6.0	6.0	6.0	8.0
0.0	10.0	6.0	0.0	0.0	8.0	6.0	6.0	6.0	6.0	8.0
8.0	10.0	6.0	0.0	6.0	8.0	6.0	6.0	6.0	6.0	8.0
8.0	10.0	6.0	0.0	6.0	8.0	6.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	6.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	6.0	6.0	6.0	6.0	8.0
8.0	10.0	6.0	0.0	6.0	8.0	6.0	6.0	6.0	6.0	8.0
10.0	10.0	6.0	0.0	8.0	8.0	8.0	6.0	6.0	6.0	8.0
8.0	10.0	6.0	0.0	6.0	8.0	8.0	6.0	6.0	6.0	8.0

	Subtotal	Maximum 82 points
CB1	74	
CV1	72	
CV2	70	
LM1	80	
LM2	76	
NC1	82	
OC1	76	
CO1	56	
CO2	70	
CO3	70	
SD1	74	
SB1	74	
VS1	70	
VS2	76	
VS4	72	

2025 ATP Evaluation Workbook - Pop(2020)

ObjectID	Name	UniqueID	Travelshed_miles	Concatenate	Pop_rate_2022	Acres	Pop_density
1	CB1 : 0 - 1320	CB1	0.25	CB10.25	560	49.580	11.295
2	CB1 : 0 - 2640	CB1	0.5	CB10.5	560	49.580	11.295
3	CB1 : 0 - 5280	CB1	1	CB11	813	63.381	12.827
4	CB1 : 0 - 7920	CB1	1.5	CB11.5	3,877	191.215	20.276
5	CO1 : 0 - 1320	CO1	0.25	CO10.25	505	72.179	6.996
6	CO1 : 0 - 2640	CO1	0.5	CO10.5	1,965	207.752	9.458
7	CO1 : 0 - 5280	CO1	1	CO11	7,349	556.867	13.197
8	CO1 : 0 - 7920	CO1	1.5	CO11.5	16,796	957.054	17.550
9	CO2 : 0 - 1320	CO2	0.25	CO20.25	792	158.687	4.991
10	CO2 : 0 - 2640	CO2	0.5	CO20.5	1,794	448.031	4.004
11	CO2 : 0 - 5280	CO2	1	CO21	5,557	1,256.007	4.424
12	CO2 : 0 - 7920	CO2	1.5	CO21.5	11,577	2,299.219	5.035
13	CO3 : 0 - 1320	CO3	0.25	CO30.25	4,644	194.116	23.924
14	CO3 : 0 - 2640	CO3	0.5	CO30.5	7,887	338.898	23.272
15	CO3 : 0 - 5280	CO3	1	CO31	19,999	853.853	23.422
16	CO3 : 0 - 7920	CO3	1.5	CO31.5	26,902	1,216.337	22.117
17	CV1 : 0 - 1320	CV1	0.25	CV10.25	1,558	52.755	29.533
18	CV1 : 0 - 2640	CV1	0.5	CV10.5	2,875	75.493	38.083
19	CV1 : 0 - 5280	CV1	1	CV11	13,185	343.462	38.389
20	CV1 : 0 - 7920	CV1	1.5	CV11.5	34,261	933.770	36.691
21	CV2 : 0 - 1320	CV2	0.25	CV20.25	5,538	118.112	46.888
22	CV2 : 0 - 2640	CV2	0.5	CV20.5	15,653	292.054	53.596
23	CV2 : 0 - 5280	CV2	1	CV21	33,433	808.670	41.343
24	CV2 : 0 - 7920	CV2	1.5	CV21.5	47,779	1,481.339	32.254
25	LM1 : 0 - 1320	LM1	0.25	LM10.25	2,249	104.844	21.451
26	LM1 : 0 - 2640	LM1	0.5	LM10.5	4,742	353.695	13.407
27	LM1 : 0 - 5280	LM1	1	LM11	11,272	916.562	12.298
28	LM1 : 0 - 7920	LM1	1.5	LM11.5	25,594	1,743.973	14.676
29	LM2 : 0 - 1320	LM2	0.25	LM20.25	4,830	186.994	25.830
30	LM2 : 0 - 2640	LM2	0.5	LM20.5	8,923	369.867	24.125
31	LM2 : 0 - 5280	LM2	1	LM21	19,581	1,025.405	19.096
32	LM2 : 0 - 7920	LM2	1.5	LM21.5	40,164	2,161.516	18.581
33	NC1 : 0 - 1320	NC1	0.25	NC10.25	1,670	13.458	124.089
34	NC1 : 0 - 2640	NC1	0.5	NC10.5	3,648	39.653	91.998
35	NC1 : 0 - 5280	NC1	1	NC11	15,275	208.932	73.110
36	NC1 : 0 - 7920	NC1	1.5	NC11.5	28,959	495.768	58.412
37	OC1 : 0 - 1320	OC1	0.25	OC10.25	1,489	42.763	34.820
38	OC1 : 0 - 2640	OC1	0.5	OC10.5	4,563	145.738	31.310
39	OC1 : 0 - 5280	OC1	1	OC11	11,594	494.430	23.449
40	OC1 : 0 - 7920	OC1	1.5	OC11.5	20,007	790.934	25.295
41	SB1 : 0 - 1320	SB1	0.25	SB10.25	1,718	103.066	16.669
42	SB1 : 0 - 2640	SB1	0.5	SB10.5	4,289	332.856	12.885
43	SB1 : 0 - 5280	SB1	1	SB11	10,619	839.948	12.642
44	SB1 : 0 - 7920	SB1	1.5	SB11.5	13,541	1,313.422	10.310
45	SD1 : 0 - 1320	SD1	0.25	SD10.25	3,241	194.582	16.656
46	SD1 : 0 - 2640	SD1	0.5	SD10.5	11,357	497.537	22.826
47	SD1 : 0 - 5280	SD1	1	SD11	39,267	1,277.581	30.735
48	SD1 : 0 - 7920	SD1	1.5	SD11.5	82,111	2,449.730	33.518
49	VS2 : 0 - 1320	VS2	0.25	VS20.25	5,241	216.153	24.247
50	VS2 : 0 - 2640	VS2	0.5	VS20.5	9,824	426.668	23.025
51	VS2 : 0 - 5280	VS2	1	VS21	21,534	1,101.416	19.551
52	VS2 : 0 - 7920	VS2	1.5	VS21.5	34,959	1,912.424	18.280
53	VS4 : 0 - 1320	VS4	0.25	VS40.25	4,557	118.391	38.491
54	VS4 : 0 - 2640	VS4	0.5	VS40.5	8,469	328.127	25.810
55	VS4 : 0 - 5280	VS4	1	VS41	23,053	966.777	23.845
56	VS4 : 0 - 7920	VS4	1.5	VS41.5	37,266	1,762.204	21.147
Non-infrastructure/ Polygons							
1	SAN1	SAN1	N/A	SAN1	1,732,489	73,396.202	23.605
2	VS1	VS1	N/A	VS1N/A	11,584	368.490	31.436
3	VS3	VS3	N/A	VS3	100,585	6,244.271	16.108

Note: The VS1 Infrastructure project represents multiple city blocks and is not a linear project like other Infrastructure projects. For the Demand Analysis, SANDAG Data Science staff analyzed the project like a Non-Infrastructure project where a polygon was used measure the data. Due to this, there is no Concatenate formula needed (only one value is returned) so the Concatenate value is VS1N/A.

2025 ATP Evaluation Workbook - Emp (2020)

OBJECTID	UniqueID	Travelshed_miles	Concatenate	Jobs	Acres	DENSITY
1	CB1	0.25	CB10.25	759	8.527	89.006
2	CB1	0.5	CB10.5	2,326	59.409	39.153
3	CB1	1	CB11	6,542	178.971	36.553
4	CB1	1.5	CB11.5	12,637	327.848	38.545
5	CO1	0.25	CO10.25	48	<Null>	<Null>
6	CO1	0.5	CO10.5	573	13.144	43.593
7	CO1	1	CO11	8,053	365.040	22.061
8	CO1	1.5	CO11.5	16,317	695.619	23.457
9	CO2	0.25	CO20.25	85	<Null>	<Null>
10	CO2	0.5	CO20.5	320	12.978	24.657
11	CO2	1	CO21	927	42.489	21.818
12	CO2	1.5	CO21.5	3,109	171.765	18.100
13	CO3	0.25	CO30.25	1,012	31.853	31.771
14	CO3	0.5	CO30.5	1,819	69.962	26.000
15	CO3	1	CO31	3,978	165.079	24.098
16	CO3	1.5	CO31.5	5,635	225.524	24.986
17	CV1	0.25	CV10.25	1,046	49.328	21.205
18	CV1	0.5	CV10.5	3,716	178.417	20.828
19	CV1	1	CV11	10,922	416.852	26.201
20	CV1	1.5	CV11.5	20,047	639.824	31.332
21	CV2	0.25	CV20.25	3,583	46.690	76.739
22	CV2	0.5	CV20.5	6,983	127.584	54.732
23	CV2	1	CV21	16,291	321.927	50.605
24	CV2	1.5	CV21.5	28,633	601.041	47.639
25	LM1	0.25	LM10.25	1,413	29.648	47.659
26	LM1	0.5	LM10.5	3,184	72.464	43.939
27	LM1	1	LM11	12,422	254.642	48.782
28	LM1	1.5	LM11.5	25,202	450.249	55.973
29	LM2	0.25	LM20.25	4,909	58.398	84.062
30	LM2	0.5	LM20.5	9,337	157.904	59.131
31	LM2	1	LM21	19,341	385.246	50.204
32	LM2	1.5	LM21.5	30,745	525.096	58.551
33	NC1	0.25	NC10.25	4,395	106.624	41.220
34	NC1	0.5	NC10.5	8,994	344.704	26.092
35	NC1	1	NC11	20,623	643.805	32.033
36	NC1	1.5	NC11.5	32,844	824.005	39.859
37	OC1	0.25	OC10.25	1,166	30.325	38.450
38	OC1	0.5	OC10.5	2,469	56.018	44.075
39	OC1	1	OC11	5,763	120.222	47.936
40	OC1	1.5	OC11.5	13,187	241.501	54.604
41	SB1	0.25	SB10.25	4,807	108.072	44.480
42	SB1	0.5	SB10.5	7,955	160.191	49.660
43	SB1	1	SB11	11,511	222.952	51.630
44	SB1	1.5	SB11.5	14,203	291.273	48.762
45	SD1	0.25	SD10.25	1,297	35.839	36.189
46	SD1	0.5	SD10.5	3,482	86.791	40.119
47	SD1	1	SD11	9,139	261.703	34.921
48	SD1	1.5	SD11.5	18,427	513.559	35.881
49	VS2	0.25	VS20.25	1,186	32.492	36.502
50	VS2	0.5	VS20.5	2,740	77.470	35.369
51	VS2	1	VS21	9,777	259.427	37.687
52	VS2	1.5	VS21.5	16,995	601.940	28.234
53	VS4	0.25	VS40.25	929	33.330	27.872
54	VS4	0.5	VS40.5	1,789	95.869	18.661
55	VS4	1	VS41	3,976	175.363	22.673
56	VS4	1.5	VS41.5	10,714	432.306	24.783
Non-infrastructure/ Polygons						
1	SAN1	N/A	SAN1	1,280,296	28,776.250	44.491
2	VS1	N/A	VS1N/A	2,038	60.792	33.524
3	VS3	N/A	VS3	52,856	2,154.953	24.528

Note: The VS1 Infrastructure project represents multiple city blocks and is not a linear project like other Infrastructure projects. For the Demand Analysis, SANDAG Data Science staff analyzed the project like a Non-Infrastructure project where a polygon was used measure the data. Due to this, there is no Concatenate formula needed (only one value is returned) so the Concatenate value is VS1N/A.

2025 ATP Evaluation Workbook - Intersections

ObjectID	Name	UniqueID	Travelshed_miles	Concatenate	Intersections_count
1	CB1 : 0 - 1320	CB1	0.25	CB10.25	16
2	CB1 : 0 - 2640	CB1	0.5	CB10.5	23
3	CB1 : 0 - 5280	CB1	1	CB11	37
4	CB1 : 0 - 7920	CB1	1.5	CB11.5	135
5	CO1 : 0 - 1320	CO1	0.25	CO10.25	17
6	CO1 : 0 - 2640	CO1	0.5	CO10.5	43
7	CO1 : 0 - 5280	CO1	1	CO11	180
8	CO1 : 0 - 7920	CO1	1.5	CO11.5	413
9	CO2 : 0 - 1320	CO2	0.25	CO20.25	52
10	CO2 : 0 - 2640	CO2	0.5	CO20.5	91
11	CO2 : 0 - 5280	CO2	1	CO21	231
12	CO2 : 0 - 7920	CO2	1.5	CO21.5	420
13	CO3 : 0 - 1320	CO3	0.25	CO30.25	117
14	CO3 : 0 - 2640	CO3	0.5	CO30.5	195
15	CO3 : 0 - 5280	CO3	1	CO31	333
16	CO3 : 0 - 7920	CO3	1.5	CO31.5	458
17	CV1 : 0 - 1320	CV1	0.25	CV10.25	34
18	CV1 : 0 - 2640	CV1	0.5	CV10.5	76
19	CV1 : 0 - 5280	CV1	1	CV11	278
20	CV1 : 0 - 7920	CV1	1.5	CV11.5	551
21	CV2 : 0 - 1320	CV2	0.25	CV20.25	77
22	CV2 : 0 - 2640	CV2	0.5	CV20.5	186
23	CV2 : 0 - 5280	CV2	1	CV21	429
24	CV2 : 0 - 7920	CV2	1.5	CV21.5	665
25	LM1 : 0 - 1320	LM1	0.25	LM10.25	72
26	LM1 : 0 - 2640	LM1	0.5	LM10.5	143
27	LM1 : 0 - 5280	LM1	1	LM11	326
28	LM1 : 0 - 7920	LM1	1.5	LM11.5	608
29	LM2 : 0 - 1320	LM2	0.25	LM20.25	138
30	LM2 : 0 - 2640	LM2	0.5	LM20.5	230
31	LM2 : 0 - 5280	LM2	1	LM21	451
32	LM2 : 0 - 7920	LM2	1.5	LM21.5	788
33	NC1 : 0 - 1320	NC1	0.25	NC10.25	70
34	NC1 : 0 - 2640	NC1	0.5	NC10.5	152
35	NC1 : 0 - 5280	NC1	1	NC11	372
36	NC1 : 0 - 7920	NC1	1.5	NC11.5	652
37	OC1 : 0 - 1320	OC1	0.25	OC10.25	73
38	OC1 : 0 - 2640	OC1	0.5	OC10.5	185
39	OC1 : 0 - 5280	OC1	1	OC11	449
40	OC1 : 0 - 7920	OC1	1.5	OC11.5	680
41	SB1 : 0 - 1320	SB1	0.25	SB10.25	50
42	SB1 : 0 - 2640	SB1	0.5	SB10.5	118
43	SB1 : 0 - 5280	SB1	1	SB11	274
44	SB1 : 0 - 7920	SB1	1.5	SB11.5	387
45	SD1 : 0 - 1320	SD1	0.25	SD10.25	85
46	SD1 : 0 - 2640	SD1	0.5	SD10.5	194
47	SD1 : 0 - 5280	SD1	1	SD11	545
48	SD1 : 0 - 7920	SD1	1.5	SD11.5	1,164
49	VS2 : 0 - 1320	VS2	0.25	VS20.25	95
50	VS2 : 0 - 2640	VS2	0.5	VS20.5	178
51	VS2 : 0 - 5280	VS2	1	VS21	410
52	VS2 : 0 - 7920	VS2	1.5	VS21.5	724
53	VS4 : 0 - 1320	VS4	0.25	VS40.25	47
54	VS4 : 0 - 2640	VS4	0.5	VS40.5	130
55	VS4 : 0 - 5280	VS4	1	VS41	343
56	VS4 : 0 - 7920	VS4	1.5	VS41.5	673
Non-infrastructure/ Polygons					
1	SAN1	SAN1	N/A	SAN1	32,365
2	VS1	VS1	N/A	VS1N/A	139
3	VS3	VS3	N/A	VS3	1,954

Note: The VS1 Infrastructure project represents multiple city blocks and is not a linear project like other Infrastructure projects. For the Demand Analysis, SANDAG Data Science staff analyzed the project like a Non-Infrastructure project where a polygon was used measure the data. Due to this, there is no Concatenate formula needed (only one value is returned) so the Concatenate value is VS1N/A.

2025 ATP Evaluation Workbook - ActivityCenters

ObjectID	Name	UniqueID	Travelshed_miles	Concatenate	Activity_Centers
1	CB1 : 0 - 1320	CB1	0.25	CB10.25	11
2	CB1 : 0 - 2640	CB1	0.5	CB10.5	18
3	CB1 : 0 - 5280	CB1	1	CB11	39
4	CB1 : 0 - 7920	CB1	1.5	CB11.5	163
5	CO1 : 0 - 1320	CO1	0.25	CO10.25	3
6	CO1 : 0 - 2640	CO1	0.5	CO10.5	5
7	CO1 : 0 - 5280	CO1	1	CO11	39
8	CO1 : 0 - 7920	CO1	1.5	CO11.5	113
9	CO2 : 0 - 1320	CO2	0.25	CO20.25	4
10	CO2 : 0 - 2640	CO2	0.5	CO20.5	13
11	CO2 : 0 - 5280	CO2	1	CO21	30
12	CO2 : 0 - 7920	CO2	1.5	CO21.5	86
13	CO3 : 0 - 1320	CO3	0.25	CO30.25	73
14	CO3 : 0 - 2640	CO3	0.5	CO30.5	88
15	CO3 : 0 - 5280	CO3	1	CO31	127
16	CO3 : 0 - 7920	CO3	1.5	CO31.5	144
17	CV1 : 0 - 1320	CV1	0.25	CV10.25	10
18	CV1 : 0 - 2640	CV1	0.5	CV10.5	30
19	CV1 : 0 - 5280	CV1	1	CV11	121
20	CV1 : 0 - 7920	CV1	1.5	CV11.5	311
21	CV2 : 0 - 1320	CV2	0.25	CV20.25	90
22	CV2 : 0 - 2640	CV2	0.5	CV20.5	286
23	CV2 : 0 - 5280	CV2	1	CV21	439
24	CV2 : 0 - 7920	CV2	1.5	CV21.5	519
25	LM1 : 0 - 1320	LM1	0.25	LM10.25	56
26	LM1 : 0 - 2640	LM1	0.5	LM10.5	89
27	LM1 : 0 - 5280	LM1	1	LM11	262
28	LM1 : 0 - 7920	LM1	1.5	LM11.5	419
29	LM2 : 0 - 1320	LM2	0.25	LM20.25	167
30	LM2 : 0 - 2640	LM2	0.5	LM20.5	251
31	LM2 : 0 - 5280	LM2	1	LM21	405
32	LM2 : 0 - 7920	LM2	1.5	LM21.5	555
33	NC1 : 0 - 1320	NC1	0.25	NC10.25	47
34	NC1 : 0 - 2640	NC1	0.5	NC10.5	112
35	NC1 : 0 - 5280	NC1	1	NC11	276
36	NC1 : 0 - 7920	NC1	1.5	NC11.5	503
37	OC1 : 0 - 1320	OC1	0.25	OC10.25	53
38	OC1 : 0 - 2640	OC1	0.5	OC10.5	145
39	OC1 : 0 - 5280	OC1	1	OC11	319
40	OC1 : 0 - 7920	OC1	1.5	OC11.5	497
41	SB1 : 0 - 1320	SB1	0.25	SB10.25	116
42	SB1 : 0 - 2640	SB1	0.5	SB10.5	143
43	SB1 : 0 - 5280	SB1	1	SB11	196
44	SB1 : 0 - 7920	SB1	1.5	SB11.5	292
45	SD1 : 0 - 1320	SD1	0.25	SD10.25	9
46	SD1 : 0 - 2640	SD1	0.5	SD10.5	46
47	SD1 : 0 - 5280	SD1	1	SD11	222
48	SD1 : 0 - 7920	SD1	1.5	SD11.5	576
49	VS2 : 0 - 1320	VS2	0.25	VS20.25	28
50	VS2 : 0 - 2640	VS2	0.5	VS20.5	70
51	VS2 : 0 - 5280	VS2	1	VS21	147
52	VS2 : 0 - 7920	VS2	1.5	VS21.5	226
53	VS4 : 0 - 1320	VS4	0.25	VS40.25	28
54	VS4 : 0 - 2640	VS4	0.5	VS40.5	42
55	VS4 : 0 - 5280	VS4	1	VS41	100
56	VS4 : 0 - 7920	VS4	1.5	VS41.5	314
Non-infrastructure/ Polygons					
1	SAN1	SAN1	N/A	SAN1	12,477
2	VS1	VS1	N/A	VS1N/A	93
3	VS3	VS3	N/A	VS3	830

Note: The VS1 Infrastructure project represents multiple city blocks and is not a linear project like other Infrastructure projects. For the Demand Analysis, SANDAG Data Science staff analyzed the project like a Non-Infrastructure project where a polygon was used measure the data. Due to this, there is no Concatenate formula needed (only one value is returned) so the Concatenate value is VS1N/A.

2025 ATP Evaluation Workbook - ZeroCarHouseholds

OBJECTID	Name	UniqueID	Travelshed_miles	Concatenate	Total_hh	Zero_Car_hh	Percent_Zero_Car
1	CB1 : 0 - 1320	CB1	0.25	CB10.25	1,748	48	2.746
2	CB1 : 0 - 2640	CB1	0.5	CB10.5	1,748	48	2.746
3	CB1 : 0 - 5280	CB1	1	CB11	1,748	48	2.746
4	CB1 : 0 - 7920	CB1	1.5	CB11.5	9,215	256	2.778
5	CO1 : 0 - 1320	CO1	0.25	CO10.25	2,352	54	2.296
6	CO1 : 0 - 2640	CO1	0.5	CO10.5	2,352	54	2.296
7	CO1 : 0 - 5280	CO1	1	CO11	6,657	127	1.908
8	CO1 : 0 - 7920	CO1	1.5	CO11.5	17,382	774	4.453
9	CO2 : 0 - 1320	CO2	0.25	CO20.25	5,182	253	4.882
10	CO2 : 0 - 2640	CO2	0.5	CO20.5	7,405	389	5.253
11	CO2 : 0 - 5280	CO2	1	CO21	9,412	528	5.610
12	CO2 : 0 - 7920	CO2	1.5	CO21.5	9,412	528	5.610
13	CO3 : 0 - 1320	CO3	0.25	CO30.25	6,570	315	4.795
14	CO3 : 0 - 2640	CO3	0.5	CO30.5	6,570	315	4.795
15	CO3 : 0 - 5280	CO3	1	CO31	11,547	648	5.612
16	CO3 : 0 - 7920	CO3	1.5	CO31.5	14,291	761	5.325
17	CV1 : 0 - 1320	CV1	0.25	CV10.25	699	26	3.720
18	CV1 : 0 - 2640	CV1	0.5	CV10.5	5,835	420	7.198
19	CV1 : 0 - 5280	CV1	1	CV11	10,648	718	6.743
20	CV1 : 0 - 7920	CV1	1.5	CV11.5	22,581	1,719	7.613
21	CV2 : 0 - 1320	CV2	0.25	CV20.25	7,511	730	9.719
22	CV2 : 0 - 2640	CV2	0.5	CV20.5	8,875	847	9.544
23	CV2 : 0 - 5280	CV2	1	CV21	15,959	1,467	9.192
24	CV2 : 0 - 7920	CV2	1.5	CV21.5	19,597	1,667	8.506
25	LM1 : 0 - 1320	LM1	0.25	LM10.25	4,629	328	7.086
26	LM1 : 0 - 2640	LM1	0.5	LM10.5	6,791	591	8.703
27	LM1 : 0 - 5280	LM1	1	LM11	14,748	1,482	10.049
28	LM1 : 0 - 7920	LM1	1.5	LM11.5	26,238	1,960	7.470
29	LM2 : 0 - 1320	LM2	0.25	LM20.25	5,457	647	11.856
30	LM2 : 0 - 2640	LM2	0.5	LM20.5	13,292	1,465	11.022
31	LM2 : 0 - 5280	LM2	1	LM21	18,882	1,585	8.394
32	LM2 : 0 - 7920	LM2	1.5	LM21.5	28,691	2,297	8.006
33	NC1 : 0 - 1320	NC1	0.25	NC10.25	713	55	7.714
34	NC1 : 0 - 2640	NC1	0.5	NC10.5	4,822	616	12.775
35	NC1 : 0 - 5280	NC1	1	NC11	7,203	845	11.731
36	NC1 : 0 - 7920	NC1	1.5	NC11.5	13,617	1,413	10.377
37	OC1 : 0 - 1320	OC1	0.25	OC10.25	3,799	183	4.817
38	OC1 : 0 - 2640	OC1	0.5	OC10.5	6,222	277	4.452
39	OC1 : 0 - 5280	OC1	1	OC11	10,218	549	5.373
40	OC1 : 0 - 7920	OC1	1.5	OC11.5	15,715	1,094	6.962
41	SB1 : 0 - 1320	SB1	0.25	SB10.25	2,344	146	6.229
42	SB1 : 0 - 2640	SB1	0.5	SB10.5	5,836	243	4.164
43	SB1 : 0 - 5280	SB1	1	SB11	5,836	243	4.164
44	SB1 : 0 - 7920	SB1	1.5	SB11.5	8,705	286	3.285
45	SD1 : 0 - 1320	SD1	0.25	SD10.25	8,001	535	6.687
46	SD1 : 0 - 2640	SD1	0.5	SD10.5	14,832	1,284	8.657
47	SD1 : 0 - 5280	SD1	1	SD11	23,707	2,514	10.604
48	SD1 : 0 - 7920	SD1	1.5	SD11.5	40,530	4,188	10.333
49	VS2 : 0 - 1320	VS2	0.25	VS20.25	4,538	144	3.173
50	VS2 : 0 - 2640	VS2	0.5	VS20.5	5,798	166	2.863
51	VS2 : 0 - 5280	VS2	1	VS21	17,061	711	4.167
52	VS2 : 0 - 7920	VS2	1.5	VS21.5	22,899	919	4.013
53	VS4 : 0 - 1320	VS4	0.25	VS40.25	6,854	340	4.961
54	VS4 : 0 - 2640	VS4	0.5	VS40.5	8,662	456	5.264
55	VS4 : 0 - 5280	VS4	1	VS41	15,955	716	4.488
56	VS4 : 0 - 7920	VS4	1.5	VS41.5	22,294	861	3.862
Non-infrastructure/ Polygons							
1	SAN1	SAN1	N/A	SAN1	674,401	40,523	6.009
2	VS1	VS1	N/A	VS1N/A	2,932	146	4.980
3	VS3	VS3	N/A	VS3	48,566	1,990	4.098

Note: The VS1 Infrastructure project represents multiple city blocks and is not a linear project like other Infrastructure projects. For the Demand Analysis, SANDAG Data Science staff analyzed the project like a Non-Infrastructure project where a polygon was used measure the data. Due to this, there is no Concatenate formula needed (only one value is returned) so the Concatenate value is VS1N/A.

2025 ATP Evaluation Workbook - Demand Analysis

PLAN PROJECTS

Unique ID
VS3

Criteria 1																
Population Density			Employment Density			Intersection 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		
16.108	6	1.9	24.53	4	1.3	1,954	16	5.0	830	16	5.0	4.10	3	0.9	14.1	

INFRASTRUCTURE PROJECTS

Criteria 1																				
					Population Density			Employment Density			Intersection Density			Activity Centers			Low Vehicle Ownership			FINAL SCORE
Unique ID	Bicycle Transportation (1 mile buffer)	Pedestrian Transportation (0.5 mile buffer)	Buffer Extent (miles)	CONCATENATE	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	
CB1	Yes	Yes	1	CB11	12.827	5	1.3	36.55	8	2.0	37	1	0.3	39	3	0.8	2.75	2	0.5	4.8
CV1	Yes	Yes	1	CV11	38.389	14	3.5	26.20	5	1.3	278	7	1.8	121	7	1.8	6.74	11	2.8	11.0
CV2	Yes	Yes	1	CV21	41.343	15	3.8	50.60	15	3.8	429	13	3.3	439	15	3.8	9.19	14	3.5	18.0
LM1	Yes	Yes	1	LM11	12.298	3	0.8	48.78	13	3.3	326	8	2.0	262	11	2.8	10.05	15	3.8	12.5
LM2	Yes	Yes	1	LM21	19.096	7	1.8	50.20	14	3.5	451	15	3.8	405	14	3.5	8.39	12	3.0	15.5
NC1	Yes	Yes	1	NC11	73.110	16	4.0	32.03	6	1.5	372	11	2.8	276	12	3.0	11.73	16	4.0	15.3
OC1	Yes	Yes	1	OC11	23.449	11	2.8	47.94	12	3.0	449	14	3.5	319	13	3.3	5.37	8	2.0	14.5
CO1	No	Yes	0.5	CO10.5	9.458	2	0.5	43.59	11	2.8	43	2	0.5	5	1	0.3	2.30	1	0.3	4.3
CO2	Yes	Yes	1	CO21	4.424	1	0.3	21.82	1	0.3	231	5	1.3	30	2	0.5	5.61	9	2.3	4.5
CO3	Yes	Yes	1	CO31	23.422	10	2.5	24.10	3	0.8	333	9	2.3	127	8	2.0	5.61	10	2.5	10.0
SD1	No	No	0.5	SD10.5	22.826	9	2.3	40.12	10	2.5	194	4	1.0	46	4	1.0	8.66	13	3.3	10.0
SB1	Yes	Yes	1	SB11	12.642	4	1.0	51.63	16	4.0	274	6	1.5	196	10	2.5	4.16	4	1.0	10.0
VS1	Yes	Yes	N/A	VS1N/A	31.436	13	3.3	33.52	7	1.8	139	3	0.8	93	5	1.3	4.98	7	1.8	8.8
VS2	Yes	Yes	1	VS21	19.551	8	2.0	37.69	9	2.3	410	12	3.0	147	9	2.3	4.17	5	1.3	10.8
VS4	Yes	Yes	1	VS41	23.845	12	3.0	22.67	2	0.5	343	10	2.5	100	6	1.5	4.49	6	1.5	9.0

Note: The VS1 Infrastructure project represents multiple city blocks and is not a linear project like other Infrastructure projects. For the Demand Analysis, SANDAG Data Science staff analyzed the project like a Non-Infrastructure project where a polygon was used measure the data and there is no Buffer Extent needed. Due to this, there is no Concatenate formula needed (only one value is returned) so the Concatenate value is VS1N/A.

PLAN PROJECTS

		Choose from drop-down: <10%, 10-13%, 14-17%, 18-21%, 22-25%, >25%		Points			Choose from drop-down: Completely, Partially, None		Points			Total Project \$		Total ATP \$		Matching Funds		Percent Matching Funds		Points			Quantitative Score Total			
Unique ID			>25%	0				Partially	2				\$752		\$752		\$0		0.00%		0				2	
VS3																										

Do not delete these rows.

VLOOKUP - #6		
Public Health		
Option	Points	
<10%	15	
10-13%	12	
14-17%	9	
18-21%	6	
22-25%	3	
>25%	0	

VLOOKUP - #7B		
DAC Project Location		
Option	Points	
Completely	4	
Partially	2	
None	0	

VLOOKUP - #8		
Percent Matching Funds		
Amt Min	Amt Max	Points
0.00%	0.00%	0
0.01%	7.99%	2
8.00%	15.99%	4
16.00%	23.99%	6
24.00%		8

NON-INFRASTRUCTURE PROJECTS

Unique ID
SAN1

Do not delete these rows.

6		7	
Public Health		Use of Corps	
Choose from drop-down: <10%, 10-13%, 14-17%, 18-21%, 22-25%, >25%	Points	Choose from drop-down: Yes or No	Points
>25%	0	Yes	5

VLOOKUP - #6		VLOOKUP - #7	
Public Health		Use of Corps	
Option	Points	Option	Points
<10%	15	Yes	5
10-13%	12	No	0
14-17%	9		
18-21%	6		
22-25%	3		
>25%	0		

8B	
DAC Project Location	
Choose from drop-down: Completely, Partially, None	Points
Partially	2

VLOOKUP - #8B	
DAC Project Location	
Option	Points
Completely	4
Partially	2
None	0

9					
Matching Funds					
Total Project \$	Total ATP \$	Matching Funds	Percent Matching Funds		Points
\$1,549	\$1,549	\$0	0.00%		0

VLOOKUP - #9		
Percent Matching Funds		
Amt Min	Amt Max	Points
0.00%	0.00%	0
0.01%	7.99%	2
8.00%	15.99%	4
16.00%	23.99%	6
24.00%		8

Quantitative
Score Total
7

INFRASTRUCTURE PROJECTS

Do not delete these rows.

Unique ID	2A		2B1				2B2				2B3				Final 2B Score (Max 12 points)		
	Regional Bicycle Network?		Bike Improvement w/in 1.5 mi. of regional transit station				Ped Improvement near local transit stop				Ped Improvement near regional transit station						
	Choose from drop-down: Connects, Constructs, or Neither		Points		Choose from drop-down: Yes or No		Points		Choose from drop-down: Within 0.25 Mile, Directly Connects, or Neither		Points		Choose from drop-down: Within 0.25 Mile, Directly Connects, or Neither			Points	
	Connects	6	Yes	6	directly connects	4	neither	0	10	neither	0	neither	0	10			
	Neither	0	Yes	6	within 0.25 mile	2	within 0.25 mile	4	12	neither	0	within 0.25 mile	4	12			
	Neither	0	Yes	6	directly connects	4	neither	0	10	neither	0	neither	0	8			
	Connects	6	Yes	6	within 0.25 mile	2	neither	0	8	neither	0	within 0.25 mile	4	12			
	Constructs	8	Yes	6	directly connects	4	neither	0	10	neither	0	neither	0	2			
	Constructs	8	Yes	6	within 0.25 mile	2	neither	0	8	neither	0	neither	0	0			
	CO1	Neither	0	Yes	6	within 0.25 mile	2	within 0.25 mile	4	12	neither	0	within 0.25 mile	4		12	
CO2	Neither	0	No	0	neither	0	neither	0	0	neither	0	neither	0	0			
CO3	Connects	6	No	0	directly connects	4	neither	0	4	neither	0	neither	0	4			
SD1	Constructs	8	Yes	6	within 0.25 mile	2	neither	0	8	neither	0	neither	0	8			
SB1	Connects	6	Yes	6	directly connects	4	within 0.25 mile	4	12	neither	0	within 0.25 mile	4	12			
VS1	Constructs	8	No	0	within 0.25 mile	2	neither	0	2	neither	0	neither	0	2			
VS2	Neither	0	Yes	6	directly connects	4	neither	0	10	neither	0	neither	0	10			
VS4	Neither	0	Yes	6	directly connects	4	neither	0	10	neither	0	neither	0	10			

VLOOKUP - #2A				VLOOKUP - #2B					
Regional Bicycle Network				2B1 Bike Improvement w/in 1.5 mi. of regional transit station		2B2 Ped Improvement near local transit stop		2B3 Ped Improvement near regional transit station	
Option	Points	Option	Points	Option	Points	Option	Points	Option	Points
Connects	6	Yes	6	Within 0.25 Mile	2	Within 0.25 Mile	4	Within 0.25 Mile	4
Constructs	8	No	0	Directly Connects	4	Directly Connects	6	Directly Connects	6
Neither	0			Neither	0	Neither	0	Neither	0

VLOOKUP - #3A-1				VLOOKUP - #3B4			
Access Improvements				Multi-Agency Collaboration			
Option	Points	Option	Points	Option	Points	Option	Points
75-100%	10	Is	6	Is	6	Is	6
50-74%	8	Is Not	0	Is Not	0	Is Not	0
25-49%	6						
0-24%	0						

VLOOKUP - #5			
5A Planning Complete		5B Environmental Complete	
Option	Points	Option	Points
Yes	2	Yes	4
No	0	No	0

5C Right of Way Complete		5D Construction Ready	
Option	Points	Option	Points
Yes	4	<6 mos	10
No	0	6-12 mos	8
		12-18 mos	6
		18-24 mos	4
		24-30 mos	2
		30+ mos	0

VLOOKUP - #6		VLOOKUP - #7	
Public Health		Use of Corps	
Option	Points	Option	Points
<10%	10	Yes	6
10-13%	8	No	0
14-17%	6		
18-21%	4		
22-25%	2		
>25%	0		

VLOOKUP - #8B		VLOOKUP - #9	
DAC Project Location		Percent Matching Funds	
Option	Points	Amt Min	Amt Max
Completely	2	0.00%	0.00%
Partially	1	0.01%	7.99%
None	0	8.00%	15.99%
		16.00%	23.99%
		24.00%	

2025 ATP Evaluation Workbook - All Quantitative

PLAN PROJECTS

Unique IDATP Funding Request		Total Quantitative (except #9)	Qualitative Subtotal (Evaluator Scores)							Average Qualitative Score	Cost Effectiveness Score - Criterion #9				Total Quantitative Score
Unique ID	ATP Funding Request	Total Quantitative (except #9)	E1	E2	E3	E4	E5	E6	E7	Average Qualitative Score	Quantitative & Qualitative Subtotal	Cost Effectiveness Ratio	Cost Effectiveness Rank	Points	Total Quantitative Score
VS3	\$ 752.00	16.1	136.0	50.0	91.0	120.0	116.0	113.0	121.0	106.7	122.8	6	17	12	28.1

NON-INFRASTRUCTURE PROJECTS

Unique IDATP Funding Request		Total Quantitative (except #10)	Qualitative Subtotal (Evaluator Scores)							Average Qualitative Score	Cost Effectiveness Score - Criterion #10				Total Quantitative Score
Unique ID	ATP Funding Request	Total Quantitative (except #10)	E1	E2	E3	E4	E5	E6	E7	Average Qualitative Score	Quantitative & Qualitative Subtotal	Cost Effectiveness Ratio	Cost Effectiveness Rank	Points	Total Quantitative Score
SAN1	\$ 1,549.00	7.0	148.0	33.0	85.0	106.0	124.0	135.0	156.0	112.4	119.4	13	16	11.3	18.3

INFRASTRUCTURE PROJECTS

Unique IDATP Funding Request		Total Quantitative (except #10)	Qualitative Subtotal (Evaluator Scores)							Average Qualitative Score	Cost Effectiveness Score - Criterion #10				Total Quantitative Score
Unique ID	ATP Funding Request	Total Quantitative (except #10)	E1	E2	E3	E4	E5	E6	E7	Average Qualitative Score	Quantitative & Qualitative Subtotal	Cost Effectiveness Ratio	Cost Effectiveness Rank	Points	Total Quantitative Score
CB1	\$ 14,970.00	57.8	53.0	0.0	60.0	70.0	60.0	50.0	74.0	52.4	110.2	136	2	1.4	59.2
CV1	\$ 2,502.00	35.0	78.0	0.0	64.0	74.0	70.0	72.0	72.0	61.4	96.4	26	12	8.5	43.5
CV2	\$ 13,427.00	47.0	70.0	0.0	68.0	72.0	64.0	52.0	70.0	56.6	103.6	130	3	2.1	49.1
LM1	\$ 2,321.50	36.5	72.0	0.0	56.0	72.0	68.0	56.0	80.0	57.7	94.2	25	13	9.2	45.7
LM2	\$ 2,240.00	49.5	65.0	0.0	72.0	72.0	72.0	60.0	76.0	59.6	109.1	21	14	9.9	59.4
NC1	\$ 5,681.00	59.3	71.0	0.0	78.0	76.0	76.0	76.0	82.0	65.6	124.8	46	8	5.6	64.9
OC1	\$ 17,253.00	52.5	72.0	0.0	66.0	76.0	68.0	66.0	76.0	60.6	113.1	153	1	0.7	53.2
CO1	\$ 1,363.16	25.3	64.0	0.0	52.0	54.0	50.0	40.0	56.0	45.1	70.4	19	15	10.6	35.9
CO2	\$ 2,854.00	15.5	66.0	0.0	50.0	66.0	62.0	46.0	70.0	51.4	66.9	43	9	6.4	21.9
CO3	\$ 7,877.00	31.0	76.0	0.0	64.0	74.0	62.0	57.0	70.0	57.6	88.6	89	5	3.5	34.5
SD1	\$ 4,974.00	42.0	68.0	0.0	0.0	58.0	60.0	50.0	74.0	44.3	86.3	58	7	4.9	46.9
SB1	\$ 4,000.00	48.0	74.0	0.0	64.0	72.0	66.0	68.0	74.0	59.7	107.7	37	11	7.8	55.8
VS1	\$ 6,304.00	34.8	76.0	0.0	58.0	74.0	66.0	68.0	70.0	58.9	93.6	67	6	4.2	39.0
VS2	\$ 13,212.00	50.8	76.0	0.0	64.0	78.0	72.0	72.0	76.0	62.6	113.3	117	4	2.8	53.6
VS4	\$ 3,952.00	38.0	70.0	0.0	76.0	76.0	62.0	58.0	72.0	59.1	97.1	41	10	7.1	45.1



401 B Street, Suite 800
San Diego, CA 92101
Phone (619) 699-1900
sandag.org

Resolution No. 2025-13

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 list of Regional ATP projects and funding recommendations to the CTC; and

NOW THEREFORE BE IT RESOLVED, that the SANDAG Board of Directors:

Certifies that the San Diego Regional ATP competitive selection process was conducted in accordance with the 2025 CTC ATP Program Guidelines, including the use of a multidisciplinary advisory group as application evaluators; and

Attests the projects recommended for ATP funding per the 2025 San Diego Regional ATP competition include projects benefitting pedestrians and bicyclists, including students walking and cycling to school; and

Approves the proposed list of ATP projects and funding recommendations for submission to the CTC; and

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 or if additional funding is otherwise identified by the CTC.

PASSED AND ADOPTED this 28th of March, 2025.

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

DRAFT

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 list of Regional ATP projects and funding recommendations to the CTC; and

NOW THEREFORE BE IT RESOLVED, that the SANDAG Board of Directors:

Certifies that the San Diego Regional ATP competitive selection process was conducted in accordance with the 2025 CTC ATP Program Guidelines, including the use of a multidisciplinary advisory group as application evaluators; and

Attests the projects recommended for ATP funding per the 2025 San Diego Regional ATP competition include projects benefitting pedestrians and bicyclists, including students walking and cycling to school; and

Approves the proposed list of ATP projects and funding recommendations for submission to the CTC; and

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 or if additional funding is otherwise identified by the CTC.

PASSED AND ADOPTED this 28th of March, 2025.

Attest:

Chair Lesa Heebner

Chair Lesa Heebner (Apr 2, 2025 12:58 PDT)

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






Resolution No. 2025-13

Final Audit Report

2025-04-02

Created:	2025-04-02
By:	Francesca Webb (francesca.webb@sandag.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAATQ_PiTw6M7COocO9_zuhHKHyUvGxRESm

"Resolution No. 2025-13" History

-  Document created by Francesca Webb (francesca.webb@sandag.org)
2025-04-02 - 7:56:59 PM GMT
-  Document emailed to Chair Lesa Heebner (lheebner@cosb.org) for signature
2025-04-02 - 7:57:03 PM GMT
-  Email viewed by Chair Lesa Heebner (lheebner@cosb.org)
2025-04-02 - 7:58:29 PM GMT
-  Document e-signed by Chair Lesa Heebner (lheebner@cosb.org)
Signature Date: 2025-04-02 - 7:58:46 PM GMT - Time Source: server
-  Agreement completed.
2025-04-02 - 7:58:46 PM GMT

Metropolitan Planning Organization Component																				
(\$ in thousands)																				
MPO	Application ID	County	Project Title	Total Project Cost (1000)	ATP Request (1000)	25-26 Funds (1000)	26-27 Funds (1000)	27-28 Funds (1000)	28-29 Funds (1000)	PA&ED	PS&E	ROW	CON	CON NI	Fund totals	Project Type	DAC	SRTS	BA	
SANDAG	11-National City, City of-1	SD	Bayshore Bikeway Segment 5 Connections	\$ 8,924	\$ 5,681	\$ 5,681	\$ -	\$ -	\$ -								Medium Infrastructure	X		
State funds										\$ -	\$ -	\$ -	\$ -		\$ -					
Federal (FTF) funds										\$ -	\$ -	\$ -	\$ 5,681	\$ -	\$ 5,681					
SANDAG	11-La Mesa, City of-2	SD	La Mesa Boulevard Complete Streets Activation	\$ 20,174	\$ 2,240	\$ 190		\$ -	\$ -								Large Infrastructure	X		
State funds										\$ 190	\$ -	\$ -	\$ -	\$ -	\$ 190					
Federal (FTF) funds										\$ -	\$ -	\$ -		\$ -	\$ -					
SANDAG	11-Chula Vista, City of-1	SD	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	\$ 2,502	\$ 2,502		\$ 266	\$ -	\$ -								Small Infrastructure	X		
State funds										\$ 35	\$ 231	\$ -	\$ -	\$ -	\$ 266					
Federal (FTF) funds										\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Total				\$ 31,600	\$ 10,423	\$ 5,871	\$ 266	\$ -	\$ -											
				\$ 767	\$ 767	\$ 1,534	\$ 3,068													
				FTF	STATE	Total														
SANDAG Fund estimate totals				\$2,575	\$3,563	\$6,137														
Program funding totals				\$ 5,681	\$ 456	\$ 6,137														
Over or Under Estimate amount				(\$3,106)	\$ 3,107	\$0														

Available funding: \$	6,137
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Unique ID	Implementing Agency	Project Application No.	Project Name	Project Type (I, NI, Plan)	Total ATP Requested (\$1,000s)	Average Qualitative Score	Quantitative Score	Total Application Score	ATP Funding Recommendation (\$000s)
VS3	City of Vista	11-Vista, City of-3	City of Vista Active Transportation Plan	Plan	\$ 752.00	106.7	28.1	134.8	\$ -
SAN1	SANDAG	11-SANDAG-1	Regional Active Transportation Education Program	NI	\$ 1,549.00	112.4	18.3	130.7	\$ -
NC1	City of National City	11-National City, City of-1	Bayshore Bikeway Segment 5 Connections	I-Medium	\$ 5,681.00	65.6	64.9	130.4	\$ 5,681.00
LM2	City of La Mesa	11-La Mesa, City of-2	La Mesa Boulevard Complete Streets Activation	I-Large	\$ 2,240.00	59.6	59.4	119.0	\$ 190.00
VS2	City of Vista	11-Vista, City of-2	Emerald Drive Complete Streets Project	I-Large	\$ 13,212.00	62.6	53.6	116.1	\$ -
SB1	City of Solana Beach	11-Solana Beach, City of-1	Lomas Santa Fe Corridor Improvements - West of Interstate 5	I-Medium	\$ 4,000.00	59.7	55.8	115.5	\$ -
OC1	City of Oceanside	11-Oceanside, City of-1	Oceanside Coastal Rail Trail Completion Project	I-Large+NI	\$ 17,253.00	60.6	53.2	113.8	\$ -
CB1	City of Carlsbad	11-Carlsbad, City of-1	Terramar Area Complete Streets Project	I-Large	\$ 14,970.00	52.4	59.2	111.6	\$ -
CV2	City of Chula Vista	11-Chula Vista, City of-2	F Street Promenade Phase II, from Broadway to Fourth Avenue	I-Large	\$ 13,427.00	56.6	49.1	105.7	\$ -
CV1	City of Chula Vista	11-Chula Vista, City of-1	Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements	I-Small	\$ 2,502.00	61.4	43.5	104.9	\$ 266.00
VS4	City of Vista	11-Vista, City of-4	W. Bobier Drive Complete Streets Project	I-Medium	\$ 3,952.00	59.1	45.1	104.2	\$ -
LM1	City of La Mesa	11-La Mesa, City of-1	Lemon Avenue and Jackson Drive Active Transportation Improvements	I-Small	\$ 2,321.50	57.7	45.7	103.4	\$ -
VS1	City of Vista	11-Vista, City of-1	Townsite Complete Streets Phase II	I-Medium	\$ 6,304.00	58.9	39.0	97.8	\$ -
CO3	County of San Diego	11-San Diego County-3	Grand Ave Pedestrian and Bicycle Improvements	I-Medium+NI	\$ 7,877.00	57.6	34.5	92.1	\$ -
SD1	City of San Diego	11-San Diego, City of-1	Oak Park Branch Trail Project	I-Medium	\$ 4,974.00	44.3	46.9	91.2	\$ -
CO1	County of San Diego	11-San Diego County-1	Poinsettia Ave Active Transportation Improvements	I-Small+NI	\$ 1,363.16	45.1	35.9	81.0	\$ -
CO2	County of San Diego	11-San Diego County-2	Stage Coach Lane Multi-Use Pathway	I-Medium+NI	\$ 2,854.00	51.4	21.9	73.3	\$ -
					\$105,231.66				\$ 6,137

Recommended for partial funding (see Notes below) but applicant declined award

Withdrawn project

Recommended for full funding

Recommended for partial funding

Contingency List project

Notes:

- VS3 is a Plan project, and CTC Guidelines only permit 2% of the available funding to be allocated to Plans, resulting in a partial award of \$122,740. The City declined to accept this award and stated they would apply for funding under the TransNet Smart Growth Incentive Program (SGIP) Cycle 6 call for projects.
- SAN1 was withdrawn by the applicant.
- LM2 is eligible to receive a partial award of \$456,000. CTC Guidelines require projects to be fully funded by phase, and the Applicant requested \$190,000 for the Project Approval and Environmental Document (PA&ED) phase and \$2,050,000 for the Plans Specifications and Estimates (PS&E) phase. The City accepted the full funding for the PA&ED phase (\$190,000) and declined the remaining ATP amount offered (\$266,000).
- VS2 is eligible to receive a partial award of \$266,000. The Applicant requested \$13,212,000 in ATP funding for the Construction (CON) phase of their project. Since CTC Guidelines require projects to be fully funded by phase, the City would need to provide \$12.946 million in matching funds to accept the ATP award. The City does not have the necessary match and declined the award.
- SB1 is eligible to receive a partial award of \$266,000. The Applicant requested \$4,000,000 in ATP funding for the Construction (CON) phase of their project. Since CTC Guidelines require projects to be fully funded by phase, the City would need to provide \$3.734 million in matching funds to accept the ATP award. The City does not have the necessary match and declined the award.
- OC1 is eligible to receive a partial award of \$266,000. The Applicant requested \$17,253,000 in ATP funding for the Construction (CON) phase of their project. Since CTC Guidelines require projects to be fully funded by phase, the City would need to provide \$16.987 million in matching funds to accept the ATP award. The City does not have the necessary match and declined the award.
- CB1 is eligible to receive a partial award of \$266,000. The Applicant requested \$14,970,000 in ATP funding for the Construction (CON) phase of their project. Since CTC Guidelines require projects to be fully funded by phase, the City would need to provide \$14.704 million in matching funds to accept the ATP award. The City does not have the necessary match and declined the award.
- CV2 is eligible to receive a partial award of \$266,000. CTC Guidelines require projects to be fully funded by phase, and the Applicant requested \$500,000 for the Project Approval and Environmental Document (PA&ED) phase, \$1,430,000 for the Plans Specifications and Estimates (PS&E) phase, and \$11,497,000 for the Construction (CON) phase. The City declined the award so their next project (CV1) could receive the funding.
- CV1 is eligible to receive a partial award of \$266,000. CTC Guidelines require projects to be fully funded by phase, and the Applicant requested \$35,000 for the Project Approval and Environmental Document (PA&ED) phase, \$350,000 for the Plans Specifications and Estimates (PS&E) phase, and \$2,117,000 for the Construction (CON) phase. The City accepted the award, which will fully fund the PA&ED phase and partially fund the PS&E phase. The City will provide the remaining \$119,000 needed to fully fund the PS&E phase with TransNet.

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 6 Feb 2024 v1.02)

General Instructions

Amendment (Existing Project) No					Date:	4/16/25
District	EA	Project ID		PPNO	MPO ID	
11						
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SD	VAR			SANDAG		
				MPO	Element	
				SANDAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Stephen Manganiello		(619) 336-4380		smanganiello@nationalcityca.gov		
Project Title						
Bayshore Bikeway Segment 5 Connections						
Location (Project Limits), Description (Scope of Work)						
At two locations: adjacent to Marina Way from 32nd Street to Bay Marina Drive; and at the Interstate 5 Underpass running along W19th Street from Wilson to McKinley Ave. The Bayshore Bikeway - Segment 5 Connections project will construct over half a mile of Class 1 bike and pedestrian facilities along Marina Way, between Bay Marina Drive and 32nd Street, adjacent to an abandoned rail line and along the Paradise Marsh. A second connection to the Bayshore Bikeway Segment 5 will be along w19th St by converting the street to a Class 1 path with a separate dedicated pedestrian path, and redirecting vehicular traffic to 18th St. In addition to landscaping and lighting improvements across the corridor, the project will construct enhanced intersection treatments at Bay Marina Drive, Marina Way, 18th Street, and McKinley Ave.						
Component	Implementing Agency					
PA&ED	National City					
PS&E	National City					
Right of Way	National City					
Construction	National City					
Legislative Districts						
Assembly:	80	Senate:	18	Congressional:	52	
Project Benefits						
The project will provide access to the Bayshore Bikeway Segment 5 to various users from National City and the region. A part of the project will connect to nearby communities like Kimball Elementary School and St Anthony of Padua Catholic Church on the eastern side of Interstate 5. The second part of the project will build the last remaining part of the Bayshore Bikeway Segment 5 that is not a protected bike lane, constructing a continuous facility to Segment 6 from Chula Vista to the south, and to the currently funded for						
Purpose and Need						
The project closes mobility gaps that pose significant flaws in the city's active transportation network. It builds secure entryways to the fifth segment of the Bayshore Bikeway. The southernmost segment consists of a Class 1 connection to the City of Chula Vista's Bayshore Bikeway, Segment 6. To the north, it links to a Class I and IV portion of Segment 5. The project includes a section that connects National City residents east of Interstate 5 through 19th Street via a Class 1 shared-use walkway to the west of I-5. There are						
Category		Outputs			Unit	Total
Active Transportation		Pedestrian/Bicycle facilities miles constructed			Miles	0.8
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					03/17/21	
Begin Environmental (PA&ED) Phase						04/01/25
Circulate Draft Environmental Document				Document Type	CE/CE	04/17/25
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						04/25/25
Begin Design (PS&E) Phase					03/17/21	
End Design Phase (Ready to List for Advertisement Milestone)					02/28/24	
Begin Right of Way Phase						04/28/25
End Right of Way Phase (Right of Way Certification Milestone)						05/15/25
Begin Construction Phase (Contract Award Milestone)						09/21/25
End Construction Phase (Construction Contract Acceptance Milestone)						03/21/28
Begin Closeout Phase						03/22/28
End Closeout Phase (Closeout Report)						06/30/28

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 6 Feb 2024 v1.02)

Date: 4/16/25

Additional Information

Project Benefits Continued... construction Bayshore Bikeway Segment 5 starting on Bay Marina Drive, that will be constructed using ATP Cycle 4 and ATP Cycle 6 funds.

Purpose and Need Continued... currently three crossings under I-5 in National City, and neither three have safe paths of travel for non-vehicular travelers. The Bayshore Bikeway Segment 5 Connections project will close a gap in mobility by providing a dedicated non-vehicular travel path for residents and visitors alike.

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 6 Feb 2024 v1.02)

Date: 4/16/25

District	County	Route	EA	Project ID	PPNO	
11	SD	VAR				
Project Title: Bayshore Bikeway Segment 5 Connections						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									National City
PS&E									National City
R/W SUP (CT)									National City
CON SUP (CT)									National City
R/W									National City
CON									National City
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			5					5	
CON			8,919					8,919	
TOTAL			5	8,919				8,924	

Fund No. 1:	ATP Cycle 7 Infrastructure Funds								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,681					5,681	
TOTAL			5,681					5,681	

Fund No. 2:	San Diego Port Authority								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									National City, City of
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Leveraged funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		5						5	
CON			1,995					1,995	
TOTAL		5	1,995					2,000	

		Recreational Trails and Greenway Grant							
Fund No. 3:									Program Code
Existing Funding (\$1,000s)									TG8726-0
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									CNRA
PS&E									California Natural Resources Agency
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,243					1,243	
TOTAL			1,243					1,243	

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 6 Feb 2024 v1.02)

Complete this page for amendments only**Date:** 4/16/25

District	County	Route	EA	Project ID	PPNO	
11	SD	VAR				

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Metropolitan Planning Organization and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 6 Feb 2024 v1.02)

General Instructions

Amendment (Existing Project) No					Date:	4/18/25		
District	EA	Project ID		PPNO	MPO ID			
11								
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency				
SD	Industrial Boulevard			City of Chula Vista				
	Anita Street			MPO		Element		
				SANDAG		Local Assistance		
Project Manager/Contact		Phone		E-mail Address				
Patrick Moneda		619.407.3512		PMoneda@chulavistaca.gov				
Project Title								
Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements								
Location (Project Limits), Description (Scope of Work)								
The project is located on Industrial Boulevard between Ada Street and Main Street, and on Anita Street between Frontage Road and Industrial Boulevard. The project scope consists of the installation of approximately 2,500 feet of sidewalk along multiple segments on the west side of Industrial Boulevard and the north side of Anita Street, including the construction of ADA compliant pedestrian ramps at each crossing. In addition, the installation of approximately 3,000 feet of Class II bike lanes in both directions along Industrial Boulevard and a portion of Anita Street is proposed. Lastly, 200 feet of Class III bike routes will be installed on the western portion of Anita Street in both directions.								
Component		Implementing Agency						
PA&ED		City of Chula Vista						
PS&E		City of Chula Vista						
Right of Way		City of Chula Vista						
Construction		City of Chula Vista						
Legislative Districts								
Assembly:	80		Senate:	18		Congressional:	52	
Project Benefits								
These improvements will provide the needed bicycle and pedestrian links and accessibility points to the multiple destinations within the area, as well as promote the use of transit for regional connectivity by closing the gaps to Palomar Street Trolley Station. They will represent a direct benefit to a disadvantaged community in terms of active transportation, public health, and street safety.								
Purpose and Need								
This area is a Disadvantaged Community, comprised of residential, industrial, and commercial land uses, with employment centers, shopping centers, a trolley station, an elementary school, and a neighborhood park within half a mile. This project includes the number one ranked sidewalk project in the recently adopted City of Chula Vista Active Transportation Plan (2020).								
Category		Outputs			Unit	Total		
Active Transportation		Bicycle lane-miles			Miles	0.6		
Active Transportation		Sidewalk miles			Miles	0.5		
Active Transportation		Crosswalk			EA	2		
ADA Improvements		New curb ramp installed			EA	2		
NHS Improvements	No		Roadway Class	NA		Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals			Yes		Reduces Greenhouse Gas Emissions			Yes
Project Milestone					Existing	Proposed		
Project Study Report Approved								
Begin Environmental (PA&ED) Phase						07/01/26		
Circulate Draft Environmental Document			Document Type	CE/CE				
Draft Project Report								
End Environmental Phase (PA&ED Milestone)						12/31/26		
Begin Design (PS&E) Phase						04/01/27		
End Design Phase (Ready to List for Advertisement Milestone)						03/31/28		
Begin Right of Way Phase						04/01/27		
End Right of Way Phase (Right of Way Certification Milestone)						03/31/28		
Begin Construction Phase (Contract Award Milestone)						07/01/28		
End Construction Phase (Construction Contract Acceptance Milestone)						08/30/29		
Begin Closeout Phase						08/30/29		
End Closeout Phase (Closeout Report)						10/31/29		

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 6 Feb 2024 v1.02)

Date: 4/18/25

Additional Information

Other outputs: Reconstruction/upgrade to curb ramps (4 EA); modify crosswalk (4 EA)

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 6 Feb 2024 v1.02)

Date: 4/18/25

District	County	Route	EA	Project ID	PPNO	
11	SD	Industrial				
Project Title: Anita Street and Industrial Boulevard Bicycle and Pedestrian Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									City of Chula Vista
PS&E									City of Chula Vista
R/W SUP (CT)									City of Chula Vista
CON SUP (CT)									City of Chula Vista
R/W									City of Chula Vista
CON									City of Chula Vista
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)				35				35	
PS&E				350				350	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						2,117		2,117	
TOTAL				385		2,117		2,502	

Fund No. 1:	ATP Cycle 7								Program Code
	Existing Funding (\$1,000s)								20.30.720
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)				35				35	
PS&E				231				231	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				266				266	

Fund No. 2:	City of Chula Vista								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									City of Chula Vista
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)				119				119	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				119				119	

Fund No. 3:	Future ATP (Uncommitted)								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						2,117		2,117	
TOTAL						2,117		2,117	

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

LAPG -25I (Revised 6 Feb 2024 v1.02)

Complete this page for amendments only

Date: 4/18/25

District	County	Route	EA	Project ID	PPNO	
11	SD	Industrial Boulevard				

SECTION 1 - All Projects

Project Background
Programming Change Requested
Reason for Proposed Change
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded
Other Significant Information

SECTION 2 - For SB1 Projects Only
Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects			
Approvals			
I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*			
Name (Print or Type)	Signature	Title	Date

- Attachments
- 1) Concurrence from Metropolitan Planning Organization and/or Regional Transportation Planning Agency
 - 2) Project Location Map

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised August 30, 2023 v2.0)

General Instructions

Amendment (Existing Project)		No		Date Submitted:		3/25/25	
District	EA	Project ID		PPNO	MPO ID	Approved by Caltrans	
11							
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency			
SD	N/A	N/A	N/A	SANDAG			
				MPO	Element		
				SANDAG	Capital Outlay		
Project Manager/Contact		Phone		E-mail Address			
Michael Throne		(619) 667-1388		mthrone@cityoflamesa.us			
Project Title							
La Mesa Boulevard Complete Streets Activation							
Location (Project Limits), Description (Scope of Work)							
<p>The Project is located in the heart of the City of La Mesa, and it provides a connection between downtown La Mesa (the Village) and MacArthur Park which is a large urban park with civic uses and open space. The three segments of the project include:</p> <p>1) La Mesa Boulevard from Jackson Drive to Memorial Drive 2) La Mesa Boulevard from Memorial Drive to 4th Street 3) University Avenue from Memorial Drive to Spring Street</p>							
Component		Implementing Agency					
PA&ED		City of La Mesa					
PS&E		City of La Mesa					
Right of Way		City of La Mesa					
Construction		City of La Mesa					
Legislative Districts							
Assembly:		79		Senate:		39	
				Congressional:		51	
Project Benefits							
Via traffic calming, bicycle and pedestrian enhancements, and converting signals to roundabouts, this project will transform an "auto-centric" boulevard to a Complete Street for the benefit of all road users.							
Purpose and Need							
The purpose of this Complete Streets project is to provide a safe environment for all road users in the corridor. As discovered during community engagement, this project was determined to be a need in response to the surveys and responses of the local community. An additional need is to address ADA compliance issues that were part of the original design dating to the early 1960's.							
Category		Outputs			Unit	Total	
Others		Bicycle Lane-Miles			Miles	1.76	
Others		New Curb Ramp Installed			EA	12	
Others		Repair/upgrade Curb Ramp			EA	22	
Others		Crossing Island			EA	14	
NHS Improvements		No		Roadway Class	NA	Reversible Lane Analysis	No
Includes Sustainable Communities Strategy Goals			Yes	Reduces Greenhouse Gas Emissions			Yes
Project Milestones						Existing	Proposed
Project Study Report Approved						04/23/24	
Begin Environmental (PA&ED) Phase							09/02/25
Circulate Draft Environmental Document				Document Type	ND/CE		10/02/26
Draft Project Report							10/30/26
End Environmental Phase (PA&ED Milestone)							03/02/27
Begin Design (PS&E) Phase							05/04/27
End Design Phase (Ready to List for Advertisement Milestone)							05/04/29
Begin Right of Way Phase							05/04/27
End Right of Way Phase (Right of Way Certification Milestone)							05/04/29
Begin Construction Phase (Contract Award Milestone)							06/01/29
End Construction Phase (Construction Contract Acceptance Milestone)							06/01/31
Begin Closeout Phase							06/02/31
End Closeout Phase (Closeout Report)							09/02/31

PROJECT PROGRAMMING REQUEST

PFIP -251 (Revised August 30, 2023 v2.0)

Date: 3/25/25

Additional Information

PROJECT PROGRAMMING REQUEST

PFIP -251 (Revised August 30, 2023 v2.0)

Date: 3/25/25

District	County	Route	EA	Project ID	PPNO	
11	SD	N/A				
Project Title: La Mesa Boulevard Complete Streets Activation						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of La Mesa
PS&E									City of La Mesa
R/W SUP (CT)									City of La Mesa
CON SUP (CT)									City of La Mesa
R/W									City of La Mesa
CON									City of La Mesa
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)					750			750	
PS&E						2,050		2,050	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							17,374	17,374	
TOTAL					750	2,050	17,374	20,174	

Fund No. 1:	ATP Cycle 7 Infrastructure								Program Code
Existing Funding (\$1,000s)									20.30.720
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)					190			190	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					190			190	

Fund No. 2:	City of La Mesa								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									City of La Mesa
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)					560			560	Leveraged Funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					560			560	

Fund No. 3:	Uncommitted Future ATP Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E						2,050		2,050	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							17,374	17,374	
TOTAL						2,050	17,374	19,424	

PROJECT PROGRAMMING REQUEST

PFIP -25I (Revised August 30, 2023 v2.0)

Complete this page for amendments only**Date:** 3/25/25

District	County	Route	EA	Project ID	PPNO	
11	SD	N/A				

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Metropolitan Planning Organization and/or Regional Transportation Planning Agency
- 2) Project Location Map