TRANSPORTATION COMMITTEE AGENDA

Friday, September 21, 2018
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

AGENDA HIGHLIGHTS

• GO by BIKE MINI-GRANT PROGRAM

• TRANSPORTATION MODELING TOOLS FOR SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN

• MOBILITY MANAGEMENT PROGRAMS, SERVICES, AND TECHNOLOGIES IN THE REGIONAL PLAN

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

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MISSION STATEMENT

The 18 cities and county government are SANDAG serving as the forum for regional decision-making. SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transit; and provides information on a broad range of topics pertinent to the region’s quality of life.
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TRANSPORTATION COMMITTEE
Friday, September 21, 2018

ITEM NO.  APPROVAL OF MEETING MINUTES

The Transportation Committee is asked to review and approve the minutes from its September 7, 2018, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Members of the public will have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Public speakers should notify the Clerk if they have a handout for distribution to Committee members. Public speakers are limited to three minutes or less per person. Committee members also may provide information and announcements under this agenda item.

CONSENT

+3. FY 2018 STATE TRANSIT ASSISTANCE CLAIM AMENDMENT
(Michelle Smith)

The Transportation Committee is asked to adopt Resolution No. 2019-07, approving the FY 2018 State Transit Assistance claim amendment for the North County Transit District.

REPORTS

+4. GO by BIKE MINI-GRANT PROGRAM
(Jay Faught and Patty Talamantes)

The Transportation Committee is asked to recommend that the Board of Directors approve the evaluation criteria for the 2019 GO by BIKE Mini-Grant Program.

5. MULTIMODAL TRANSPORTATION SYSTEM STRATEGY
(Ann Fox and Allan Kosup, Caltrans)

Caltrans staff will provide an overview of regional highway system priorities, including a strategy to support transit and new technologies, that will be used to inform the development of San Diego Forward: The 2019-2050 Regional Plan.

6. TRANSPORTATION MODELING TOOLS FOR SAN DIEGO FORWARD:
THE 2019-2050 REGIONAL PLAN
(Charles “Muggs” Stoll and Ray Major)

Staff will provide an overview of transportation modeling tools that will be used to evaluate the projects, programs, and policies proposed for inclusion in San Diego Forward: The 2019-2050 Regional Plan.
7. MOBILITY MANAGEMENT PROGRAMS, SERVICES, AND TECHNOLOGIES IN THE REGIONAL PLAN
(Antoinette Meier, James Dreisbach-Towle, and Marisa Mangan)

Staff will provide an overview of programs, services, and technologies that can maximize the region’s infrastructure investments included in San Diego Forward: The 2019-2050 Regional Plan.

8. CONTINUED PUBLIC COMMENTS

If the five-speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

9. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, October 5, 2018, at 9 a.m.

10. ADJOURNMENT

+ next to an agenda item indicates an attachment
TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS
SEPTEMBER 7, 2018

The meeting of the Transportation Committee was called to order by Chair Pro Tempore Ron Roberts (County of San Diego) at 9:04 a.m.

1. MEETING MINUTES (APPROVE)

Action: Upon a motion by Councilmember Bill Baber (East County), and a second by Deputy Mayor Jewel Edson (North County Coastal), the Transportation Committee approved the minutes from its July 20, 2018, meeting. Yes: Mayor Judy Ritter (North County Inland), Councilmember Georgette Gomez (City of San Diego), Chair Pro Tempore Roberts, Councilmember Baber, Deputy Mayor Edson, Councilmember Lorie Bragg (Metropolitan Transit System [MTS]), Vice Chair John Aguilera (North County Transit District [NCTD]), Director April Boling (San Diego County Regional Airport Authority [SDCRAA]), and Commissioner Michael Zucchet (San Diego Unified Port District [SDUPD]). No: None. Absent: South County.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Chair Pro Tempore Roberts spoke about: the new South Bay Rapid service; the $300 million awarded to the San Diego Region by the California Transportation Commission for critical transportation improvements; and Rideshare week.

John Wotzka, a member of the public, submitted written comments and spoke about various transportation matters.

CONSENT

3. PROPOSED FY 2019 PROGRAM BUDGET AMENDMENT: EAST COUNTY BUS MAINTENANCE FACILITY (APPROVE)

The Transportation Committee was asked to approve an amendment to the FY 2019 Program Budget, transferring $323,782 from the closed-out Substation Standardization project (Capital Improvement Program [CIP] No. 1142100) to fully fund the East County Bus Maintenance Facility project (CIP Project No. 1049600).
The Transportation Committee was asked to approve an amendment to the FY 2019 Program Budget, adding $498,000 in grantee matching funds to the Enhanced Mobility for Seniors and Disabled Pass-Through project (Overall Work Program Project No. 3321400) to fully fund vehicle procurements.

This report provided an update on progress made by TransNet Smart Growth Incentive Program and Active Transportation Grant Program recipients.

This report provided an update on progress made by TransNet Environmental Mitigation Program: Land Management Grant Program recipients.

Action: Upon a motion by SDCRAA Director Boling, and a second by NCTD Vice Chair Aguilera, the Transportation Committee approved Consent Item Nos. 3 through 6. Yes: Mayor Ritter, Councilmember Gomez, Chair Pro Tempore Roberts, Councilmember Baber, Deputy Mayor Edson, Councilmember Bragg, NCTD Vice Chair Aguilera, SDCRAA Director Boling, and SDUPD Commissioner Zucchet. No: None. Absent: South County.

REPORTS

7. CONSOLIDATED TRANSPORTATION SERVICES AGENCY: PROPOSED CONTRACT AMENDMENT (APPROVE)

Brian Lane, Senior Regional Planner, and Arun Prem, Facilitating Access to Coordinated Transportation, presented the item.

Action: Upon a motion by Deputy Mayor Edson, and a second by NCTD Vice Chair Aguilera, the Transportation Committee approved a contract amendment to the Consolidated Transportation Services Agency Scope of Work. Yes: Mayor Ritter, Councilmember Gomez, Chair Pro Tempore Roberts, Councilmember Baber, Deputy Mayor Edson, Councilmember Bragg, NCTD Vice Chair Aguilera, SDCRAA Director Boling, and SDUPD Commissioner Zucchet. No: None. Absent: South County.

8. PROPOSED FY 2019 PROGRAM BUDGET AMENDMENT: CENTRALIZED TRAIN CONTROL TECHNOLOGY REFRESH (RECOMMEND)

Dale Neuzil, Capital Development Project Manager, presented the item.
Action: Upon a motion by Councilmember Gomez, and a second by Councilmember Bragg, the Transportation Committee recommended that the Board of Directors: (1) approve an amendment to the FY 2019 Program Budget to add a new Capital Improvement Program Project No. 1146800; and (2) accept $1,702,000 from the Metropolitan Transit System to fund the Centralized Train Control Technology Refresh Project. Yes: Mayor Ritter, Councilmember Gomez, Chair Pro Tempore Roberts, Councilmember Baber, Deputy Mayor Edson, Councilmember Bragg, NCTD Vice Chair Aguilera, SDCRAA Director Boling, and SDUPD Commissioner Zucchet. No: None. Absent: South County.

9. 2019 TRANSIT ASSET MANAGEMENT REGIONAL TARGETS (RECOMMEND)

Sam Sanford, Associate Regional Planner, presented the item.

Action: Upon a motion by NCTD Vice Chair Aguilera, and a second by Deputy Mayor Edson, the Transportation Committee recommended that the Board of Directors approve the proposed 2019 Transit Asset Management regional targets in accordance with the Fixing America’s Surface Transportation Act. Yes: Mayor Ritter, Councilmember Gomez, Chair Pro Tempore Roberts, Councilmember Baber, Deputy Mayor Edson, Councilmember Bragg, NCTD Vice Chair Aguilera, SDCRAA Director Boling, and SDUPD Commissioner Zucchet. No: None. Absent: South County.

10. PROPOSED FINAL 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM, INCLUDING ITS AIR QUALITY CONFORMITY ANALYSIS AND REDETERMINATION (APPROVE)

Chair Pro Tempore Roberts opened the public hearing to receive public testimony at 9:50 a.m.

Sue Alpert, Associate Project Control Analyst, presented the item.

No public comments were received.

Chair Pro Tempore Roberts closed the public hearing at 10:11 a.m.

Action: Upon a motion by Councilmember Baber, and a second by Deputy Mayor Edson, the Transportation Committee approved directing staff to finalize the 2018 Regional Transportation Improvement Program (RTIP), and recommending that the Board of Directors adopt Regional Transportation Commission (RTC) Resolution No. RTC-2019-01, adopting the 2018 RTIP, including its Air Quality Conformity Analysis and the Air Quality redetermination of the Regional Plan. Yes: Mayor Ritter, Councilmember Gomez, Chair Pro Tempore Roberts, Councilmember Baber, Deputy Mayor Edson, Councilmember Bragg, NCTD Vice Chair Aguilera, SDCRAA Director Boling, and SDUPD Commissioner Zucchet. No: None. Absent: South County.

11. REGIONAL COMPLETE STREETS POLICY IMPLEMENTATION: STATUS REPORT (INFORMATION)

Danielle Kochman, Associate Regional Planner, provided a status report on the implementation of the Regional Complete Streets Policy adopted by the SANDAG Board of Directors in December 2014.

Action: This item was presented for information.
12. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

13. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, September 21, 2018.

14. ADJOURNMENT

Chair Pro Tempore Roberts adjourned the meeting at 10:27 a.m.
CONFIRMED ATTENDANCE
SANDAG TRANSPORTATION COMMITTEE MEETING
SEPTEMBER 7, 2018

<table>
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<tr>
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<th>NAME</th>
<th>MEMBER / ALTERNATE</th>
<th>ATTENDING</th>
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<tr>
<td>North County Coastal</td>
<td>Catherine Blakespear</td>
<td>Member</td>
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<tr>
<td></td>
<td>Jewel Edson</td>
<td>Alternate</td>
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</tr>
<tr>
<td>North County Inland</td>
<td>Jim Desmond (Chair)</td>
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<td>Judy Ritter</td>
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<tr>
<td>East County</td>
<td>Bill Baber</td>
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<tr>
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<td>Jennifer Mendoza</td>
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<td>Bill Sandke (Vice chair)</td>
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<td>Georgette Gomez</td>
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<td>Ron Roberts</td>
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<td>Metropolitan Transit System</td>
<td>David Arambula</td>
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<td>Lorie Bragg</td>
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<tr>
<td>North County Transit District</td>
<td>John Aguilera</td>
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<tr>
<td>San Diego County Regional Airport Authority</td>
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**ADVISORY MEMBERS**

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<td>SCTCA</td>
<td>Erica Pinto</td>
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<td></td>
<td>Allen Lawson</td>
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<td>No</td>
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<tr>
<td>Other Attendees</td>
<td>Matt Tucker</td>
<td>NCTD</td>
<td>No</td>
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<tr>
<td></td>
<td>Paul Jablonski</td>
<td>MTS</td>
<td>Yes</td>
</tr>
<tr>
<td>Ex Officio</td>
<td>Steve Vaus</td>
<td>SANDAG Board Vice Chair</td>
<td>No</td>
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FY 2018 STATE TRANSIT ASSISTANCE CLAIM AMENDMENT

Introduction

Each year at its June meeting the SANDAG Board of Directors approves the annual claims for the State Transit Assistance (STA) program. The final FY 2018 apportionment for the North County Transit District (NCTD) is higher than the current approved claim. An amendment is required to increase the claim.

Background

Funds are paid to claimants based on quarterly deposits into the STA account. The last two quarterly deposits for FY 2018 are more than the SANDAG-approved claim due to the addition of Senate Bill 1 (Beall, 2017) revenues. In order for NCTD to receive the additional amount, an amendment to the claim is required.

The NCTD Board authorized its Executive Director or designee the authority to request amendments to claims. The FY 2018 STA amendment would be used to support the capital program, with the original claim supporting the operating program. The claim would increase from $4,600,147 to $8,302,936, an increase of $3,702,789, as shown in Attachment 1.

Recommendation

The Transportation Committee is asked to adopt Resolution No. 2019-07, in substantially the same form as shown in Attachment 1, approving the FY 2018 State Transit Assistance claim amendment for the North County Transit District.

JOSÉ A. NUNCIO
TransNet Department Director

Attachments:  1. Resolution No. 2019-07: Approving the Allocation of State Transit Assistance Amendment Claim to the North County Transit District
               2. FY 2018 State Transit Assistance Claim Amendment Request from North County Transit District

Key Staff Contact: Michelle Smith, (619) 595-5608, michelle.smith@sandag.org
RESOLUTION NO. 2019-07

APPROVING THE ALLOCATION OF STATE TRANSIT ASSISTANCE AMENDMENT CLAIM TO THE NORTH COUNTY TRANSIT DISTRICT

WHEREAS, the North County Transit District (NCTD) has filed a claim amendment for State Transit Assistance (STA) funds up to the revised allocation of $8,302,936 for FY 2018 pursuant to Section 6730(a) and (b) of Title 21 of the California Code of Regulations (CCR); and

WHEREAS, the SANDAG Board of Directors has delegated the authority to approve Transportation Development Act and STA claim amendments to the Transportation Committee; and

WHEREAS, the Transportation Committee has reviewed the claim and finds that the revised claim is in substantial conformance with the provisions of the Transportation Development Act of 1971, as amended, and meets the specific requirements of Section 6754 of Title 21 of the CCR.

NOW THEREFORE BE IT RESOLVED by the Transportation Committee as follows:

1. That the Transportation Committee does hereby approve the revision to the claim pursuant to Section 6730(b) of Title 21 of the CCR as shown below; and

<table>
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<th>Claim No.</th>
<th>Claimant</th>
<th>Original Allocation</th>
<th>Adjustment</th>
<th>Revised Allocation</th>
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<td>$4,600,147</td>
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<td>Operating</td>
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<td>-$0-</td>
<td>$8,302,936</td>
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<td>$3,702,789</td>
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<td></td>
<td>Total</td>
<td>$3,702,789</td>
<td>$8,302,936</td>
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2. That the Transportation Committee certifies that the findings set forth in the “Required Findings for North San Diego County Transit Development Board STA Claim” adopted as part of the June 2018 action pursuant to Section 6754 remain in effect; and

3. That the Transportation Committee does hereby instruct the San Diego County Auditor to pay NCTD up to $8,302,936 from the SANDAG STA Fund.

PASSED AND ADOPTED this 21st day of September 2018.

ATTEST:  
CHAIR  SECRETARY

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

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
August 23, 2018

Mr. José Nuncio  
TransNet Department Director  
San Diego Association of Governments  
401 B Street Suite 700  
San Diego, CA 92101

Re: FY2018 State Transit Assistance Claim Amendment

Dear Mr. Nuncio:

In April each year, North County Transit District (NCTD) is required to file the Transportation Development Act (TDA) and State Transit Assistance (STA) funds claims with the San Diego Association of Governments (SANDAG) for the subsequent fiscal year.

The original STA for FY2018 was in the amount of $4,600,147 to support NCTD operations. The FY2018 STA amount received from the state is higher than the claim amount. As a result, SANDAG has requested that NCTD file an amended STA claim including the actual revenues received.

The revised STA claim for FY2018 is in the amount of $8,302,936, an increase of $3,702,789 from the original claim. These additional funds will be used to support capital projects.

If you have any questions regarding this letter or attachment, please contact Eun Park-Lynch, Interim Chief Financial Officer, at (760) 967-2858 or eparklynch@nctd.org.

Sincerely,

Matthew O. Tucker  
Executive Director

Attachment: FY2018 STA Claim Amendment Form
STA CLAIM AMENDMENT FORM
FY 2017-2018

A. CLAIMANT: North County Transit District

B. AMOUNT OF CLAIM BY PURPOSE:

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<td>PTA (Revised Claim)</td>
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<td>$2,241,882</td>
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C. CONDITIONS OF APPROVAL:
It is understood by this Claimant that payment of the claim is subject to approval by SANDAG and to such monies on hand and available for distribution, and to the provision that such monies and the interest earned on such monies subsequent to allocation will be used only for the purposes for which the claim is approved and in accordance with the terms of the allocation instructions.

D. AUTHORIZED REPRESENTATIVE/CONTACT

Matthew O. Tucker
Executive Director
810 Mission Avenue
Oceanside, CA 92054

E. PAYMENT RECIPIENT

North County Transit District
Eun Park-Lynch
Interim Chief Financial Officer
810 Mission Avenue
Oceanside, CA 92054

SANDAG USE ONLY:
1. Claim number
2. Date Approved
3. Resolution No.
4. Amount Allocated
GO by BIKE MINI-GRANT PROGRAM

Introduction
The SANDAG GO by BIKE Mini-Grant Program was launched in 2015 to engage local government agencies and community-based organizations in Bike Month and Bike to Work Day outreach and education activities. The GO by BIKE Mini-Grant Program is coordinated through iCommute, the SANDAG Transportation Demand Management program.

Discussion
The FY 2019 Program Budget includes $60,000 for the GO by BIKE Mini-Grant Program. This program provides grants of up to $3,000 for projects that focus on bike education, building support for biking, and promoting biking as an everyday transportation solution. The draft Request for Grant Applications is included as an attachment to this staff report. The draft eligibility criteria are included in Section VII of the Request for Grant Applications.

Next Steps
Pending approval of the evaluation criteria by the Board of Directors, the Request for Grant Applications would be released on November 5, 2018.

RAY TRAYNOR
Director of Operations

Recommendation
The Transportation Committee is asked to recommend that the Board of Directors approve the evaluation criteria for the 2019 GO by BIKE Mini-Grant Program.

Attachment: 1. Draft GO by BIKE Request for Grant Applications

Key Staff Contacts: Jay Faught, (619) 699-7324, jay.faught@sandag.org
Patty Talamantes (619) 699-4814, patty.talamantes@sandag.org
REQUEST FOR GRANT APPLICATIONS FOR
GO by BIKE MINI-GRANT PROGRAM

Application Deadline: December 21, 2018, at 5 p.m.

Submit an application electronically between November 5, 2018, and December 21, 2018, to
iCommuteGrants@sandag.org

401 B Street, Suite 800 • San Diego, CA 92101-4231 • (619) 699-1900
REQUEST FOR GRANT APPLICATIONS FOR
GO by BIKE MINI-GRANT PROGRAM
SANDAG SOLICITATION NO. 5005581

I. INTRODUCTION

The San Diego Association of Governments (SANDAG) is soliciting applications for the GO by BIKE Mini-Grant Program. This Request for Grant Applications (RGA) describes the eligibility requirements of the program, the project schedule, the grant application evaluation process, the minimum information that must be included in the application, and a sample grant agreement.

II. PROGRAM OVERVIEW

In support of the San Diego Regional Bike to Work Day on Thursday, May 16, 2019, and National Bike Month in May, the SANDAG iCommute program will award grants of up to $3,000 to eligible applicants for programs or projects that promote biking through outreach and education. A total of $60,000 in grant funding is available.

III. ELIGIBLE APPLICANTS

- Local government organizations
- Nonprofit organizations
- Community-based Organizations (CBOs)
- Business improvement districts, main street associations, or chambers of commerce
- Colleges and universities
- Public and private (K-12) schools and San Diego County school districts can partner with a CBO or non-profit organization, but the CBO or non-profit must serve as the applicant/Grantee to support the project, execute the grant agreement, and provide the required insurance. Schools and school districts are not eligible applicants.

IV. ELIGIBLE PROGRAMS/PROJECTS

GO by BIKE Mini-Grants are intended for programs and projects that promote Bike Month or Bike to Work Day. Eligible activities must be open to the public, and should focus on bike education or safety, building support for biking, and promoting biking as an everyday transportation choice. Examples of eligible programs/projects include, but are not limited to:

- Host community rides, bike scavenger hunts, or guided bike tours of business districts, historic sites, or bike rides along existing bike paths/infrastructure
- Offer bike education classes related to bike maintenance, skill building, bike commuting, and safety
- Host CicloSDías type events that open city streets to bikes
- Host “Bike-in Movies”

1 Must provide proof of non-profit status
• Coordinate “Bike to Business” promotions in a neighborhood business district
• Organize local “Bike to Work Day” or “Bike to Campus/School” events open to the public
• Organize an event or campaign that educates residents about bike safety
• Hold campaigns, events, fairs, or contests that promote bike riding
• Other exciting biking related events and activities that you dream up – be creative!

V. ELIGIBLE EXPENSES

• Event expenses such as permits and supplies
• Marketing expenses related to design, production, placement, and printing of promotional materials
• Incentives or prizes for contests that promote biking
• Consultant fees to conduct bike education activities

VI. INELIGIBLE ACTIVITIES AND EXPENSES

GO by BIKE Mini-Grants will be provided by funding received from the Federal Highway Administration. The Federal Cost Principles outlined in Subpart E of the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR 200) provide guidance on costs that are allowable under this RGA. Examples of unallowable activities and expenses are listed below. For a comprehensive list, see https://www.ecfr.gov/cgi-bin/text-idx?SID=0c184436771778a5851a846ed6803924&mc=true&node=sp2.1.200.e&rgn=div6.

• Staff salaries, including staff time or expenses for managing the project or grant management
• Timed bike races
• Infrastructure or capital projects such as bike lockers, permanent bike racks and bike parking, and street improvements
• Fundraising or charity events
• Political campaigns
• Cash prizes
• Tobacco, alcohol, and firearms
• Religious activities

VII. THRESHOLD AND SUBMITTAL REQUIREMENTS

Applications must meet the threshold and submittal requirements below.

A. Eligibility Criteria

Applicants that fail to meet the following eligibility criteria will be considered ineligible for award. Eligibility shall be determined at the sole discretion of SANDAG.
1. Applicants must be located in San Diego County and be one of the eligible grantee types listed in Section III of this RGA. The organization’s application must be signed by an authorized representative of the applicant such as the director, president, chief executive officer, or city manager, and demonstrate the applicant’s willingness to participate and fulfill grant requirements.

2. Up to three grant applications can be submitted per organization, and only one grant application can be submitted per project.

3. The event or activity must be held between March 15, 2019, and June 15, 2019, in support of Bike Month or Bike to Work Day (building up to or capitalizing on momentum and awareness after Bike Month has ended).

4. Applications must include the approximate number of people the project is anticipated to reach. Applications with the potential to reach a larger audience will be given more points in the evaluation process than events reaching a smaller audience.

5. Applications must include a detailed project budget and a clear description of how funding will be used in the project budget table included in Attachment B to this RGA. Applications with budget detail that includes quotes for products and services will be given more points in the evaluation process than budgets that lack detail.

6. The application must demonstrate a direct connection between the proposed activities and the grant program’s goal to promote biking through outreach and education. A plan for measuring outcomes must be included in the proposal.

7. The project activities must illustrate their reach to the entire project area and describe the effort that will be made to reach low-income, disabled, and minority communities within the project area.

8. The project should demonstrate creativity and appeal to a broad audience – particularly audiences that might not have experience biking.

9. Events must be free and open to the public.

10. Events must not have alcohol, political, religious, or discriminatory themes or affiliations.

11. Applicant must be willing to provide the required insurance and execute an agreement for a GO by BIKE Mini-Grant in the same form as attached to this RGA within the timelines noted in this RGA.

B. Methodology

The project applicant must respond to the following questions.

1. How will your organization use the funds if awarded a GO by BIKE Mini-Grant? Please specify all advance planning your program/project will require after notifications of grant awards are made, and any program/project details such as anticipated date, location, and intended audience.
2. How will the project advance the grant program’s primary goal to promote biking through outreach and education as a viable transportation choice? Please address any opportunities your program/project will have to support Bike Month and/or Bike to Work Day participation; either building up to it or capitalizing on momentum and awareness after Bike Month has ended.

3. How will this project be promoted to ensure broad participation? How many individuals do you anticipate will be affected by this project? What demographic groups will benefit from the project?

4. How will you define project success? Describe how project outcomes will be measured.

VIII. REPORTING REQUIREMENTS

Upon the project’s completion, the grant recipient will provide SANDAG with a final report that summarizes the project to include:

A. Description of the project's activities, challenges, successes, and participation rates.

B. At least 15 digital photos that represent each of the activities of the funded project. Upon notification of award, grant recipients will be provided with a SANDAG ‘Photo Release’ form to be completed by all featured photo subjects. The photos should be high resolution (at least 4 inches by 6 inches with a minimum of 300 pixels per inch) and contain captions with project descriptions, dates, locations, and the names and release forms of those featured, if individual faces are featured.

C. Copies of all promotional materials developed for the project, including fliers, posters, advertisements, social media and digital graphics, must include the SANDAG, iCommute, and GO by BIKE logos provided by SANDAG, and must be approved by SANDAG prior to publication and distribution. The logo files should be kept to scale if resized, and should remain unmodified. Marketing materials should be reviewed by Phoenix Smith (phoenix.smith@sandag.org) prior to printing. Please allow 48 business hours for review by SANDAG.

D. Press releases or other media materials used to promote the event or activity.

1. Social media posts can highlight funding from @SANDAG, @iCommuteSD, and supporting #GObyBIKEsd or #BiketoWorkSD.

Reports are due two weeks after an event’s completion and no later than June 28, 2019.

IX. PAYMENT OF GRANT FUNDS

All work performed as a result of the grant agreement will be on a reimbursement basis. Work performed prior to the date of a fully executed grant agreement will not be funded. Funds will not be disbursed until a grant agreement has been approved and fully executed by SANDAG and the grant recipient, along with the submittal of a completed evaluation, itemized invoice, and copies of receipts.
X. APPLICATION SUBMITTAL INSTRUCTIONS

A. The application shall be limited to five pages, exclusive of required forms.

B. The application shall address the Threshold and Submittal Requirements (Section VII) and how the proposed program/project achieves the grant objectives.

C. The complete application shall be submitted to SANDAG between November 5 and December 21, 2018, by 5 p.m. Pacific Standard Time (PST), by email to the address listed below.

D. All questions relating to this request for applications can be directed to:

San Diego Association of Governments
Attention: Patty Talamantes
401 B Street, Suite 800
San Diego CA 92101
Email: iCommuteGrants@sandag.org
Phone: (619) 699-4814

XI. EVALUATION AND SELECTION PROCESS

Applications submitted after 5 p.m. PST on Friday, December 21, 2018, will not be considered. All information submitted in the application package will be utilized by the grant review committee for evaluation. Each applicant should demonstrate how effectively its application meets the Threshold and Submittal Requirements (Section VII) and program goals. Eligible applications receiving between 75 and 100 points will be considered for funding. Projects will receive funding in the order of their respective score until all funding has been allocated, or no applications with scores above 75 points remain.

Eligible applications will be scored on the following areas:

<table>
<thead>
<tr>
<th>Evaluation Factor</th>
<th>Point Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Organization’s experience and capacity for carrying out the project</td>
<td>20</td>
</tr>
<tr>
<td>Methodology and approach to project</td>
<td>30</td>
</tr>
<tr>
<td>Project budget</td>
<td>20</td>
</tr>
<tr>
<td>Projected attendance or project reach</td>
<td>10</td>
</tr>
<tr>
<td>Quality, comprehensiveness, relevance, and feasibility of the application submitted</td>
<td>20</td>
</tr>
<tr>
<td><strong>Total Available Points</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

XII. GRANT PROGRAM TIMELINE

Key dates for the grant process include:

<table>
<thead>
<tr>
<th>Grant Process</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Release of RGA</td>
<td>November 5, 2018</td>
</tr>
<tr>
<td>Grant applications due to SANDAG</td>
<td>November 5, 2018, to December 21, 2018</td>
</tr>
<tr>
<td>Grant applications review</td>
<td>December 24, 2018, to January 18, 2019</td>
</tr>
</tbody>
</table>
Grant awards and notifications  |  By January 31, 2019
---|---
Approval of grant agreements  |  February 2019
Final list of grant projects  |  March 2019
Project start date  |  March 15, 2019
Project completion date  |  June 15, 2019
Final report due date  |  June 29, 2019

### XIII. SPECIAL CONDITIONS

#### A. Reservations

This RGA does not commit SANDAG to award a contract, defray any costs incurred in the preparation of an application pursuant to this RGA, or to procure or contract for work. SANDAG may reject applications without providing the reason(s) underlying the rejection. Failure to award a grant agreement to the applicants with the lowest project budget will not result in a cause of action against SANDAG.

#### B. Public Records

All applications submitted in response to this RGA become the property of SANDAG and are considered public record. As such, applications may be subject to public review.

#### C. Right to Cancel

SANDAG reserves the right to cancel or revise, for any or no reason, in part or in its entirety, this RGA. If SANDAG revises and/or cancels the RGA prior to the deadline for applications, applicants will be notified by email.

#### D. Contingency List

In the event that an organization cancels or decides not to use the funds allotted, SANDAG may choose to offer those available funds to the organization with the next highest score that did not receive full funding. This offer will be made to each organization on the ranked list until all funds have been exhausted.

#### E. Additional Information

SANDAG reserves the right to request additional information and/or clarification from any or all applicants to this RGA, but is under no obligation to do so.

#### F. Grant Agreement

The selected grant recipients will be required to sign the “GO by BIKE Mini-Grant Program Agreement,” and to provide the insurance certificates and all other required documentation prior to the contract execution. Successful applicants who are offered a grant award will be given no more than 45 days to execute the Agreement for the GO by BIKE Mini-Grant Program. Applicants failing to execute the Agreement within 45 days shall forfeit their award and SANDAG may award the funding to another applicant at its discretion.

Consistent with SANDAG Board Policy No. 035, Competitive Grant Program Procedures (Exhibit 1 to Attachment C), SANDAG intends to hold grantees accountable to the project...
schedules they have proposed in order to ensure fairness in the competitive process and encourage grantees to get their projects implemented quickly so that the public can benefit from the project deliverables as soon as possible.

SANDAG will not be held accountable for any harm caused during and/or from project events funded by SANDAG.

G. **Insurance Requirements**

Applicants will be required to provide proof of insurance. The required insurance certificates (or proof of self-insurance for public entities) and endorsements must comply with all requirements shown in the Grant Agreement and must be provided prior to contract execution.

Minimum Policy Limits Required:

<table>
<thead>
<tr>
<th>Insurance</th>
<th>Minimum Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial General Liability (per occurrence)</td>
<td>$100,000</td>
</tr>
<tr>
<td>Commercial General Liability (aggregate)</td>
<td>$100,000</td>
</tr>
<tr>
<td>Workers’ Compensation Employer’s Liability</td>
<td>As required by the State of California’s statutory limits</td>
</tr>
</tbody>
</table>

XIV. **OWNERSHIP OF WORK PRODUCT**

All documents and other information developed or received by the selected applicants shall be the property of SANDAG. Grantee shall provide SANDAG with all original work products arising from the Agreement. This provision is meant to include SANDAG ownership of the 15 photos provided as a deliverable by applicants.

XV. **PROTESTS**

SANDAG protest procedures may be obtained on the SANDAG website at sandag.org/contracts.

XVI. **INCORPORATION OF ATTACHMENTS**

The following documents are attached and incorporated by reference if the box next to document title is marked.

- ✔ Attachment A – Project Summary (Sample)
- ✔ Attachment B – Project Budget Estimate Form (Sample)
- ✔ Attachment C – Grant Agreement (Sample)
PROJECT SUMMARY

A. Program/Project Title:

B. Project Applicant:
   (Provide the name and address of the organization)

   Name of Organization: ___________________________________________________________
   Address: ____________________________________________________________
   ___________________________________________________________________________

C. Partner Agency/Organization
   (Provide the name and address of each agency or organization the applicant will partner with.
   If there are multiple partnerships, list each one separately.)

   Name of Partner Organization/Agency: __________________________________________
   Address: _______________________________________________________________________
   ___________________________________________________________________________

D. Contacts:
   (Provide the contact name, title, mailing address, phone number, fax number, email, and role
   on the project for each contact)

   Primary Contact
   Name: ___________________________ Title: ___________________________
   Mailing Address: ____________________________________________________________
   ____________________________________________________________
   Phone: ___________________________ Fax: ___________________________
   Email: _______________________________________________________________________
   Role on the Project: ___________________________________________________________
Secondary Contact

Name: __________________________   Title: __________________________

Mailing Address: __________________________

____________________________________

Phone: __________________________   Fax: __________________________

Email: __________________________

Role on the Project: __________________________
E. **Program/Project Description:**
(Describe the program/project goals, date, location, scope, and elements to be funded by the GO by BIKE Mini-Grant. Applications must include the projected attendance or reach.)
F. Description of Applicant and Assigned Staff:
(Describe the applicant and the experiences/skills of the staff that the applicant proposes to assign to the program/project.)
G. Proposed Methodology:
(Provide the information requested and respond to the questions asked in Section VII.B. of the Request for Grants)
H. **Project Budget Estimate:**
(Provide a clear description of how funding will be used, and any quotes obtained for products or services. Describe the approach used to generate this cost estimate, and explain why this approach can be relied upon for sound decision-making.)
Project Budget:

Using the table below as a template, identify anticipated project expenditures.

<table>
<thead>
<tr>
<th>LIST OF EXPENSES</th>
<th>ESTIMATED AMOUNT</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
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<td>2.</td>
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<td>16.</td>
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<td>17.</td>
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<td>18.</td>
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<td>19.</td>
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<tr>
<td>20.</td>
<td>$</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$</strong></td>
</tr>
</tbody>
</table>
AGREEMENT FOR
GO by BIKE MINI-GRANT PROGRAM

THIS Agreement for the GO by BIKE Mini-Grant Program [AGREEMENT NUMBER] (“Agreement”) is made this [Day] day of [Month], [Year], by and between the San Diego Association of Governments (“SANDAG”) and the Grant Recipient (“Grantee”) Name of Organization.

Address: ____________________________________________
City, State, ZIP: ________________________________________
Phone: __________________ Fax: __________________ Email: __________________
Contact Person: _________________________________________
Tax I.D. No.: __________________________________________

Title of Activity (“Project”): __________________________________________
Objectives: ________________________________________________
Location: __________________________________________ Date(s): __________________

The purpose of this Agreement is to establish the terms and conditions for SANDAG to provide Grantee with funding to implement the Project.

I. TERMS AND CONDITIONS:

A. Term

The term of this Agreement shall commence immediately upon the effective date written on the top of this Agreement. This Agreement shall remain in effect until the Project is completed or June 30, 2018, whichever comes first. The term of this Agreement may be amended by mutual agreement of the parties.

B. Approved Project Budget

Grantee successfully applied for GO by BIKE Mini-Grant Program funding for the Project. SANDAG agrees to provide support for the named activity by a grant in the amount of $__________.

C. Project Implementation and Oversight

Although SANDAG will be providing financial assistance to Grantee to support the Project, SANDAG will not be responsible for project implementation or have any control of Grantee or the means or methods used to carry out the Project. Grantee hereby declares that it is independent from SANDAG and agrees that, in the performance of this Agreement, Grantee shall act as an independent contractor and not as an employee of SANDAG. Grantee has and hereby retains full control of all the employment, compensation, and discharge of all employees of Grantee assisting in its performance hereunder. Grantee shall be fully responsible for all matters relating to payment of its employees, including compliance with Social Security, withholding tax, and all other laws and regulations governing such matters. Grantee shall be responsible for its own acts and those of its agents and employees during the term of this Agreement, except as otherwise specifically provided, as an independent contractor.
D. Insurance

Grantee shall procure and maintain for the duration of this Grant, insurance against claims for injuries to persons, or damages to property, which may arise from or in connection with the performance of the work hereunder by Grantee, its agents, representatives, or employees.

1. Minimum Policy Limits Required

<table>
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<th>Insurance Description</th>
<th>Limits</th>
</tr>
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</tr>
<tr>
<td>Workers’ Compensation Employer's Liability</td>
<td>As required by the State of California’s statutory limits</td>
</tr>
</tbody>
</table>

2. Endorsements

Grantee shall furnish SANDAG with certificates of insurance and any required endorsements effecting coverage required by this section. The endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf. Endorsements must specifically state that they modify the policy language. All certificates and endorsements are to be received and approved by SANDAG before work commences.

i. The Commercial General Liability policy shall contain, or be endorsed to contain, the following provisions:

“SANDAG, its directors, officers, agents, and employees are to be covered as additional insureds with respect to liability arising out of work or operations performed by or on behalf of the Grantee including materials, parts, or equipment furnished in connection with such work or operations.”

General liability coverage can be provided in the form of an endorsement to the Grantee’s insurance, or as a separate owner’s policy. For any claims related to this project, the Grantee’s insurance coverage shall be primary insurance as respects SANDAG, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the entity, its officers, officials, employees, or volunteers shall be excess of the Grantee’s insurance and shall not contribute with it.

ii. The Workers’ Compensation and Employers’ Liability policy or policies shall contain, or be endorsed to contain, the following provisions:

Grantee hereby grants to SANDAG a waiver of any right to subrogation that any insurer of Grantee may acquire against SANDAG by virtue of the payment of any loss under such insurance. Grantee agrees to obtain an endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not SANDAG has received a waiver of subrogation endorsement from the insurer.
3. No Limitation on Liabilities and Obligations

The requirements as to the types and limits of insurance coverage to be maintained by Grantee, and any approval of said insurance by SANDAG are not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by Grantee pursuant to this Agreement, including, but not limited to, the provisions concerning indemnification.

E. No SANDAG Obligations to Third Parties

In connection with the Project, the Grantee agrees that SANDAG shall not be subject to any obligations or liabilities to any subgrantee, lessee, third-party contractor, or other person or entity that is not a party to the Agreement for the Project.

F. Indemnification

Grantee agrees to defend, indemnify, protect, and hold SANDAG and its directors, officers, and employees harmless from and against any and all claims asserted or liability established for damages or injuries to any person or property, including injury to the Grantee’s or its subcontractors’ employees, agents, or officers, which arise from or are connected with or are caused or claimed to be caused by the negligent, reckless, or willful acts or omissions of Grantee and its subcontractors and their agents, officers, or employees, in performing the work or services herein, and all expenses of investigating and defending against same, including attorney’s fees and costs; provided, however, that the Grantee’s duty to indemnify and hold harmless shall not include any claims or liability arising from the established sole negligence or willful misconduct of SANDAG, its directors, agents, officers, or employees. Grantee shall have no authority, express or implied, to act on behalf of SANDAG in any capacity whatsoever, as an agent or otherwise. Grantee shall have no authority, express or implied, to bind SANDAG or its members, agents, or employees to any obligation whatsoever.

G. Project Schedule and Payments

Grantee shall make diligent and timely progress toward completion of the Project within the timelines set forth in the Project Schedule, which is included below. Grantee further agrees to the requirements and timeframes set forth in SANDAG Board Policy No. 035, Competitive Grant Program Procedures, and any amendments thereto, which is attached hereto and incorporated herein as Exhibit 1. In the event Grantee encounters difficulty in meeting the Project Schedule or anticipates difficulty in complying with the Project Schedule, Grantee shall immediately notify SANDAG in writing to iCommuteGrants@sandag.org, and shall provide pertinent details, including the reason(s) for the delay in performance and the date by which Grantee expects to complete performance. Grantee’s notification shall be informational in character only and SANDAG receipt of it shall not be construed as a waiver by SANDAG of a project delivery schedule or date, or any rights or remedies provided by this Agreement.

Within 30 calendar days following project completion and no later than June 28, 2019, the Grantee agrees to submit a final certification of project expenses and final report. If the Grantee fails to provide a final certification of project expenses and final report within 30 days of project completion or by June 28, 2019 (whichever date comes first), the Grantee will not be eligible for reimbursement and/or future SANDAG grant opportunities.
H. **Termination for Cause**

Termination for cause shall be merited in the event of a material breach of this Agreement. Events of material breach shall include, but not be limited to, failure to adhere to the project time schedule, failure to maintain required insurance, bankruptcy, failure to pay any subcontractor or other company or person retained by Grantee in connection with this Agreement, or Grantee negligently or intentionally disregards laws, ordinances, rules, regulations, or orders of any public authority having jurisdiction.

I. **Termination for Convenience**

SANDAG may terminate this Agreement in whole or in part, at any time by written notice to the Grantee when it is in the best interest of SANDAG. Grantee shall be paid its costs for work performed up to the time of termination if it is terminating for convenience. Grantee shall promptly submit its invoice to SANDAG. No project costs will be considered for reimbursement after the notice of termination is given to the Grantee.

J. **Project Schedule**

<table>
<thead>
<tr>
<th>Project Milestone</th>
<th>Completion Deadlines</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Project Implementation</td>
<td>March 15, 2019 to June 15, 2019</td>
</tr>
<tr>
<td>2. Project Completion</td>
<td>June 15, 2019</td>
</tr>
<tr>
<td>3. Final Report Due</td>
<td>June 28, 2019</td>
</tr>
</tbody>
</table>

K. **Compliance with All Applicable Laws and Code of Conduct**

As required by federal law, SANDAG has established Disadvantaged Business Enterprise (DBE) program under 49 C.F.R. 26. Although no goal has been set for this Agreement, DBEs and other small businesses are encouraged to participate in the performance of agreements where applicable.

SANDAG requires compliance with Title VI and Title VII of the Civil Rights Act of 1964, the Americans with Disabilities Act, the Age Discrimination in Employment Act, and the California Fair Employment and Housing Act, as amended, and all other applicable discrimination laws and civil rights statutes and implementing regulations. SANDAG will not tolerate illegal discrimination or harassment by its grant recipients.

Grantee agrees to abide by all requirements of applicable and relevant laws or regulations, and will ensure that the Project complies with the eligibility requirements and ineligibility prohibitions for the Project as set forth in the Request for Grant Applications. Further, Grantee agrees to include nondiscrimination and compliance provisions in all subcontracts to perform work under this Agreement.

L. **Complaint Procedures**

Grantee is required to record and track complaints made by employees, volunteers, clients, or the general public, including complaints relating to Title VI, Americans with Disabilities Act (ADA), and service quality, or any other grievance pertaining to the Project. Grantee shall ensure timely resolution of complaints, and sufficiently document steps taken to
investigate and address complaints. Grantee shall report complaints to SANDAG and make these records available to SANDAG for inspection during audits. If Grantee receives a Title VI-related or ADA-related complaint, Grantee must notify SANDAG in writing within 72 hours of receiving the complaint so that SANDAG can determine whether it needs to carry out its own investigation.

M. Deliverables and Records Retention

Grantee agrees that all deliverables it provides to SANDAG, including photos, shall be owned by SANDAG and shall be free from third-party ownership claims. Grantee shall maintain complete and accurate records with respect to allowable costs incurred under this Agreement. Grantee shall provide reasonable access to the representatives of SANDAG, or its designees, including representatives of the applicable government agencies if this Agreement is funded in whole or in part with state or federal funds, to such books and records and any other books, documents, papers, or records of Grantee that are related to this Agreement at all reasonable times during the Agreement period and for three years from the date of final payment under the Agreement.

N. Public Records

All communications with and information provided to SANDAG become public records as the property of SANDAG. As such, they may be subject to public review. Please see SANDAG’s Board Policy 015: Records Management Policy, which is available at www.sandag.org/legal, for additional information.

O. Media and Community Outreach Coordination

Grantee agrees to keep SANDAG up to date on the Project and media and community outreach efforts and assist SANDAG with media or community events related to the grant-funded project. Furthermore, Grantee agrees to provide project information to support media and communications efforts. This includes project photos taken throughout the project at program events or as part of project tasks. The photos should be high resolution (at least 4 inches by 6 inches with a minimum of 300 pixels per inch) and contain captions with project descriptions, dates, locations, and the names of those featured, if appropriate. SANDAG reserves the right to use the information provided by Grantee for any combination of the following: social media posts, online photo albums, videos, press releases, PowerPoint presentations, web updates, newsletters, and testimonials. In submitting photos to SANDAG, Grantee agrees to release the rights of the photos to SANDAG for its use.

Grantee agrees to include the SANDAG, GO by BIKE and iCommute logos on promotional materials for services funded by this program. SANDAG will provide Grantee with required logos upon request.

P. Notice

Any notice or instrument required to be given or delivered by this Agreement may be given or delivered by email or mailed via first class mail to the below listed addresses:

San Diego Association of Governments
Attention: Patty Talamantes
401 B Street, Suite 800
San Diego, CA 92101
and shall be effective upon receipt thereof.

This Agreement sets forth all the terms and conditions for the Agreement between SANDAG and Grantee. This Agreement may be executed and delivered by facsimile signature and a facsimile signature shall be treated as an original.

II. EXHIBITS:

The following exhibit is incorporated into and made part of this Agreement.

Exhibit 1. SANDAG Board Policy No. 035, Competitive Grant Program Procedures

The individuals executing this Agreement represent and warrant that they have the legal capacity and authority to do so on behalf of their respective legal entities.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year first herein above written:

SAN DIEGO ASSOCIATION OF GOVERNMENTS

NAME OF ORGANIZATION

<table>
<thead>
<tr>
<th>RAY TRAYNOR</th>
<th>DATE</th>
<th>NAME</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Director of Operations</td>
<td></td>
<td>Title</td>
<td></td>
</tr>
</tbody>
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MOBILITY MANAGEMENT PROGRAMS, SERVICES, AND TECHNOLOGIES IN THE REGIONAL PLAN

Introduction

Mobility management programs, services, and technologies will be a fundamental component to achieving the goals of San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan). By coupling policy and technological advancements with capital investments that encourage a more efficient transportation system and the use of transportation alternatives to driving alone, the region can reduce congestion and greenhouse gas emissions.

Discussion

The transportation system operates most effectively when supporting programs, services, and technology and are implemented to holistically manage mobility and make the most out of the transportation network.

SANDAG implements its mobility management programs through its Transportation Demand Management (TDM) and Transportation Systems Management (TSM) programs. The SANDAG TDM program is known as iCommute. iCommute administers a range of commuter programs and services that reduce drive alone trips; leads regional coordination related to shared mobility; conducts outreach and education to promote transportation choices; and provides TDM planning and policy support for local jurisdictions.

The SANDAG TSM program implements and operates programs and services that use data and real-time information to actively manage and operate a safe and reliable multi-modal transportation system.

The recently completed Regional Mobility Hub Strategy is an example of how transportation services, amenities, and technologies can work together to make it easier for communities to access transit and other shared mobility choices that reduce reliance on the private automobile. The staff presentation will build upon the Emerging Technology White Paper, which was developed and presented earlier this year. The Emerging Technology White Paper discussed how technological trends are changing travel demand and behavior, and outlined potential policy and investment considerations that will enable the region to harness the benefits and reduce the negative aspects of these trends.
Both the Emerging Technology White Paper and the Regional Mobility Hub Strategy can be found at SDForward.com under the “Mobility Planning” tab.

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9-21-18 Transportation Committee Meeting

1.0 Roads, Rail, High-Speed Rail, Bridges, Buses, Bicycle, and Ride-Share Issues

1.1 Roads

The city of San Francisco found a large crack in the Millennium Tower’s 36th-floor window.

Ref: The San Diego U-T 9-6-18 pp. C2 and google.com: drone inspecting San Francisco’s millennium tower crashes to the ground

1.1.2 Interstate

Some 17-big-rigs were abandoned along I-5 and 4-cought fire in a wildfire near the OR border that spread to over 15,300-acres. Elsewhere a fire raging in the Sierra Nevada grew to more than 7-m² on U.S. 395, State Route 108, and the Pacific Coast Trail along the eastern spine of CA.—I-5 is closed for the 5th-day near the OR border as the Delta wildfire smothered rural forestlands in smoke and flame. The 45-mi section will remain closed indefinitely over issues of 70-ft-tall trees falling on the roads. Truckers and traffic are using smaller roads, adding 100-mi and 8-hours to their journeys.


1.2 Rail

1.2.4 Urban Light Rail

The Corland Street Subway stop on the No. 1 Line that was crushed in the 9-11-2001 twin towers incident in New York City, re-opened on 9-9-18 after 17-years will be called “WTC Cortilandt, and cost $181.8E6.

Ref: The San Diego U-T 9-9-18 pp. A17, Google.com: wtc cortilandt ny subway station, video

1.2.6 International Freight Systems

Asia-Europe shippers are looking at Southern European ports, as intermodal bottlenecks slow container delivery through some of the giant North European gateways, to cut costs. Delays of 24 to 48-hours at Antwerp and 12 to 96-hours for barges at Rotterdam have been reported. The standard transit time for the Shanghai-Rotterdam route is 26-days compared to 30-days to Genoa, and CMA CGM is 28-days for Shanghai-Rotterdam and 31-days to Genoa. Volume has increased at northern ports and is putting pressure on inland connections. By the end of 2017, the top 5-nothern range ports handled 3.2E6 more TEUs than in 2016 and was up more in the 1st-Q-2018. To cope, new weekly rail services to the hinterland markets of Central and Eastern Europe are being introduced at Italy’s ports of Genoa, La Spezia, Trieste, and Slovenia’s hub of Koper. Rail infrastructure improvements will boost capacity at the Milan hub on the key Rhine Alpine Corridor linking Italy with Switzerland and Germany. One port of interest in the central and eastern market is the Port of Koper in Slovenia that is called at by 2M Alliance’s-Maersk Line and Mediterranean Shipping Co. and the Ocean Alliance- of Cosco Shipping, CMA CGM, OOCL, and Evergreen. Being the 1st-port of call on their Asia-Mediterranean strings that use 8,000 to 14,000-TEU vessels, the container exchanges per ship are often 5,000-TEU. Koper, as with other gateways ports in Europe are running out of space and rail service will require the 80-trains/week now, to upgrade to 120-trains to meet capacity needs. Genoa also needs to move freight from road to rail as there are now 4,000-trucks/day coming into and leaving the port now, causing bottlenecks. The problem is also the case in Italy.
1.7 Urban Ride-Share Delivery and Transportation Networks

1.7.1 Uber

Uber added a customer app to report accidents or unplanned stops.

Ref: The San Diego U-T 9-6-18 pp. C3

1.7.4 Electric Scooters

Electric scooters, app-based bike rentals and other new transportation options is prompting city officials to form a new mobility board to focus on safety, and road and sidewalk designs.

Ref: The San Diego U-T 9-14-18 pp. 81 & 85

2.0 Port and Military Issues

2.1 Ports

2.1.1 Container Ships

Cosco shipping was able to contain the damage from a July cyber attack at its operations in the America’s, but its operations in the U.S., Canada, and South America, cargo handling, at its marine terminals was largely unaffected because they isolated its internal networks across its global operations. Cosco was aware of what happened to Maersk and they used more than one server. The cyber-attack on Cosco caused a failure in its networks in the U.S., Canada, Panama, Argentina, Brazil, Peru, Chile, and Uruguay operations. All the areas were totally recovered. Maersk ‘s issue cost them $300E6, was caused by the NotPetya-virus and lasted for some 2-weeks. It also affected APM Terminals and freight forwarder Damco. Maersk experienced vessel delays that pushed on-time reliability down from 74% to 55%. The fully automated Maasvlakte II terminal in Rotterdam was shut down and not able to accept vessel arrivals from June 29 to July 6, 2017.


2.1.4 U.S.

The Port of Baltimore is moving chassis pool off its container Seagirt Marine Terminal because of growing cargo volume, 30% rise in turn times, and trucker reports of sporadic chassis shortages and pickup and drop-off delays by Ports America Chesapeake who wants to free up space and improve efficiency in the ports chassis provider system. Volume is up 22% from 2010 and was 546,917-TEU in 2017. The Ports of NY-NJ’s chassis have been removed. West Coast ports of LA & LB are putting out requests for proposals to remove chassis from terminals. Northwest Seaport Alliance of Seattle and Tacoma is considering a plan, and the Port of Oakland is evaluating a range of port developments and at an off-terminal chassis depot.

Ref: The Journal of Commerce, August 20, 2018 pp. 34 & 36

- A U.S. Congressional Committee healed a hearing on the Jones Act transshipments and its impact on the Puerto Rican recovery. It says the act has little or no financial impact on them. The retail costs were the same in St. Thomas and St. Croix. The retail costs in Dominican Republic were slightly lower. Past reports said Puerto Rico lost billions of dollars because of the Jones Act freight rates. Freight cost to Puerto Rico
is higher than it would be if foreign-flagged carriers could pick up the transshipments from U.S. ports and deliver it to the island.

Ref: The Journal of Commerce, August 20, 2018 pp. 37

2.1.4.1 Inland Waterways

DP World's acquisition of Unifeeder for $765E6 complements the global terminal operator's drive to expand its reach inland by giving it control of the largest independent European short-sea and feeder service network. The Dubai-based Companies acquisition, by Nordic-Capital Fund VIII and minority shareholders is helping marine terminals reach into the interiors of North America, Europe, and other markets is better connect BCOs to inland markets and improved digital platforms to ease trade flows. DP World said the take over of Denmark-based shipping company will expect earnings accretive in the 1st-full year after the deal and will further enhance its presence in the global supply chain and offerings to shipping lines and cargo owners. The desire to control global end-to-end container logistics is a strategy that mirrors Maersk Group that is using in-house units Maersk Line, AMP terminals, and Damco to give customers a 1-stop for all their supply chain needs. CMA CGM, Mediterranean Shipping Co. and Cosoc Shipping are using the strategy too.

Ref: The Journal of Commerce August 20, 2018 pp. 7

• New York City officials released a $100E6 plan to “overhaul the city’s aging freight distribution system” for a 68% rise in cargo traffic by 2045. They will enhance rail systems, add barge routes, and make more efficient use of port facilities to mitigate the truck traffic and pollution it causes.

Ref: The Journal of Commerce, August 20, 2018 pp. 16-18

2.1.4.2 Drayage Truck Issues

Tightening truck capacity over ELD mandates, costs, and increasing demand, are pushing cross-border freight to intermodal rail from Mexico to U.S. shipments. Carlos Godinez at Transplace says it is getting worst. Truck traffic from Mexico to U.S. rose 3.6% in the 1st-Q-2018 says the U.S. Bureau of Transportation Statistics—BTS—data. In April 2018 at Laredo, TX, truck volume across the U.S.-Mexican border was up 15.3% yr over yr to $19.9E9. In Canada the ELD mandate stung shippers but was less impacted in Mexico because the Canadian border is more open with drivers making delivery’s and pickups in the U.S. Very few Mexican drivers cross the border, choosing to transfer or transload at the border, making the trip longer, and Transplace has problems with drivers running out of hours. Truck drivers and companies are rejecting freight from certain shippers, cutting their capacity ability, and causing an increase in cross-border conference calls between Mexican importers, U.S. exporters, and logistics intermediaries. Railroads are seeing a surge in Mexico-U.S. freight traffic, both intermodal and carload. Kansas City Southern—KCS—cross-border revenue increased 19% yr over yr to $220E6 in the 2nd-Q-2018 with higher automotive, chemicals, and petroleum volumes, says KCS. Union Pacific Railroads—UP—also reported strong automotive shipments from Mexico that boosted finished-vehicle traffic in the last quarter. U.S.-Mexico intermodal volume rose 5% from 2017. Overall cross volume carload and intermodal freight was up 13% for railroads. The exchange rate has caused pricing problems for KCS in Mexico, because the railroad charges customers in dollars rather than pesos. Tariffs imposed by the U.S.—not on Mexico, but China, is increasing intermodal volume. Products that may have been coming from China—now are coming in through the U.S. and going down into Mexico to the steel plants. Transplace's cross-border intermodal is expanding because of greater effort by 3rd-party logistic providers and by tightening.
truck capacity. Truck-to-rail conversions is likely to become more palatable to shippers as capacity in Mexico tightens. Truck driver shortages issues are also in Mexico over pay and security in Mexico.

Ref: The Journal of Commerce, August 20, 2018 pp. 40-41

2.1.5 International

Growth accelerated at 8 of the top 10-global ports in 2017 and volumes are up compared to 2016. Shanghai extended its run as the world’s busiest port for an 8th-year, as they broke 40E6-TEU/yr volume, and throughput rose 8.3%. Overall the top 10 stayed the same as 2016. Hong Kong and Busan grew by 5% keeping them at No. 5 and 6 respectively. The ports that posted declines in 2017 were mostly transshipment hubs coping with carrier network adjustments from the launching of new vessel-sharing agreements in April 2017, and ongoing industry consolidation. Note: pp. 22-23 the top 50 world container ports and information.

Ref: The Journal of Commerce, August 20, 2018 pp. 20

- The port of Antwerp is reaching its maximum capacity, as record growth in volume floods into North Europe’s hub ports as they struggle with delays shifting containers from deep-sea terminals to inland destinations. Throughput scored 8.2% yr-over-yr in the 1st-half-2018 to some 5.6E6-TEUs and Rotterdam had a 6.2% increase in the 1st-half of 2018 volume, to 7.0E6-TEUs. The intermodal network from the north and south is stressed with barge congestion, road bottlenecks, and rail delays at many points. The ports want barges moved to consolidation centers at inland terminals and will offer financial support at inland terminals. Rotterdam is working on a planning tool Nextlogic to allow barges to access information on terminals for calls and pickups. They will invest $205E6 in an internal road system, or container exchange route to connect to the 5-deep-sea terminals at the Maasvlakte port.

Ref: The Journal of Commerce, August 20, 2018 pp. 24 & 26

- Competition for Baltic cargo is heating up as Poland’s DCT Terminal at the Port of Gdansk and Lithuania’s modernized Klaipedos Smelte Terminal via for Asian shippers transporting cargo to European Union designations. The bottom line for shippers and forwarders—with all other factors being equal, is a reduction in tariffs and improved customer service.

Ref: The Journal of Commerce, August 20, 2018 pp. 26 & 28

- The Port of Santos in South America can handle 10% more cargo with a deal between pilots and the Port Authority declaring the harbors draft is 44.3-ft at low tide, making it close to handle 13E3-TEU ships. The port needs 14-m or 45.9-ft to handle neo-Panama ships expected to be deployed onto trade lanes connecting to the east coast of South America. Pilot organization, Codesp the port authority for Santos, South Americas largest port, declared the official draft of the navigation channel at 44.3-ft, at low tide, and it will increase revenues 1.6E9 reais [$416.4E6/yr]. The largest ship at Santos was the 11E3-TEU Cape Sounio that called DP World Santos in June 2017. More dredging is expected so it can handle 365-m-long 13E3-TEU ships and more in the future to meet the rising volume of 1.7E6-TEU in May 2018. The government wants to contract dredging to the private sector—away from government-controlled dock companies. An official letter from the Ports of Sao Paulo’s captain DanielAmerico Rosa Menezes said the draft will be 13.5-m in normal conditions and 14.5 during high tide. The new regulations cover all port terminals including: Santos Brasil, Grupo Libra, Brasil Terminal Portuaria, DP World Santos, Rodrimar, and Ecoporto Santos. The port Ultrafertil liquid bulk terminal is exempted.
2.1.7 Logistics

Maersk and IBM unveiled an updated version of block chain solution for global trade and the liner shipping industry to ease concerns about the neutrality of the solution. It will be branded TradeLens and they have 90-parties already to track arrivals times of vessels and container “gate-in and produce documents such as customs releases, commercial invoices, and bills of lading—BOL—. The parties account for 234-container gate ways globally. Uber will end its self-driving truck program because it is not needed to stay competive.

Ref: The Journal of Commerce, August 20, 2018 pp. 8, 38, 39, and 42-48

- In July a U.S. District Court jury in NJ awarded $14.4E6 in damages for copy rights infringement and good faith violations by DHL Global Forwarding, to Log-Net and is a warning to small startups to protect their intellectual property with deals for growth. In moves to cut costs of transportation shippers carriers and analysts are blaming driver shortage and use of paper bills of lading—BOL—used to tender less-than-truckload—LTL—shipments. In the 1970s shippers used type writers and first-class mail of the U.S. Post Office in 3-5-days. Now shippers use computers or mobile phones via the internet in seconds. The LTL sector is still 75% tendered using paper, whereas UPS and FedEx handle less than 5% of their parcels tendered using paper air bills.

Ref: The Journal of Commerce, August 20, 2018 pp. 38 & 39

2.2 Military

2.2.2 International Issues

Mexico’s new President, left-leading Andrés Manuel López Obrador will take office on December 1, 2018.

Ref: The San Diego U-T 9-4-18 pp. A3

- Guatemala and Paraguay moved their embassies out of Jerusalem, back to Tel Aviv. Paraguay is the poorest and most corrupt country in South America now.

Ref: The San Diego U-T 9-6-18 pp. A3

- Iran & Russia backed a military campaign to retake rebel-held stronghold in Syria and Turkey pleaded for a cease-fire. The trilateral Summit in Tehran with Iran’s President Hassan Rouhani, Russian President Vladimir Putin & Turkish President Recep Tayyip Erdogan puts pressure on rebel forces in Syria’s Idlib province with 10.0E3-jihadists and al-Qaeda. Turkey who backed forces against Syria fears refugees and destabilizing of areas it holds in Syria. U.S.’s Nikki Haley told the U.N. Secretary Council it would be dire. U.S. Marines are in South Syria to keep Russia away from the American Base there near Tun f along the border wit Iraq. Russia has a naval presence in the Eastern Mediterranean.

Ref: The San Diego U-T 9-8-18 pp. A3

- The Pentagon says Russia will bear responsibility for a humanitarian crisis in Syria over the Moscow-backed Syrian military attacks in Idlib. President Assad with Russia and Iran could launch an offensive against Idlib. There are more than a dozen Russian warships in the Mediterranean Sea near Syria. Turkey called for a cease fire, but Russia and Iran rejected the plan. Russia and China intend to regularly conduct
joint war games—like the ones being held this week, says Russian Defense Minister, Sergel Shoigu and Chinese Gen. Wel Fenghe who visited the Tsugol firing range in Eastern Siberia where the military drills will be called Vostok [East] 2018 maneuvers and expand to Siberia, the Far East, the Artic, and Pacific Oceans with 300E3 Russian troops and 3,200 troops from China.


- The Trump Adm. ordered closure of the Palestine Liberation Organization office in Washington because they will not negotiate with Israel.

Ref: The San Diego U-T 9-11-18 pp. A1

- Ethiopia and Eritrea will open their borders to reduce the decades-long war with Ethiopia’s Prime Minister Ably Ahmed and Eritrean President Isaias Afwerki for peace and friendship.

Ref: The San Diego U-T 9-12-18 pp. A3

- Secretary of State Mike Pompeo made his 1st-trip to Pakistan on 9-5-18 to meet the new government over issues of harboring anti-Afghan militants. He will be perusing reconciliation and peace talks with the Taliban, with Zalmay Khalilzad, former ambassador to Afghanistan and Iraq.

Ref: The San Diego U-T 9-6-18 pp. A3

- Offering an olive branch to President Trump, Kim Jong Un told a South Korea envoy he wanted to denuclearize North Korea before Trump’s term ends in 2021. He told Chung Eui-Yong, he is frustrated over Washington’s failures to negotiate and has not spoken badly of Trump since the meeting in Singapore on June 12, 2018. Kim wants matched measures for the U.S.

Ref: The San Diego U-T 9-7-18 pp. A3

- North Korea held a major parade and ironic mass games, while holding its 70th Anniversary on 9-9-18 in Pyongyang. The mass games are back, after a 5-year hiatus with 20E3 people flipping place cards in unison in Pyongyang’s 150E3-seat May Day Stadium. Chairman Kim Jong Un is showing a new policy, that emphasis on building up the economy, not on nuclear weapons. Kim walked to the balcony with Li Zhanshu—special envoy from China, and Senior statesman Kim Yong Nam head of North Korea’s Parliament and gave a speech on the economic goals not nuclear might of the regime.

Ref: The San Diego U-T 9-10-18 pp. A3 and Google.com: north korea’s supreme people’s assembly and video’s

- The White House Press Secretary Sarah Huckabee Sanders told reporters Kim Jong Un requested a follow-up to the historic Singapore summit on June 2018 in a letter to President Trump.

Ref: The San Diego U-T 9-11-18 pp: A3

- The U.S. and North Korea returned to the negotiating table with generals to discuss recovery of some 7,700 U.S. solders remains from the Korean War.

Ref: The San Diego U-T 9-8-18 pp. A14

- The U.S. is accusing Russia of pressuring the U.N. to alter a report on sanctions against North Korea that includes alleged sanctions violations “implicating Russian actions.” U.S. Ambassador Nikki Haley wants the original report that cites petroleum products for North Korea from Russian ships. Russian Ambassador Vasily Nebenzya said he put a hold on the report.
• Secretary of State Pompeo authorized $1.2E9, a payment of military assistance, to Egypt’s foreign military.

• Swedish politics took a change to, Center-Right Group, with seeking power with Sweden Democrats over crime and migration issues.

3.0 Water Issues

San Diego county water officials sued MWD of Southern CA and its member agency for refunds under CPRA-public records act but lost 2-cases and are now back in court in San Francisco.

3.1 Regulation

3.2 Rivers and Lakes

3.2.1 Dams

The cost of repairing the Oroville Dam has hit $1.1E9—$250E6 over budget and could go higher. Crews are racing to complete the project deadline of November 1, 2018, before winter rains arrive and are the cause of the increase in costs. The original cost estimate was $275E6 to repair the 2-spillways that crumbled and away during heavy rains in early 2017. The water agency will ask the Federal Emergency Management Agency to pay 75% of the cost, and the rest will be borne by state water project customers.

3.6 Municipal Water System Contamination

The CA Attorney General Xavier Becerra filed a lawsuit on 9-4-18 against the Trump Adm. alleging the Trump Adm. violated the Clean Water Act, by allowing in recent years of, 1.0E6-gal of raw sewage, heavy metals, and other contamination, to routinely spill from Tajuana into San Diego. Beaches in San Diego were shuttered near the Tijuana River Valley on more than 500-days in the last 3-years.

4.0 Pipeline and Tunnel Issues

4.1 Pipelines

4.1.5 Oil and Gas

4.1.5.2 International

A gas depot exploded in central Nigeria, killing 18-people and injuring 40-others had burns. Many gas dealers operate mine-depots in Nigerian cities and there are frequent explosions.
A Santa Barbara County jury found Houston-based Plains All America Pipeline guilty of a felony count of failing to maintain its pipeline and 8-misdemeanor charges of killing marine mammals and protected sea birds. The incident lost 123E3-bbls of crude oil on the beach. The incident closed offshore rigs that refine the crude. Exxon Mobil and Venoco will cost the state $58E6.

Ref: The San Diego U-T 9-8-18 pp. A13

5.0 Transportation Environmental Issues

5.1 Maritime Transportation Emissions

6.0 Transportation Financial Issues

6.1 Ports

6.2 Container Ships

The Maersk Group downgraded their 2018 earnings forecast because of lower freight rates, higher bunker prices and escalating tariffs. The forecasts are for earnings before interest, taxes, depreciation, and amortization—EBITA—at $3.5E9 to $4.5E9.

Ref: The Journal of Commerce August 20, 2018 pp. 6

7.0 Airport and Global Space Issues

7.1 Airports

7.1.1 Planes

Aerion Corp. of Reno, NV will move ahead with its ASZ supersonic business jet flying just below supersonic speeds when above ground and Mach-1.4 over water. The entire plane that will be made of carbon fiber composites to fly at mach-1.2 without a sonic boom.

Ref: The San Diego U-T 9-12-18 pp. C2

7.1.4 Air Freight

The 2018 air cargo market will be better prepared to handle expected strong demand and avoid chronic space constrains experienced in 2017. Shippers should expect robust peak-season pricing from airlines seeking to extend profitability that grew strongly in the 1st-Q-2018 even as jet fuel prices surged 55%. Air freight rates have been stable with Freightos reporting rates of $2.80 to $6.00/km [$1.30 to
$2.72/lb] in China-Europe trade and $1.60 to $3.00/kg on China-U.S. routes. Express rates from China to Europe rose $1.00/kg in June to supply European factories before the close for summer holidays.


7.1.5 Safety

A small airplane made an emergency landing on 8-29-18 at Brown Field in Otay Mesa after its landing gear became stuck.

Ref: The San Diego U-T 8-30-18 pp. B12

• 100-passengers fell ill on a commercial jet from Dubai on 9-5-18, causing the plane to land at NY’s Kennedy Airport where U.S. Centers for Disease Control and Prevention quarantined the double-decker Emirates aircraft holding 520-passengers. 10-people—3-passngers and 7-crew members ended up hospitalized.

Ref: The San Diego U-T 9-6-18 pp. A2

8.0 Border and Cultural Issues

8.1 Border

Mexico’s President-elect Andre’s Manuel López Obrador—a left-leaning populists and nationalist wants to reduce crime, corruption, and poverty, freeze gasoline, diesel, and electric prices for 3-years, is building a new refinery in Tabasco State and increasing under-performing refineries, as Mexico imports 60% of its gasoline. Some 600E3-bbl/d from the U.S. with a $9,2E9 investment plan for Mexico’s state-run oil and electricity companies, to boost petroleum production that fell 43%. He will ban fracking and respect climate commitments and renewables.

Ref: The San Diego U-T 9-12-18 pp. A6

8.1.1 Import-Export

The U.S. trade deficit—the difference between what the U.S. sells and what it buys, widened for the 2nd straight month in July—the highest since February 2018, rose to $50.1E9 in July from $45.7E9 in June. Exports were down 1% to $211.1E9, imports were up 0.9% to $261.2E9 with increases in purchases of trucks and computers. Goods deficit with China rose 10% in July to $36.8E9 and 50% with the E.U. to $17.6E9, Canada was up 58% to $3.1E9, and Mexico was down 25% to $5.5E9. So far, the 2018 trade deficit is up 7% from January-July 2017. In July 2018 the U.S. deficit was $73.1E9 in goods of cars and machinery, but there was a surplus of $23E9 in services, education, and banking.

Ref: The San Diego U-T 9-6-18 pp. C3

• The Trump Adm. might add 25% more on an additional $200E9 in Chinese goods. They could begin taxing imports equal to 40% of all goods sold to U.S. in 2017 after a public comment period. China said they would impose retaliatory tariffs on $600E9 worth of U.S. goods if it happens.

Ref: The San Diego U-T 9-7-18 pp. A8

• Washington invited Beijing to hold new talks on tariffs. American and E.U. Chambers of Commerce say China has been hurt by tariffs over Beijing’s technology policy. Chinese Geng Shang said we are talking to each other and the last meeting was in Washington on August 22, 2018. 6% of American companies say
they suffered lost sales on lower profits due to 25% tariffs on $50E9 of both U.S. and Chinese goods. China is slowing down customs clearances and stepping up inspections and bureaucratic processes.
Ref: The San Diego U-T 9-14-18 pp. A3

- The Federal Reserve’s Survey—Beige Book says business conditions in the U.S. are being affected by the Trump administrations trade policies and could affect the economy. The fed’s 12-regional banks say Philadelphia, St Louis and Kansas City were below average and business scaled back capital investment plans. Costs are increasing in manufactured goods.

- China’s trade surplus with the U.S. widened to $31E9 in August as exports surged, despite American tariff hikes, adding fuel to Trump’s battle with Beijing over industrial policy. Exports to the U.S. rose 13.4% to $44.4E9 up from July’s 13.3% growth. Imports of U.S. goods rose 11.1% to $13.3E9 from July’s 11.8%. China and the U.S. have imposed 25% tariffs on $50E9 of each other’s goods. Trump is considering extending penalties to another $200E9, and China says they will do likewise. China had a $275.8E9 surplus with the U.S. in 2017.
Ref: The San Diego U-T 9-10-18 pp. A3

- The latest tariffs between China and the U.S. is hitting the trans-Pacific trade, affecting more than 50% of the 13.5E6 TEUs shipped between the U.S. and China in 2017. The lost agriculture markets because of tariffs has mixed opinions from farmers that remember the issues in 2014-15 from the U.S. West Coast port crisis. The stock market is up with the MSCI global index of stocks up 2.8% in August 2018, says Bloomberg News. The tariffs are eroding the benefits corporations won via tax reform, says the National Retail Federation and liberation think tank the Cato Institute. The tax reform that bright corporate tax rate from 35% to 21% will increase the U.S. trade deficit. Tariffs on steel will increase vehicle and home prices. Shipping container steel will not be tariffed.
Ref: The Journal of Commerce, August 20, 2018 pp. 4 and 10-13

8.2 Culture

Nationwide the backlog grew to 746,049-cases in the immigration courts in the U.S., says TRAC. 80% are in 10-states: CA, FL, GA, IL, MD, MA, NJ, NY, TX, and VA. The CA backlog stands at 95,252.

- Investigations found 166-skulls in clandestine burial pits in gulf cost state of Veracruz. Drug cartels frequently use clandestine pits to dispose of their victims.
Ref: The San Diego U-T 9-7-18 pp. A3

- Some 696-bodies have been found so far in Mexico near Arbolillo, Veracruz.
Ref: The San Diego U-T 9-8-18 pp. A8

- Violent crime in San Diego hit a 4-year high in the 1st-half-2018 but remains at a near all-time low and lower than the peak of early 1990s, says SANDAG. There were 5,507 violent crimes equivalent of 30/d, 70-more than 2017, 146-more than 2016 and 117 more than 2015.
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SECTION III

3.0 Ship Alliances & Types
3.1 Container Ships
   3.1.1 Alliances
      3.1.1.1 Ocean Alliance—CMA-CGM, COSCO, APL, and Evergreen
      3.1.1.2 THE Alliance—NYK Group, MOL, “K” Line, Hapag Lloyd, and Yang Ming
      3.1.1.3 2M Alliance—Maersk Line and Mediterranean Shipping Company
      3.1.1.4 Intra-Asian Trade
      3.1.1.5 Ocean Network Express—ONE—
      3.1.1.6 Northwest Seaport Alliance
   3.1.2 Types & Capacity
      3.1.2.1 Container Ships
         3.1.2.1.1 Ultra-Large—14,501 to 22,000-TEUs
         3.1.2.1.2 New Panamax or Neopanamax—10,000 to 14,500-TEUs
         3.1.2.1.3 Post-Panamax—5,101 to 10,000-TEUs
         3.1.2.1.4 Panamax—2,001 to 5,000-TEUs
         3.1.2.1.5 Feeder-max—2,001 to 3,000-TEUs
         3.1.2.1.6 Feeder—1,001 to 2,000-TEUs
8.0 Air Freight
8.1 Trans-Pacific Route
Fluidized Bed Steam Reforming Technology Reduces Volume of Radioactive Waste

A patented Fluidized Bed Steam Reforming (FBSR) technology uses superheated steam—instead of an open flame—and mineralizing additives to treat and immobilize radionuclides in a water-insoluble matrix. Results show a 6:1 average volume reduction for ion-exchange resins, which allows disposal without entering into higher, more-restrictive and expensive waste classifications. Since initial pilot studies beginning in 1997, FBSR technology has been deployed in the U.S., Japan, and France.

James M. Hylko

The nuclear industry annually produces voluminous amounts of radioactively contaminated ion-exchange resins (IERs) comprised of organic material, usually a styrene polymer containing sulfonic acid and amine groups. The resins, for example, are used to concentrate and remove activation, corrosion, and fission-product radionuclides from nuclear plant liquid waste streams. Traditional high-temperature, flame-induced combustion treatment processes (such as incineration) form and release sulfur and nitrogen oxides, including vaporization of cesium-137, requiring high-performance filtering systems. The retained radioactively contaminated fly ash is solidified and containerized according to transportation and low-level radioactive waste (LLRW) disposal regulations.

Following a number of pilot studies beginning in 1997, Studsvik developed and patented a non-incineration Fluidized Bed Steam Reforming (FBSR) technology—that uses steam—to treat a variety of LLRWs containing high organic, nitrate, nitrite, solids, and heavy-metal content, while producing a dry, stable, granular, final waste form. Because there is no flame present in the primary waste treatment vessel, the treatment process is not considered incineration. Additional advantages include no liquid effluents other than water vapor and Clean Air Act-compliant off-gas emissions.

Treating Low-Level Radioactive Wastes

POWER interviewed Adam Foster, PE, head of engineering services with Studsvik Inc., who is based in Atlanta, Georgia, for details about the FBSR technology. One location that utilizes FBSR technology is the Erwin Resin Solutions (ERS) Facility located in Erwin, Tennessee (Figure 1). It is a production-scale, shielded facility that houses equipment for handling and converting LLRW into an inert, stable, and volume-reduced final waste form.

Studsvik’s FBSR waste decomposition process uses steam pyrolysis as an alternative to incineration and other traditional thermal treatment methods. This yields a solid, inert, stable, and substantially smaller volume waste matrix, while meeting all federal and state radioactive waste processing laws, codes, and standards.

Foster described how spent IERs from commercial nuclear plants are shipped to the ERS and transferred as a water/IER slurry to waste holding tanks located in shielded vaults. After the IERs settle in the holding tanks, excess water is decanted from the top.

Mixing the settled IERs creates a homogeneous mixture, which is transferred to a metering tank to start the FBSR process. A mineralizing additive is mixed with the IER as it is metered/led into the FBSR vessel to prevent agglomerations from forming in the fluidized bed. Other process additives, such as mineralizing clay, may be added depending on the type/composition of the waste and the desired final waste matrix durability characteristics, which include water solubility and leach resistance.

Low-pressure superheated steam is introduced through gas nozzles, creating a fluidized bed at the FBSR vessel bottom with a gas-phase freeboard in the vessel top. In the fluidized bed, the waste feed is instantly dried, and the large active surface of dried organics readily pyrolyze in the reducing environment, resulting in the destruction/volatilization of organics into carbon dioxide and water vapor with small amounts of elemental carbon, methane, carbon monoxide, and hydrogen.

Granular carbon is added directly to the FBSR where a portion is oxidized to produce necessary process energy. The carbon also serves as the “reductant,” facilitating the chemically reducing environment in which the desired reactions occur inside the fluidized bed, including alkali and radionuclide mineralization, and formation of metal oxides, carbonate salts, carbon dioxide, inorganic particulates, and process gas.

The remaining inorganic waste residues, also known as reformed residue (RR), are carried (elutriate) out of the FBSR vessel with the process gases. The amounts are directly related to waste composition, additives, and operating conditions. The RR solids contain greater than 99.99% of the incoming radionuclides and essentially all other inorganics present in the original waste feed. High-temperature ceramic filters inhibit RR solids from entering the gas oxidation system, preventing fouling or an altered final
2. FBSR process flowchart. The waste reduction process includes several steps. The process starts with spent resins from commercial nuclear power plants entering the system and ends with a reformed residue ready for disposal. Courtesy: Studsvik Inc.

Monitoring and Final Waste Matrices
A continuous radiation monitoring system measures and documents any trace radionuclides that may pass through the stack. The system includes alpha, beta, gamma, iodine, carbon-14 (C-14), and tritium (H-3) samplers and detectors. Testing has shown that more than 99.99% of received radioactivity is retained in the RR. Carbon-14 and tritium—two major concerns for shallow land burial due to the potential for radionuclide migration—are effectively removed from the RR. If needed, C-14 and tritium capturing systems can be utilized for the retention of these radionuclides. Iron, nickel, cobalt, and cesium are the primary radioactive RR constituents, and proportioned according to the makeup of the IER received.

The final waste matrices consist of metal oxides, carbonate salts, or alkali-aluminosilicate (NAS) minerals, depending on the mineralizing additives and type of waste/composition. Metal oxides form iron-based spinels, that is, a class of minerals arranged in a cubic, close-packed lattice, which are water insoluble. Carbonate salts are mostly soluble in water, while NAS minerals provide high leach resistance. If an NAS final waste form is desired, the aluminosilicate additive must be used.

As a granular product, the FBSR NAS mineral waste matrix has been shown to be more durable than glass during testing originally conducted using ASTM C-1285-02, “Standard Test Methods for Determining Chemical Durability of Nuclear, Hazardous, and Mixed Waste Glasses and Multiphase Glass Ceramics: The Product Consistency Test (PCT),” and during subsequent performance assessment modeling.

LLRW Volume Reduction Achieved
In the U.S., current LLRW disposal regulations are based on long-lived and short-lived radionuclide concentrations (curies/m3), which ultimately determines the waste classification, such as Class A, B, C, or Greater than Class C. The waste form must meet rigorous requirements to ensure stability after disposal (protection against inadvertent intrusion). Higher waste classifications increase disposal costs and limit disposal options, such as shallow land burial. By using FBSR technology, results show a 6:1 average volume reduction (VR) for ion-exchange resins, with anion resin treatment yielding VR as high as 30:1 while heavily fouled cation resin treatment can be as low as 3:1. The VR generally doesn’t force entry into a higher, more-restrictive and expensive waste classification, such as from Class B to Class C.

From a chemical perspective, Foster pointed to five factors that affect the maximum achievable volume reduction. They are:

- The inorganic content of the waste.
- The amount of mineralizing additive required.
- The ash content of the additives.
- The amount of coal fines that collect with the solid products.
- And to a smaller extent, the carryover of small, sized, fluidized-bed media, which results from media attrition during operation.

Waste streams with high solids loading or high concentrations of inorganic materials result in lower VRs.

The initial proof-of-process test program concurrent with the qualification test program was conducted in 1997 at the Hazen Research Inc. facility in Golden, Colorado. Since then, FBSR technology has been deployed in the U.S., Japan, and France. Several field testing demonstrations have been conducted, including at the following locations:

- Permanent installation for treating sodium-bearing waste stored in underground tanks at the Idaho National Laboratory, Idaho Falls, Idaho.
- Engineering scale demonstration (ESD) for treating processed organic tank wastes, producing a water-soluble, granular, carbonate-based mineral product at the Savannah River facility in Aiken, South Carolina.
- ESD for treating various Hanford tank wastes at the Hanford Site in Richland, Washington.
- ESD for treating liquid nitrate waste and solid organic material in Osaka, Japan.
- Initial procurement for fabrication of a permanent installation for treating low-level radioactive liquid nitrate wastes in Narbonne, France.

Through testing and demonstration, FBSR technology has proven to be a very beneficial radioactive waste volume reduction process. —James M. Hylko (jHylko@msn.com) specializes in safety, quality, and emergency management issues and is a frequent contributor to POWER
Overview

Merged Mini-Grant programs ($60,000)

• GO by BIKE
  – Promote biking through outreach and education
  – High interest

• Walk, Ride, and Roll to School
  – Projects that educate and encourage bike and pedestrian safety to and from school
  – Limited interest
Program Changes

- All projects need to promote biking through outreach and education
- Partner with a non-profit or community-based organization
- Activities in spring 2019

Benefits of Consolidated Program

- Reduced staff costs
- One application process
- Evaluate applications once per year
- Marketing

- 40% savings
Eligible Applicants

- Local government agencies
- Non-profit organizations
- Community-based organizations
- Business Improvement Districts, Main Street Associations, or Chambers of Commerce
- Academic institutions
  - Including K-12 schools in partnership with a non-profit or community-based organization

Eligibility Criteria

- San Diego County
- One application per organization and project
- Events/projects held between March 15 – June 15
- Connection to program goal
  - Promote biking through outreach and education
- Free and open to the public
  - Appeal to a broad audience
Next Steps

- Board of Directors
  - September 28, 2018
- Release Request for Grant Applications
  - November 5 – December 21, 2018
- Grant awards and notifications
  - January 31, 2019
- Project implementation
  - March 15 – June 15, 2019
- Final reports due to SANDAG
  - June 29, 2019

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors approve the evaluation criteria for the 2019 GO by BIKE Mini-Grant Program.
Caltrans Role in Developing Projects

Ensuring the system is:

- Safe
- Maintainable & Sustainable
- Efficient in the Movement of People & Goods
- Improvements are Developed, Funded and Partnership-Focused
California Transportation Visioning

Transportation Planning: Continuous Input

Reducing Greenhouse Gases: Shared Responsibilities SB 375 (Steinberg) and SB 391 (Liou)

- Delivering better projects
- Using resources more efficiently
Balancing California’s Priorities

SAFETY
- Reduce deaths and injuries on state highway system

PRESERVATION
- Fix it First

MOBILITY
- Improve interregional mobility
- Support goods movement

SUSTAINABILITY
- Develop transportation projects that enhance the environment and community

SYSTEM PERFORMANCE
- Collaborate with key stakeholders to address regional mobility needs

Regional Mobility Needs:
Connecting People & Places
Transportation has Transitioned from Modal Silos to Corridor-Based Planning

Completing the region’s HOV network allows for active management of the State Highway System and provides a needed backbone for the region’s Bus-Rapid-Transit vision.
This Layered Approach is Not New in San Diego

These are Improvements which Provide Long Term Benefits
North Coast Corridor: Integrating Mobility Solutions with the Environment

North Coast Corridor Vision Evolution

- Four Express Lanes
- Complete LOSSAN Double-Track
- 900 acres of Preserved and Enhanced Coastal Habitat
- 30 Miles of Bike Pedestrian Paths
Moving Forward - Adjusting to Today’s Needs & Opportunities

- Reduced Revenue
- Increasing Costs
- Changing Funding Programs
- Unknown Impacts of Future Technology
- Growth of Employment and Housing Centers
- Public Policy Implications

Corridor Re-envisioning: Interstate 805
Corridor Re-envisioning: State Route 78

SR-78 Highway Projects
1. I-15/SR-78 (2025)*
2. Various Operational Improvements (2020-2030)
3. I-5/SR-78 Interchange (2025)*
4. Express Lanes I-5 to I-15 (2035)*

* Current Regional Transportation Plan data is validated every four years.

SB 1 Provides New Opportunity

Legend
- SB 1 Projects
- Awarded For Funding
- Local Streets and Roads
Caltrans - A Key Partner in Transportation Planning

- Shared goals and objectives
- Existing State Highway System provides foundation for improved mobility
- Systems and funding work best in an integrated complementary manner
- Corridor visions implemented in a strategic phased approach can provide needed flexibility
Transportation Modeling Tools for San Diego Forward: The 2019-2050 Regional Plan

Regional Plan Process

- Data Collection
- Analysis
- Forecast
- Alternatives
- Evaluation

2015 → 2019
The Big Picture

Supply
- Roads and Highways
- Transit
- Active Transportation Projects

Demand
- Population
- Employment
- Military/Universities
- Visitors

What Drives the Model

- Policies
- New Transportation Facilities
- Environmental Constraints
- Existing Transportation Facilities
- Economics
- Demographics
- Land Use

Model Runs
How the Model Works

4,000,000

2050

Live

Work

Land Use

Mode

Shop

Policy

Infra-structure

Cost

Model Validation

Modeled Flow vs. Observed Daily Counts

\[ y = 1.02x \]

\[ R^2 = 0.96 \]
Model Validation

I-5 Northbound
Validation Modeled vs. Observed Daily Volumes

Model Validation

Transit by Mode Choice
Model Validation

Distance to Work

Percent of Trips

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Limitations of the Model

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<td>Traffic</td>
<td>Connected vehicles</td>
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<tr>
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<td>Transit / bike</td>
<td>Automated vehicles</td>
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<tr>
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<td>Demographics</td>
<td>Mobility as a Service</td>
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<td>Existing land use</td>
<td>Electric vehicle charging stations</td>
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<td>Safety</td>
<td>Technology we don’t know about</td>
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<tr>
<td></td>
<td>Personal preference</td>
<td>Events we don’t know about</td>
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<tr>
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<td>Restricted choices</td>
<td>Unmodelable</td>
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Running Simulations

**Global Impacts** vs. **Localized Impacts**

**Global Impacts**
- Impacts all trips
  - Cost of driving i.e., fuel prices
  - Synchronizing all traffic signals

**Localized Impacts**
- Impacts specific corridors
  - Adding HOV
  - Adding bike lanes
  - Adding a bus route

**Network Timeline**
Each network takes three weeks

- **Network Details**
  - 3-5 Days
  - Master network concept
  - Quality control

- **Policy Dials**
  - 1-2 Days
  - Attributes and parameters updated
  - Quality control

- **Model Run**
  - 3-4 Days
  - Dual processor - 28 cores each and 256GB RAM
  - Air quality
  - Social equity
  - Model metrics
  - Off-model calculators

- **Performance Measures**
  - 3-5 Days
  - Quality Assurance

- **Quality Assurance**
  - 1-2 Days
Dials

Technology
- Connected and automated vehicles
- Smart signals
- ATDM reliability
- Electric Vehicle charging stations

Economic (Cost)
- Managed Lanes/High Occupancy toll rates
- Mileage based user fee
- Parking rates
- Transit fares

Travel Choice
- HOV/Managed Lane occupancy
- Community based transportation plan
- Vanpool
- Bikeshare
- Microtransit
- Pooled rides

Network Concepts

Three network concepts:

Two project-based
- Shared mobility
- Corridor investments

One policy-based
- Actively managing the system through new technologies, policies, and programs
Next Steps

October 12, 2018: Board Workshop on Network Concepts
October 19, 2018: Network Concepts to Transportation Committee
October 2018: Public/Stakeholder Outreach
Dec 2018/Jan 2019: Draft Network Scenarios
March 2019: Approve Preferred Network
Spring 2020: Approve Final Regional Plan, EIR, and RHNA
Mobility Management Programs, Services, and Technologies in the Regional Plan

Transportation Committee Item 7 | September 21, 2018

Mobility Management Building Blocks

- Technology infrastructure
- Policies, programs, and services
Active Traffic and Demand Management Concept (ATDM)

1. Active Lane Use Control
2. Speed Harmonization
3. Active LRT
4. Smart Pedestrian Crosswalks
5. Smart Biking Meters
6. Active Arterial Buffering
7. Active Shared Mobility Services
8. Active Smart Parking Management
9. Active Transit Connections

The Transportation Mobility Cloud
- Collect data
- Generate studies and analysis
- Develop scenarios and alternatives
- Manage information, media and services
- Monitor performance
- Automate tasks, media and services
Transportation Demand Management

- Commuter services
  - SANDAG Vanpool Program
  - Guaranteed Ride Home
  - Bike encouragement
  - Carpool and transit incentive programs
- Outreach and education
  - Employer services
  - Campaigns
  - Mini-grants
- TDM planning and pilot projects
  - Mobility hubs
  - Member agency support

Employer Services Program

- Employer outreach team develops and implements customized commuter programs for major employers
  - 40 hours of consulting services
  - Workplace surveying, analysis, and mapping
  - Trip-reduction plan
  - On-site assistance with implementation
- Employers that work with iCommute see a 10 percent reduction in drive-alone trips on average
SANDAG Vanpool Program

- $400 subsidy per month
- 696 vanpools
- More than 130 million vehicle miles reduced in FY 18
- 4,500 cars removed from the road each day

Carpool Incentive Pilot

- Waze Carpool partnership
- Incentives for forming new carpools through Waze App
- Outreach through major employers and military bases
**Try Transit**

- Free 30-Day transit pass on Compass Card
- Distributed through eligible employers
- 60 percent retention rate

**Bike Encouragement Programs**

- Regional bike parking program
- Regional bike map
- Bike education
- GO by BIKE Mini-Grants
- Bike to Work Day
TDM Planning and Policy Development

• Regional resources
  – Integrating TDM into the planning and development process
  – Regional Parking Management Toolbox
  – Mobility Management Toolbox (under development)
  – Regional Mobility Hub Strategy
Regional Mobility Hub Strategy

- Mobility Hub Features Catalog
- Mobility Hub Prototypes
- Conceptual Designs and Visual Simulation
- Implementation Guidance

Mobility Hub Implementation

- Planning, policies, and infrastructure
  - Allocating space for hub features
  - Data sharing
- Funding mechanisms
  - Public-private partnerships
  - Fees on shared mobility service
- Social equity
  - Access and support for disadvantaged communities
Learn More

• All deliverables can be accessed online
  SDForward.com/MobilityHubs

• Next steps
  – Mid-Coast Mobility Hub Implementation Strategy
  – Shared mobility coordination
  – NEV planning and implementation support