Members
Jim Desmond, Chair
Vice Chair, County of San Diego
(Representing County of San Diego)
Bill Sandke, Vice Chair
Councilmember, City of Coronado
(Representing South County)
Monica Montgomery
Councilmember, City of San Diego
Bill Baber
Councilmember, City of La Mesa
(Representing East County)
Jewel Edson
Mayor, City of Solana Beach
(Representing North County Coastal)
Paul McNamara
Mayor, City of Escondido
(Representing North County Inland)
Bill Sandke
Metropolitan Transit System
Jack Feller
North County Transit District
Johanna Schiavoni
San Diego County Regional Airport Authority
Garry Bonelli
Commissioner, Port of San Diego

Alternates
Judy Ritter
Mayor, City of Vista
(Representing North County Inland)
Mary Salas
Mayor, City of Chula Vista
(Representing South County)
Chris Ward
Councilmember, City of San Diego
Greg Cox
Vice Chair, County of San Diego
Nathan Fletcher
Supervisor, County of San Diego
Jennifer Mendoza
Councilmember, City of Lemon Grove
(Representing East County)
Joe Mosca
Councilmember, City of Encinitas
(Representing North County Coastal)
Vacant
Metropolitan Transit System
Sharon Jenkins / Terry Gaasterland
North County Transit District
Michael Schumacher
San Diego County Regional Airport Authority
Michael Zucchet
Commissioner, Port of San Diego

Advisory Members
Gustavo Dallarda / Ann Fox
Caltrans District 11
Erica Pinto, Jamul
Fred Nelson, Jr., La Jolla
Southern California Tribal Chairmen's Association
Hasan Ikhrata
Executive Director, SANDAG

Transportation Committee Agenda
Friday, February 21, 2020
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

Agenda Highlights
- Comprehensive Multimodal Corridor Plans
- Regional Bikeway Program Update

Please silence all electronic devices during the meeting
You can listen to the Transportation Committee meeting by visiting our website at sandag.org

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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□在□□前至少 72 小□打□□ (619) 699-1900 提出□□。

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**Transportation Committee**
Friday, February 21, 2020

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Action</th>
<th>Agenda Item</th>
</tr>
</thead>
<tbody>
<tr>
<td>+1.</td>
<td>Approve</td>
<td>Approval of Meeting Minutes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The Transportation Committee is asked to review and approve the minutes from its February 7, 2020, meeting.</td>
</tr>
<tr>
<td>2.</td>
<td></td>
<td>Public Comments/Communications/Member Comments</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Members of the public shall have the opportunity to address the Transportation Committee on any issue within the jurisdiction of SANDAG that is not on this agenda. Anyone desiring to speak shall reserve time by completing a Request to Comment form and giving it to the Clerk prior to speaking. Public speakers should notify the Clerk if they have a handout for distribution to Transportation Committee members. Public speakers are limited to three minutes or less per person. Transportation Committee members also may provide information and announcements under this agenda item.</td>
</tr>
<tr>
<td>3.</td>
<td>Discussion</td>
<td>Executive Director's Report</td>
</tr>
<tr>
<td></td>
<td>Hasan Ikhrata, SANDAG</td>
<td>An update on key programs, projects, and agency initiatives, including San Diego Forward: The 2021 Regional Plan and the Airport Connectivity project, will be provided.</td>
</tr>
<tr>
<td>4.</td>
<td>Adopt</td>
<td>FY 2020 State Transit Assistance Claim Amendment</td>
</tr>
<tr>
<td></td>
<td>Michelle Smith, SANDAG</td>
<td>The Transportation Committee is asked to adopt Resolution No. 2020-19, approving the FY 2020 State Transit Assistance claim amendment for the North County Transit District.</td>
</tr>
<tr>
<td>5.</td>
<td>Recommend</td>
<td>Federal Transit Administration Section 5311 Program of Projects</td>
</tr>
<tr>
<td></td>
<td>Michelle Smith, SANDAG</td>
<td>The Transportation Committee is asked to recommend that the Board of Directors approve the FFY 2019-2020 apportionment of Federal Transit Administration Section 5311 Non-Urbanized Area Formula Program funds for the San Diego region.</td>
</tr>
<tr>
<td>6.</td>
<td>Recommend</td>
<td>Proposed FY 2020 Program Budget Amendment: Division 6 Bus Maintenance Facility</td>
</tr>
<tr>
<td></td>
<td>Jennifer Williamson, SANDAG</td>
<td>The Transportation Committee is asked to recommend that the Board of Directors approve an amendment to the FY 2020 Program Budget to:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1. create new Capital Improvement Program Project No. 1147500 for the Division 6 Bus Maintenance project; and</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. accept up to $100,000 from Metropolitan Transit System to fund the initial environmental studies.</td>
</tr>
</tbody>
</table>
Reports

7. California Department of Finance Population Projections
   Ray Major, SANDAG
   An update on the population projections released by the Department of Finance in January 2020 will be presented.

87. FY 2021 to FY 2025 TransNet Program and Transit-Related Revenues
    Dawn Vettese, SANDAG
    Ariana Zur Nieden, SANDAG
    Stephanie Guichard, SANDAG
    The Transportation Committee is asked to recommend that the Board of Directors approve the FY 2021 to FY 2025 estimates and apportionments for Transportation Development Act, Federal Transit Administration, and TransNet funds.

98. Impact of the Safer Affordable Fuel-Efficient Vehicle Rule on the 2020 Regional Transportation Improvement Program
    Sue Alpert, SANDAG
    An overview of the impact of the Safer Affordable Fuel-Efficient rule on the 2020 Regional Transportation Improvement Program will be presented.

109. Comprehensive Multimodal Corridor Plans
     Richard Chavez, SANDAG
     An overview of the Comprehensive Multimodal Corridor Plan process that is being used to refine and prioritize transportation solutions within 12 corridors throughout the San Diego region will be presented. The Transportation Committee is invited to discuss and provide feedback.

110. Regional Bikeway Program Update
     Linda Culp, SANDAG
     An overview on progress made on the Regional Bikeway Program will be presented.

124. 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.

132. Upcoming Meetings
     The next Transportation Committee meeting is scheduled for Friday, March 6, 2020, at 9 a.m.

143. Adjournment

+ next to an item indicates an attachment
February 21, 2020

**February 7, 2020, Transportation Committee Meeting Minutes**

Chair Jim Desmond (County of San Diego) called the meeting of the Transportation Committee to order at 9:01 a.m.

1. **Approval of Meeting Minutes (Approve)**

   **Action:** Upon a motion by Vice Chair Bill Sandke (South County), and a second by Commissioner Garry Bonelli (Port of San Diego [Port]), the Transportation Committee approved the minutes from the October 18, 2019, and January 17, 2020, meetings. Yes: Chair Desmond, Vice Chair Sandke, Councilmember Monica Montgomery (City of San Diego), Councilmember Bill Baber (East County), Mayor Paul McNamara (North County Inland), Deputy Mayor Jack Feller (North County Transit District [NCTD]), Commissioner Bonelli, and Joanna Schiavoni (San Diego County Regional Airport Authority [SDCRAA]). No: None. Abstain: Councilmember Joe Mosca (North County Coastal). Absent: Metropolitan Transit System [MTS]).

2. **Public Comments/Communications/ Member Comments**

   Chair Desmond announced the recruitment for the two open positions on the Independent Taxpayers Oversight Committee; applications are due Friday, February 14, 2020.

   Joan Rincon, member of the public, spoke regarding transit routes and other issues.

   Helen Bourne, a member of the public, spoke regarding regional transit service.

   John Wotzka, member of the public, submitted written comments and spoke regarding various regional issues.

3. **2020 Transportation Committee Agenda Topics (Discussion/Possible Action)**

   Chair Desmond solicited agenda topics for consideration by the Transportation Committee in 2020.

   **Action:** Discussion only.

   Chair Desmond directed staff to plan the upcoming meeting agendas to include the various items discussed by the members.

4. **Executive Director’s Report (Discussion)**

   Chief of Capital Programs and Regional Services Jim Linthicum presented an update on key programs, projects, and agency initiatives, including San Diego Forward: The 2021 Regional Plan.

   **Action:** Discussion only.

**Consent**

5. **FY 2019 Transportation Development Act - Claim Amendment for North County Transit District (Adopt)**

   The Transportation Committee was asked to adopt Resolution No. 2020-16, approving the FY 2019 Transportation Development Act amendment for the North County Transit District.
6. TransNet Smart Growth Incentive Program and Active Transportation Grant Program: Quarterly Status Update (Information)

The Board of Directors approved a Smart Growth Incentive Program no-cost, time extension amendment for Civic San Diego’s 14th Street Pedestrian Promenade Demonstration Block project at its January 8, 2020, meeting.

7. TransNet Environmental Mitigation Program Land Management Grant Program: Quarterly Status Update (Information)

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

8. Specialized Transportation Grant Program: Quarterly Status Update (Information)

This report provided an update on progress made by Specialized Transportation Grant Program recipients.

Action: Upon a motion by Mayor Jewel Edson (North County Coastal), and a second by Councilmember Montgomery, the Transportation Committee approved Consent Items Nos. 5 through 8. Yes: Chair Desmond, Vice Chair Sandke, Councilmember Montgomery, Councilmember Baber, Mayor Edson, Mayor McNamara, Deputy Mayor Feller, Commissioner Bonelli, and Joanna Schiavoni. No: None. Abstain: None. Absent: MTS.

9. 2020 Census Complete Count Update (Discussion)

As the Regional Census Data Center, SANDAG is coordinating outreach for the 2020 Census.

Senior Applied Research Analyst Darlanne Hoctor Mulmat presented an overview of Census 2020 and local efforts to ensure that every person is counted once, only once, and in the right place. Members were provided an opportunity to share outreach activities occurring in their communities.

Action: Discussion only.

10. Mid-Coast Corridor Transit Project Update

Mid-Coast Corridor Director Ramon Ruelas presented an overview on the Mid-Coast Corridor Transit Project and other projects concurrently underway in the corridor.

Action: Information only.

11. North Coast Corridor Program: Status Update

Caltrans Corridor Director Allan Kosup presented an overview on the North Coast Corridor program.

Action: Information only.

12. Continued Public Comments

None.

13. Upcoming Meetings

The next Transportation Committee meeting will be a joint session with the Board of Directors and Regional Planning Committee scheduled for Friday, February 14, 2020, at 9 a.m. The Transportation Committee also is scheduled to meet on Friday, February 21, 2020, at 9 a.m.

14. Adjournment

Chair Desmond adjourned the meeting at 10:15 a.m.
## Confirmed Attendance at Transportation Committee Meeting

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Name</th>
<th>Member/Alternate</th>
<th>Attended</th>
</tr>
</thead>
<tbody>
<tr>
<td>County of San Diego</td>
<td>Jim Desmond, Chair</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Greg Cox</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Nathan Fletcher</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>South County</td>
<td>Bill Sandke, Vice Chair</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Mary Salas</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>City of San Diego</td>
<td>Monica Montgomery</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Chris Ward</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>East County</td>
<td>Bill Baber</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Jennifer Mendoza</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>Metropolitan Transit System</td>
<td>Bill Sandke</td>
<td>Member</td>
<td>No</td>
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<td></td>
<td>Vacant</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>North County Coastal</td>
<td>Jewel Edson</td>
<td>Member</td>
<td>Yes</td>
</tr>
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<td></td>
<td>Joe Mosca</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>North County Inland</td>
<td>Paul McNamara</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Judy Ritter</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>North County Transit District</td>
<td>Jack Feller</td>
<td>Member</td>
<td>Yes</td>
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<td></td>
<td>Dave Druker</td>
<td>Alternate</td>
<td>No</td>
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<td></td>
<td>Sharon Jenkins</td>
<td>Alternate</td>
<td>Yes</td>
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<tr>
<td>Port of San Diego</td>
<td>Garry Bonelli</td>
<td>Member</td>
<td>Yes</td>
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<td>Michael Zucchet</td>
<td>Alternate</td>
<td>No</td>
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<tr>
<td>San Diego County Regional</td>
<td>Johanna Schiavoni</td>
<td>Member</td>
<td>Yes</td>
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<tr>
<td>Airport Authority</td>
<td>Michael Schumacher</td>
<td>Alternate</td>
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<tr>
<td><strong>Advisory Members</strong></td>
<td></td>
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<tr>
<td>Caltrans</td>
<td>Gustavo Dallarda</td>
<td>Member</td>
<td>Yes</td>
</tr>
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<td></td>
<td>Ann Fox</td>
<td>Alternate</td>
<td>No</td>
</tr>
<tr>
<td>Southern California Tribal</td>
<td>Erica Pinto</td>
<td>Member</td>
<td>Yes</td>
</tr>
<tr>
<td>Chairmen's Association</td>
<td>Fred Nelson, Jr.</td>
<td>Member</td>
<td>No</td>
</tr>
<tr>
<td><strong>Other Attendees</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NCTD</td>
<td>Matt Tucker</td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td>MTS</td>
<td>Paul Jablonski</td>
<td></td>
<td>Yes</td>
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</table>
FY 2020 State Transit Assistance Claim Amendment

Overview

Each year the Board of Directors approves the annual claims for the State Transit Assistance (STA) program. STA provides transit funding for transportation planning and mass transportation purposes, derived from the statewide sales tax on diesel fuel, and as specified by the Legislature. On June 21, 2019, the Transportation Committee recommended the FY 2020 STA claim to the Board. The Board approved the claims at its meeting on June 28, 2019.

In November, the State Controller’s Office provided an updated FY 2020 apportionment for the North County Transit District (NCTD), which is lower than the current approved claim. An amendment is required to update the claims prior to receiving payment.

Key Considerations

In January 2019, the State Controller’s office provided preliminary estimates for the FY 2020 in the amount of $11,803,098. In November, updated estimates were posted based on new population estimates and transit agency reporting. The November notification reduced the estimate to $10,482,769 for NCTD; in comparison, the revised claim for FY 2019 was $10,176,363. Funds are paid to claimants based on quarterly deposits into the STA account.

The NCTD Board authorized its Executive Director or designee to request amendments to claims. The FY 2020 STA amendment would be used to support both operating and capital programs. The STA claim would be updated from $11,803,098 to $10,482,769, a decrease of $1,320,329, as shown in Attachment 1.

Next Steps

Upon the Transportation Committee approval, staff will submit the revised claim to the State Controller for processing FY 2020 payments.

José Nuncio, TransNet Department Director

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

Attachments:
1. Resolution No. 2020-19: Approving the Allocation of Amended State Transit Assistance Claim to the North County Transit District
2. NCTD FY2020 STA Claim Amendment – Revised

Action: Adopt

The Transportation Committee is asked to adopt Resolution No. 2020-19, approving the FY 2020 State Transit Assistance claim amendment for the North County Transit District.

Fiscal Impact:
North County Transit District amount of State Transit Assistance funds claim is reduced by $1,320,329.

Schedule/Scope Impact:
None.
Resolution No. 2020-19

Approving the Allocation of Amended State Transit Assistance 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 $10,482,769 for FY 2020 pursuant to Section 6730(a) and (b) of Title 21 of the California Code of Regulations (CCR); 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;

<table>
<thead>
<tr>
<th>Claim No.</th>
<th>Claimant</th>
<th>Original Allocation</th>
<th>Adjustment (+/-)</th>
<th>Revised Allocation</th>
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<tr>
<td>20041003</td>
<td>NCTD</td>
<td>$4,832,280</td>
<td>$283,890</td>
<td>$5,116,170</td>
</tr>
<tr>
<td></td>
<td>Operating</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Capital</td>
<td>$6,970,818</td>
<td>($1,604,219)</td>
<td>$5,366,599</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Total</strong></td>
<td><strong>($1,320,329)</strong></td>
<td><strong>$10,482,769</strong></td>
</tr>
</tbody>
</table>

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 2019 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 $10,482,769 from the San Diego Association of Governments STA Fund.

PASSED AND ADOPTED this 21st day of February 2020.

Attest:

Chair

Secretary

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

Advisory Members: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico.
ANNUAL STA CLAIM FORM  
FY 2020  

A. CLAIMANT: North County Transit District  

B. AMOUNT OF CLAIM BY PURPOSE:  

<table>
<thead>
<tr>
<th></th>
<th>Population Formula (99313)</th>
<th>Revenue Formula (99314)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PTA (Original Claim)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Cost</td>
<td>$3,088,512</td>
<td>$2,027,658</td>
<td>$5,116,170</td>
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<tr>
<td>Capital Cost</td>
<td>$5,366,599</td>
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<td>$5,366,599</td>
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<tr>
<td>Passenger Rail Subsidy</td>
<td></td>
<td></td>
<td>$0</td>
</tr>
<tr>
<td><strong>PTA (Revised Claim)</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Operating Cost</td>
<td></td>
<td></td>
<td>$0</td>
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<tr>
<td>Capital Cost</td>
<td></td>
<td></td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$8,455,111</td>
<td>$2,027,658</td>
<td>$10,482,769</td>
</tr>
</tbody>
</table>

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  

(Signature)  
Matthew O. Tucker  
(Print of type name)  
Executive Director  
(Title)  

North County Transit District  
(Claimant)  
810 Mission Ave.  
(Mailing Address)  
Oceanside, 92054  
(City and zip code)  
Eun Park-Lynch  
(Name)  
Chief Financial Officer  
(Title)  
1/27/20  
(Date Signed)

E. PAYMENT RECIPIENT

North County Transit District  
(Claimant)  
810 Mission Ave.  
(Mailing Address)  
Oceanside, 92054  
(City and zip code)  
Eun Park-Lynch  
(Name)  
Chief Financial Officer  
(Title)  
1/27/20  
(Date Signed)

**************************************************************************
SANDAG USE ONLY:  
1. Claim number  
2. Date Approved  
3. Resolution No.  
4. Amount Allocated  

updated: 3-03
Federal Transit Administration Section 5311 Program of Projects

Overview

The Federal Transit Administration (FTA) provides funding for capital and operating assistance to agencies providing transportation services in rural areas through the Section 5311 Non-Urbanized Area Formula Program. On December 20, 2019, Caltrans published the estimated apportionments for the FFY 2020 Section 5311 Program and requested a call for projects. For the San Diego area, this program is divided between the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) by a formula based on the rural population served by each agency.

Key Considerations

FTA Section 5311 funds are initially apportioned to the state. The state, in turn, reapportions the funds to the regions based solely on the regional rural population as a share of the total state rural population. Consistent with an agreement with the transit agencies approved in FY 2007, the Board of Directors allocates these federal funds based on service area rural population: 59% to NCTD and 41% to MTS. The funds request form from the transit agencies, as well as the SANDAG-approved Section 5311 Program of Projects, are due to the state by February 28, 2020.

Based on Caltrans estimate, there is $789,821 available for San Diego County for FFY 2020. Of this amount NCTD would receive $465,994 (59%) and MTS would receive $323,827 (41%). Both MTS and NCTD plan to use the available funding for operations.

The projects also must be included in an approved Regional Transportation Improvement Program (RTIP). Projects from both agencies are scheduled to be included in Amendment No. 10, to the 2018 RTIP, scheduled for approval by the Board at its March 27, 2020, meeting.

Next Steps

Upon recommendation by the Transportation Committee, this item will be presented to the Board for approval. MTS and NCTD will then submit their FFY 2020 FTA Section 5311 funds request prior to receiving the funds.

José Nuncio, TransNet Department Director

Key Staff Contact: Michelle Smith, (619) 595-5608, michelle.smith@sandag.org
Proposed FY 2020 Program Budget Amendment: Division 6 Bus Maintenance Facility

Overview
The five existing bus divisions of the Metropolitan Transit System (MTS) are nearing capacity, with 812 buses in the fleet. A new expansion division will be required for adding new service and accommodating state-mandated fleet electrification. A study conducted by MTS in 2016 identified an area of concentration for its services where an expansion division would ideally be located. MTS estimates a need for a site of approximately 15-20 acres, ideally zoned for industrial use with good freeway access.

In order to proceed with this project, including the acquisition of real property, an environmental clearance (California Environmental Quality Act [CEQA]/National Environmental Policy Act [NEPA]), Title VI and Environmental Justice review needs to be conducted in compliance with state and federal law. In coordination with MTS, SANDAG will complete the reviews necessary to certify the project.

Key Considerations
MTS operates local, express, Rapid, commuter, and Americans with Disabilities Act paratransit services from its five divisions in Downtown San Diego, Kearny Mesa (2), Chula Vista, and El Cajon. Two SANDAG projects in the past ten years expanded and modernized the Chula Vista and El Cajon divisions, and provided capacity that has been filled with 76 buses for four new TransNet-funded Rapid services. A new state cap-and-trade funded route, Iris Rapid, will add 12 more articulated buses and fill the remaining effective capacity.

Additionally, the California Air Resources Board's Innovative Clean Transit regulation requires that the MTS fleet of 605 heavy-duty buses be completely converted to 'Zero Emission Bus' (ZEB) by 2040. The two compliant technologies currently available are battery-electric and fuel-cell-powered buses. Either path requires added footprint for substantial charging infrastructure that will displace current bus storage area. A new division designed to incorporate ZEB charging from the start would inherently accommodate electrification, plus provide space to relocate some existing buses to allow for the upgrade of the current divisions.

The San Diego Regional Transportation Consolidation Act (by Senate Bill 1703 [2002]) consolidated certain transit planning, programming, project development, and construction activities under SANDAG. Since passage of the Act, SANDAG and MTS have collaborated on many local and regional transportation projects, utilizing the best knowledge and available resources of each agency. With it’s experience and qualifications for completing the environmental processes for major capital projects, SANDAG is partnering with MTS to complete the environmental studies necessary to clear the MTS Division 6 project for CEQA/NEPA certification.

Action: Recommend
The Transportation Committee is asked to recommend that the Board of Directors approve an amendment to the FY 2020 Program Budget to:
1. create new Capital Improvement Program Project No. 1147500 for the Division 6 Bus Maintenance project; and
2. accept up to $100,000 from Metropolitan Transit System to fund the initial environmental studies.

Fiscal Impact:
Approval of the proposed budget amendment will add $100,000 of Metropolitan Transit System funds into the FY 2020 Program Budget.

Schedule/Scope Impact:
None.
Proposed Budget Amendment

The FY 2020 Program Budget currently does not include funding for the Division 6 Bus Maintenance Facility. The recommended action would establish a new Capital Improvement Project (CIP) for a Division 6 Bus Maintenance Facility funded by MTS. Attachment 1 shows the initial project budget of $100,000 to support the procurement of an environmental consultant. MTS has authorized a fund transfer for this project by signing the attached Addendum 17 Project Scope of Work fund transfer agreement (5000710 SOW 91). The total project budget including environmental, right-of-way acquisition and design is estimated to cost $30 million.

Next Steps

Upon approval of the proposed budget amendment, a fund transfer agreement would be executed, environmental consultant task orders would be processed, and the work will be scheduled to begin in spring 2020.

Jim Linthicum, Chief of Capital Programs and Regional Services

Key Staff Contacts:  John Haggerty, (619) 699-6937, john.haggerty@sandag.org
                  Jennifer Williamson, (619) 699-1959, jennifer.williamson@sandag.org

Attachments:  1. Proposed FY 2020 Program Budget Amendment for CIP Project No. 1147500, Division 6 Bus Maintenance Facility
               2. Proposed Fund Transfer Agreement (Addendum 17 Project Scope of Work 91)
### Project Number: 1147500

- **RTIP Number:** N/A
- **Project Name:** Division 6 Bus Maintenance Facility
- **Corridor Director:** John Haggerty
- **Project Manager:** Jennifer Williamson
- **PM Phone Number:** (619) 699-1959

### Project Scope
- New transit facility. Environmental (CEQA/NEPA), Title VI and Environmental Justice review needs to be conducted in compliance with state and federal law for MTS property acquisition.

### Site Location
- 1348 47th St., San Diego, CA

### Progress to Date
- New project.

### Major Milestones
- Draft Environmental Document mm/yyyy
- Final Environmental Document mm/yyyy
- Ready to Advertise mm/yyyy
- Begin Construction mm/yyyy
- Open to Public mm/yyyy
- Construction Complete mm/yyyy

### SANDAG Expenditure Plan ($000)

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Addendum 17 Project Scope of Work

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<td>(value of work to be invoiced between SANDAG/MTS)</td>
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**Intended Source of Funds:**

This project is funded with a combination of State and local funding that includes TDA, STA and other local funds. Future stages of the project may include federal funds.

**Describe Any Necessary Transfer of Project Funds Between the Parties:**

SANDAG shall submit detailed invoices for all expenditures to MTS. MTS will reimburse SANDAG based on these invoices. This SOW will be amended and the budget increased once consultant contracts have been bid by SANDAG and an itemized budget is identified. The initial funding under this SOW is intended to cover SANDAG staff time and other expenses related to initiating the project work.

**Project Description:**

MTS is in need of a new bus maintenance facility to accommodate future transit needs. A potential site has been identified for the new facility: Approximately 350,000 SF of industrial buildings situated on and including approximately 17.59 acres in multiple parcels with a main address of 1348 47th St., San Diego, CA and Assessor Parcel #’s 541-611-08, 09, 10, 11, 12, 13, 14, 15, 16, 27.

In order to proceed with this project, including the acquisition of real property, an environmental (CEQA/NEPA), Title VI and Environmental Justice review needs to be conducted in compliance with state and federal law. In coordination with MTS, SANDAG shall complete the reviews necessary to certify the project.
Scope of Work to be Performed by MTS:

- MTS will contract for and provide outside legal counsel services to assist with the project reviews.
- MTS will provide SANDAG’s consultants with necessary data and information to complete the project reviews.
- MTS will reimburse SANDAG for all costs associated with the Scope of Work performed by SANDAG (set forth below).

Scope of Work to be Performed by SANDAG:

- Prepare an environmental (CEQA/NEPA), Title VI and Environmental Justice review sufficient to support acquisition of the real property and construction of the project in compliance with state and federal law, as applicable.

Hasan Ikhrata  
Executive Director or Designee

Date:

Paul Jablonski  
Chief Executive Officer

Date: 2/4/20
February 6, 2020

Dear: SANDAG Board of Directors

Subject: California Department of Finance Population Projections

Approximately every three years the California Department of Finance releases updated population projections for each county in the state. The Department of Finance (DOF) released new population projections in January 2020 (v2019.01.10.2020). This new forecast indicates a 6.6% decrease in our total regional population when compared to the previous DOF 2017 (v2017.02.02.2018) projected population forecast. In 2017, DOF estimated that the region’s January 1, 2050 population would be 3,989,372. The new population projections for 2020 set the region’s January 1, 2050 population at 3,728,056. This represents a decrease of 261,316 by 2050 as compared to the previous forecast.

As you know, the projections are used by SANDAG in the regional growth forecast, the activity-based transportation model, and the TransNet revenue forecast. Additionally, the state Department of Housing and Community Development uses DOF population projections, in part in determining the Regional Housing Needs Assessment (RHNA) that SANDAG oversees regionally for the state. Housing and Community Development Department used the 2017 (v2017.02.02.2018) projections for the current RHNA process.

SANDAG staff has reached out to the DOF to understand the technical assumptions and methodology used in the new 2020 projections. Staff is also seeking guidance from Housing and Community Development Department on how the new population projections may or may not affect the current RHNA process. Staff is currently working to determine the impact of the updated population projections on the forecasting and modeling products that we use in our work. We expect to have an update at the February 14, 2020 Board of Directors meeting.

Sincerely,

Ray Major
Chief Economist and Chief Analytics Officer

RMA/pla/mpo
Transportation Committee

February 21, 2020

FY 2021 to FY 2025 TransNet Program and Transit-Related Revenues

Overview
Each year, SANDAG provides funding estimates for Transportation Development Act (TDA), Federal Transit Administration (FTA), and TransNet funds for the upcoming fiscal year, as well as a projection for the next four fiscal years, to allow the transit and local agencies to plan for capital projects and determine operating subsidies. An overview of these funding sources is provided in Attachment 1.

Key Considerations
For FY 2021, the TransNet estimate is approximately $328.9 million and reflects a growth rate of 3% over anticipated revenues for FY 2020 of $319.1 million. Of this total, the TransNet Transit System Improvements estimate is approximately $52.6 million. Anticipated revenues for FY 2020 are higher than those approved by the Board of Directors in February 2019 based on actual TransNet revenues received in FY 2019; however, no formal adjustment to the FY 2020 estimate is recommended at this time due to the need to evaluate the California Department of Tax and Fee Administration’s new reporting system for processing, reporting, and distributing sales tax revenues to agencies throughout the state.

The TDA estimate is approximately $158.9 million for FY 2021 and reflects a growth rate of 3% over an adjusted 2020 estimate that accounts for FY 2019 actual receipts.

The FTA estimate is approximately $117.8 million for FY 2021. Estimates for FY 2021 are based on the actual apportionment for FY 2020. The Fixing America’s Surface Transportation Act provides funding through FY 2020. Currently there is no federal legislation past FY 2021, so remaining years assume the same amount as FY 2021.

The forecast methodology used to develop the TransNet and TDA estimates is described in Attachment 2. The revenue estimates for each of the funding sources for FY 2021 through FY 2025 are shown in Attachment 3.

Next Steps
Upon approval by the Board, SANDAG and the transit agencies will use these estimates to inform the FY 2021 budget development process.

José Nuncio, TransNet Department Director

Key Staff Contacts: Dawn Vettese, (619) 595-5346, dawn.vettese@sandag.org
                  Ariana zur Nieden, (619) 699-6961, ariana.zurnieden@sandag.org
                  Stephanie Guichard, (619) 699-6977, stephanie.guichard@sandag.org

Attachments: 1. Funding Programs
              2. Forecast Methodology for Transportation Development Act and TransNet Forecasts
              3. FY 2021 Apportionment and Estimates from FY 2022 to FY 2025

Fiscal Impact:
SANDAG estimates that $588,589 million to $621,622 million will be available in Transportation Development Act, Federal Transit Administration, and TransNet funds in FY 2021.

Schedule/Scope Impact:
Pending approval by the Board, SANDAG and the transit agencies will use the FY 2021 to FY 2025 Transportation Development Act, Federal Transit Administration, and TransNet estimates to inform the FY 2021 budget development process.

Action: Recommend
The Transportation Committee is asked to recommend that the Board of Directors approve the FY 2021 to FY 2025 estimates and apportionments for Transportation Development Act, Federal Transit Administration, and TransNet funds.
Funding Programs

Transportation Development Act

The Transportation Development Act (TDA) program is the major funding source that supports the region’s public transit operators and nonmotorized transportation projects like bicycle and pedestrian projects. The TDA comes from a quarter of a percent of state sales tax assessed in the region. The San Diego Association of Governments (SANDAG), as the Regional Transportation Planning Agency, is responsible for apportionment of TDA funds each year in conformance with state statute. The transit operators and other member agencies submit their annual TDA claims based on the annual apportionment and in compliance with SANDAG Board Policy No. 027.

Pursuant to state statute, the County of San Diego Auditor and Controller office has the responsibility for providing the TDA apportionment for the upcoming fiscal year. The County Auditor develops the apportionment in consultation with SANDAG staff and with the transit operators, based on actual sales tax receipts and projections. The annual apportionment determines the amount of funds available to each agency to claim. SANDAG is required to notify prospective claimants of the apportionment by March 1, necessitating action by the Board of Directors in February each year.

The legislative priorities established by state law include certain categories for which TDA funds are taken “off the top.” These include the allocation to SANDAG for various planning, programming, and administrative-related expenses, funding of bike and pedestrian facilities, and support of community transit services. In addition, the County Auditor receives an allocation based on estimates of its costs to administer the TDA program. The remaining apportionment, along with any prior year carryover funds, is available to be claimed by the North County Transit District (NCTD) and Metropolitan Transit System (MTS). The balance of current-year funds is allocated based upon the population of the service area served by the two transit agencies.

Pursuant to provisions of Senate Bill 1703 (Peace, 2002) and as agreed to by MTS, NCTD, and SANDAG, regional transit capital projects are implemented by SANDAG with funding transferred from both MTS and NCTD. The transit agencies may choose to transfer a portion of their TDA share for purposes of matching federal formula funds for the capital projects to be implemented by SANDAG on behalf of MTS or NCTD. Transfers of federal funds and/or TDA as the match are based on the draft five-year transit Capital Improvement Program (CIP). The final list of projects and associated funding will be included with the transit CIP scheduled for Transportation Committee and Board action in March or April of each year. An additional apportionment to SANDAG covers those indirect administrative functions not directly funded by projects. The calculation for the cost of these administrative functions was memorialized in Addenda Nos. 3 and 4 to the Memorandum of Understanding between SANDAG, MTS, and NCTD.

TransNet

The TransNet Extension, a 40-year half-cent sales tax transportation funding measure approved by the voters in 2004, became effective in FY 2009. TransNet provides funding for major transportation projects in the region. After deducting costs associated with administrative expenses; the operation of the ITOC; and the Bicycle, Pedestrian, and Neighborhood Safety program; the TransNet program is divided into Major Corridor (42.4%), New Bus Rapid Transit/Rail Operations (8.1%), Local System Improvements (33%), and Transit System Improvements (16.5%).

Within the Transit System Improvements, services provided pursuant to the Americans with Disabilities Act of 1990 (ADA) and subsidies for seniors have specific earmarks (2.5% and 3.25%, respectively). The remaining revenues can be used by the transit agencies for operating or miscellaneous capital purposes. Similar to TDA,
the transit share between NCTD and MTS is allocated based upon the respective population of the two transit agencies’ service areas.

The TransNet Independent Taxpayer Oversight Committee (ITOC) reviews the TransNet estimates for the entire program at its meeting in February each year. Significant comments from the ITOC are shared with the Transportation Committee and Board.

Federal Transit Administration Formula Programs

**Section 5307:** FTA 49 USC Section 5307 provides for transit capital and operating assistance in urbanized areas and for transportation-related planning. For areas with populations of 200,000 and more, such as San Diego County, the formula is based on a combination of bus/vanpool revenue vehicle miles, bus/vanpool passenger miles, fixed-guideway revenue vehicle miles, and fixed-guideway route miles, as well as population and population density. Eligible activities under this program include planning, engineering design, and an evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities; construction of maintenance and passenger facilities; and capital investments in new and existing fixed-guideway systems, including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. Preventive maintenance and some ADA complementary paratransit service, while recorded as operating expenditures, are considered capital costs for purposes of eligibility.

The Fixing America’s Surface Transportation (FAST) Act includes a provision that requires the transit agencies to maintain equipment and facilities in accordance with the transit asset management plan and that transit agencies are no longer required to expend 1% for associated transit improvements. These requirements did not substantively impact how SANDAG or the transit agencies use this program.

**Section 5337:** This State of Good Repair (SGR) program provides funding to transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. This program reflects a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. Eligible activities include projects that maintain, rehabilitate and replace capital assets as well as projects that implement transit asset management plans. The FAST Act clarified that high-intensity motorbus tier funds can only be used for vehicle SGR costs and not for roadway SGR repair costs.

**Section 5339:** The FAST Act provides both formula and discretionary funding for this section as developed under Moving Ahead for Progress in the 21st Century Act. There is also a sub-program that provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. The purpose of both formula and competitive programs is to provide capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

As stated above, the Section 5307 program is based on a number of factors, including data from the vanpool program. Over the years, the Regional Vanpool program has contributed substantially to the overall funding that comes to the region. In recognition of its contribution, the transit agencies have agreed to update the funding level to fully fund the Regional Vanpool program from the total apportionment based on prior year actual expenditure. After deducting for the cost of the Regional Vanpool program, Section 5307 funds are allocated 70% for MTS and 30% for NCTD. The same 70/30 formula was used to allocate the Sections 5337 and 5339 between MTS and NCTD. SANDAG does not directly receive funds from either Section 5337 or Section 5339.
Forecast Methodology for Transportation Development Act and TransNet Forecasts

Forecast Methods

The San Diego Association of Governments (SANDAG) uses a two-step method to forecast sales tax revenues. The first step is a two-year, near-term forecast (FY 2020 and FY 2021) based on professional judgement of SANDAG staff, and is informed by: (1) the California Department of Tax and Fee Administration’s (CDTFA, formerly known as the California Board of Equalization) sales tax revenue allocation formula; (2) year-to-date sales tax collections; (3) a forecast provided by SANDAG sales tax revenue consultant MuniServices; and (4) current and forecast general economic conditions. Moreover, in 2018, the CDTFA implemented a new automated reporting system for processing, reporting, and distributing sales tax revenues to agencies throughout the state. As a result, several thousand tax returns were not processed in a timely manner in FY 2018 and were instead processed in FY 2019. SANDAG staff worked with MuniServices and estimated that $7 million of receipts received in FY 2019 belonged to FY 2018. After this adjustment, FY 2019 tax revenues amount to $305.3 million, reflecting a small growth increase of 1.3% over FY 2018 actual revenues ($301.5 million). The forecast also takes into account the effect of the Wayfair ruling, which has a one-time permanent impact on the level of revenues in FY 2020. As a result, an estimate of 1.5% was added to the FY 2020 growth rate, resulting in a 4.5% growth rate. Revenue growth is then expected to slow to 3% in FY 2021. Both figures are conservative estimates that reflect the short-term economic uncertainty and a desire to be cautious with revenue projections.

Longer-term estimates beyond FY 2021 are based on three variables: (1) the population forecast from the California Department of Finance; (2) a consensus (simple average) of four independent forecasts of real rates of growth in per capita retail sales (nationally recognized forecasts by IHS Global Insight, Moody’s, and Woods & Poole, as well as California Economic Forecast); and (3) the average projected inflation rates from the same independent sources. The resulting forecast suggest healthy revenue growth (3.4% - 3.7%), in FY 2022 through FY 2025. Revenues for TransNet and Transportation Development Act (TDA) forecasts derived using this method inform the project costs and funding available from every revenue source, including TransNet and TDA. The results of this forecast are presented in the table below.

When reviewing the current estimates, it is important to note that the collection data in the past 18 months is difficult to interpret because of the CDTFA changes to its automated reporting system for processing, reporting, and distributing sales tax revenues to agencies throughout the state, and also based on its new methodology of monthly clean-up payments.

Collection of TransNet Extension Ordinance revenues started in FY 2009. The table below shows actual and projected TransNet revenues.

---

1 The U.S. Supreme Court’s Ruling in South Dakota v. Wayfair Inc., ruled that states have the right to tax online sales. This ruling adds to the growth in TransNet and TDA revenues in FY 2020 only.
2 This update is based on the 2019 California Department of Finance population forecast update.
3 California Economic Forecast is a California-specific forecast that takes into account the extensive local knowledge of this Southern California-based company. This is the forecast used by Caltrans.
### Growth in TransNet Extension Ordinance Sales Tax Receipts

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Amount</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009 (Actual)</td>
<td>$221.0M</td>
<td>-9.2%</td>
</tr>
<tr>
<td>2010 (Actual)</td>
<td>$204.2M</td>
<td>-8.0%</td>
</tr>
<tr>
<td>2011 (Actual)</td>
<td>$221.3M</td>
<td>8.4%</td>
</tr>
<tr>
<td>2012 (Actual)</td>
<td>$236.9M</td>
<td>7.1%</td>
</tr>
<tr>
<td>2013 (Actual)</td>
<td>$247.2M</td>
<td>4.3%</td>
</tr>
<tr>
<td>2014 (Actual)</td>
<td>$260.1M</td>
<td>5.2%</td>
</tr>
<tr>
<td>2015 (Actual)</td>
<td>$268.8M</td>
<td>3.4%</td>
</tr>
<tr>
<td>2016 (Actual)</td>
<td>$275.5M</td>
<td>2.5%</td>
</tr>
<tr>
<td>2017 (Actual)</td>
<td>$284.5M</td>
<td>3.3%</td>
</tr>
<tr>
<td>2018 (Actual)</td>
<td>$301.5M</td>
<td>6.0%</td>
</tr>
<tr>
<td>2019 (Actual)</td>
<td>$305.3M</td>
<td>1.3%</td>
</tr>
<tr>
<td>2020 (Estimate)</td>
<td>$319.2M</td>
<td>4.5%</td>
</tr>
<tr>
<td>2021 (Estimate)</td>
<td>$328.0M</td>
<td>3.0%</td>
</tr>
<tr>
<td>2022 (Estimate)</td>
<td>$340.6M</td>
<td>3.6%</td>
</tr>
<tr>
<td>2023 (Estimate)</td>
<td>$353.1M</td>
<td>3.7%</td>
</tr>
<tr>
<td>2024 (Estimate)</td>
<td>$365.2M</td>
<td>3.4%</td>
</tr>
<tr>
<td>2025 (Estimate)</td>
<td>$378.1M</td>
<td>3.5%</td>
</tr>
</tbody>
</table>

### Economic Conditions

The U.S. economy slowed in 2019, reflecting weaker exports and business investment in a context of higher tariff and uncertainty. Gross Domestic Product (GDP) growth is expected at 2.3% in calendar year 2019 after 2.9% in 2018. GDP growth slowed from an annual rate of 3.1% in the first quarter of 2019, to 2% and 2.1% during the second and third quarter, respectively. Nonetheless, the longest expansion on record continues. The risks of a U.S. recession in the next couple of years remain, but have receded somewhat with the easing of the trade war and the Federal Open Market Committee decision to preventively lower the key Federal Funds Rate three times in 2019, bringing the benchmark rate in a range of 1.5% to 1.75%. Going forward, most forecasters expect slower growth in 2020 and 2021, around 2%.

Locally, economic conditions have improved after a soft patch in late-2018/early-2019. The San Diego region has added about 30,000 jobs in the last 12 months, and the local unemployment rate dropped to an all-time low of 3% in November, below the national level of 3.5%. While wage growth had been sluggish during most of the last decade, wages have begun to trend upwards. In particular, in recent months strong wage increases and lower inflation have increased the purchasing power of wages. Brick-and-mortar retail continues to decline and online sales/spending on non-taxable items have negatively affected retail sales. However, the strong labor market and real wage gains should support consumer spending in San Diego going forward. Taxable sales are expected to remain steady.
<table>
<thead>
<tr>
<th>Transportation Development Act TDA¹</th>
<th>TransNet Transit System Improvements</th>
<th>Federal Transit Administration (FTA) 2020 Carryover¹</th>
<th>Federal Transit Administration (FTA) 2021¹</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Estimated</td>
<td>$ 158,865</td>
<td>$ 52,560</td>
<td>$ 7,523</td>
<td>$ 117,862</td>
</tr>
<tr>
<td>County Administration Fee</td>
<td>$(50)</td>
<td>$</td>
<td></td>
<td>$(50)</td>
</tr>
<tr>
<td>Amounts Distributed</td>
<td>$ 158,815</td>
<td>$ 49,538 $ 52,560</td>
<td>$ 8</td>
<td>$ 117,862</td>
</tr>
<tr>
<td>Metropolitan Transit System</td>
<td>$ 104,303</td>
<td>$ 35,211 $ 36,145</td>
<td>$ 95</td>
<td>$ 78,750</td>
</tr>
<tr>
<td>North County Transit District</td>
<td>$ 42,774</td>
<td>$ 14,327 $ 14,707</td>
<td>$(87)</td>
<td>$ 34,117</td>
</tr>
<tr>
<td>SANDAG</td>
<td>$ 8,517</td>
<td></td>
<td>$ 6,053 $ 4,995</td>
<td>$ 14,574</td>
</tr>
<tr>
<td>Community Transit Services (CTSA)</td>
<td>$ 150</td>
<td></td>
<td></td>
<td>$ 150</td>
</tr>
<tr>
<td>Discretionary Programs²</td>
<td>$ 3,070</td>
<td>$ 1,708</td>
<td></td>
<td>$ 4,779</td>
</tr>
</tbody>
</table>

¹ Distribution between transit agencies and SANDAG subject to change based on final transit CIPs and capital project transfers
² Reflects TDA funds for bike/ped projects and TransNet TSI funds for competitive grants
*Totals may not add up due to rounding.
# Transportation Development Act

**FY 2021 Apportionment and Estimates from FY 2022 - FY 2025**

<table>
<thead>
<tr>
<th>FY 2021 Apportionment</th>
<th>FY 2022 Estimate ($000s)</th>
<th>FY 2023 Estimate ($000s)</th>
<th>FY 2024 Estimate ($000s)</th>
<th>FY 2025 Estimate ($000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Apportionment</strong></td>
<td>$158,865,411</td>
<td>$164,564</td>
<td>$170,595</td>
<td>$176,455</td>
</tr>
<tr>
<td>Less County Auditor Expenses (PUC 99233.1)</td>
<td>(50,000)</td>
<td>(51)</td>
<td>(52)</td>
<td>(53)</td>
</tr>
<tr>
<td>Less SANDAG Administration (PUC 99233.1)</td>
<td>(552,724)</td>
<td>(753)</td>
<td>(594)</td>
<td>(614)</td>
</tr>
<tr>
<td>Less 3% Planning Funds (PUC 99233.2)</td>
<td>(4,747,881)</td>
<td>(4,913)</td>
<td>(5,098)</td>
<td>(5,274)</td>
</tr>
<tr>
<td>Less 2% Bicycle/Pedestrian Funds (PUC 99233.3)</td>
<td>(3,070,296)</td>
<td>(3,177)</td>
<td>(3,297)</td>
<td>(3,410)</td>
</tr>
<tr>
<td>Less 5% Community Transit Service (PUC 99233.7)</td>
<td>(7,522,226)</td>
<td>(7,784)</td>
<td>(8,078)</td>
<td>(8,355)</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>$142,922,285</td>
<td>$147,887</td>
<td>$153,476</td>
<td>$158,749</td>
</tr>
<tr>
<td><strong>Total Available for MTS</strong></td>
<td>$101,588,031</td>
<td>105,117</td>
<td>109,090</td>
<td>112,837</td>
</tr>
<tr>
<td>Less Regional Planning/Capital Projects</td>
<td>(478,688)</td>
<td>(214)</td>
<td>(214)</td>
<td>(214)</td>
</tr>
<tr>
<td>Less Transferred Functions</td>
<td>(2,045,753)</td>
<td>(2,117)</td>
<td>(2,197)</td>
<td>(2,272)</td>
</tr>
<tr>
<td><strong>Total Community Transit Service</strong></td>
<td>5,239,804</td>
<td>5,422</td>
<td>5,627</td>
<td>5,820</td>
</tr>
<tr>
<td><strong>Total Available to Claim</strong></td>
<td>$104,303,393</td>
<td>$108,208</td>
<td>$112,305</td>
<td>$116,171</td>
</tr>
<tr>
<td><strong>Total Available for NCTD</strong></td>
<td>$41,334,254</td>
<td>42,770</td>
<td>44,386</td>
<td>45,911</td>
</tr>
<tr>
<td>Less Regional Planning/Capital Projects</td>
<td>(478,688)</td>
<td>(214)</td>
<td>(214)</td>
<td>(214)</td>
</tr>
<tr>
<td>Less Transferred Functions</td>
<td>(692,349)</td>
<td>(716)</td>
<td>(743)</td>
<td>(769)</td>
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<tr>
<td><strong>Total Community Transit Service</strong></td>
<td>2,131,977</td>
<td>2,206</td>
<td>2,289</td>
<td>2,368</td>
</tr>
<tr>
<td><strong>Total Available to Claim</strong></td>
<td>$42,773,883</td>
<td>$44,260</td>
<td>$45,933</td>
<td>$47,510</td>
</tr>
<tr>
<td><strong>Total Available for SANDAG:</strong></td>
<td>$47,868,630</td>
<td>214</td>
<td>214</td>
<td>214</td>
</tr>
<tr>
<td>Regional Planning/Capital Projects</td>
<td>478,688</td>
<td>214</td>
<td>214</td>
<td>214</td>
</tr>
<tr>
<td>Transferred Functions</td>
<td>2,738,102</td>
<td>2,833</td>
<td>2,940</td>
<td>3,041</td>
</tr>
<tr>
<td>SANDAG Expenses</td>
<td>552,724</td>
<td>753</td>
<td>594</td>
<td>614</td>
</tr>
<tr>
<td>3% Planning Funds</td>
<td>4,747,881</td>
<td>4,913</td>
<td>5,098</td>
<td>5,274</td>
</tr>
<tr>
<td>Prior Year Carryover</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Available to Claim</strong></td>
<td>$8,517,394</td>
<td>$8,712</td>
<td>$8,846</td>
<td>$9,143</td>
</tr>
<tr>
<td><strong>Total Community Transit Service (CTSA)</strong></td>
<td>$150,445</td>
<td>$156</td>
<td>$162</td>
<td>$167</td>
</tr>
<tr>
<td>Prior Year Carryover</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Available to Claim</strong></td>
<td>$150,445</td>
<td>$156</td>
<td>$162</td>
<td>$167</td>
</tr>
</tbody>
</table>

*Totals may not add up due to rounding.

1The County Auditor provided the apportionment for FY 2021. The projected estimates for FY 2022 to FY 2025 are based on the growth rate in retail sales as forecasted by SANDAG and excludes interest and prior year excess funds.

2Apportionment distribution is based on the population estimates published by the California Department of Finance (DOF) estimates as of January 2019 - approximately 71% for MTS and 29% for NCTD.

3The SANDAG Administration cost rises in FY 2022 and FY 2025 disproportionately due to costs associated with the triennial performance audit. All other annual increases in SANDAG administrative share are consistent with the estimated growth in the TDA.

4Represents the local match for federally funded regional planning and transit capital development projects identified in the FY 2021 transit CIP as provided by MTS and NCTD. The projects funded are scheduled to be included as part of the FY 2021 Capital Improvement Program scheduled for Transportation Committee/Board action at their March or April meetings. As a result, this amount is subject to change.

5Based on Addendums No. 3 and No. 4 to the Master Memorandum of Understanding between MTS, NCTD, and SANDAG. For NCTD, 26.09% of this share is transferred back to NCTD to be used for TDA-eligible purposes.
## TransNet Program

**Estimates from FY 2021 to FY 2025 (in $000s)**

<table>
<thead>
<tr>
<th>TransNet Program Revenues</th>
<th>FY 2020</th>
<th>105%</th>
<th>FY 2021</th>
<th>95%</th>
<th>FY 2022</th>
<th>105%</th>
<th>95%</th>
<th>FY 2023</th>
<th>105%</th>
<th>95%</th>
<th>FY 2024</th>
<th>105%</th>
<th>95%</th>
<th>FY 2025</th>
<th>105%</th>
<th>95%</th>
</tr>
</thead>
</table>

### TransNet Program Allocations

| | Administrative Allocations | $3,288 | $3,406 | $3,531 | $3,652 | $3,781 |
| | Independent Taxpayer Oversight Committee | $422 | $433 | $444 | $455 | $467 |
| | Bike, Pedestrian & Neighborhood Safety | $6,577 | $6,813 | $7,062 | $7,305 | $7,562 |
| | **Total off-the-top Programs** | $10,288 | $10,652 | $11,037 | $11,413 | $11,810 |

**Net Available for Subprograms**

| | $318,548 | $329,979 | $342,077 | $353,831 | $366,304 |

### Program Allocations

| | Major Corridors Program | $135,064 | $139,911 | $145,040 | $150,024 | $155,313 |
| | New BRT/Rail Operations | $25,802 | $26,728 | $27,708 | $28,660 | $29,671 |
| | Transit System Improvements | $52,560 | $54,446 | $56,443 | $58,382 | $60,440 |
| | Local System Improvement | $105,121 | $108,893 | $112,885 | $116,764 | $120,880 |

**Total Program Allocations**

| | $318,548 | $329,979 | $342,077 | $353,831 | $366,304 |

*Totals may not add up due to rounding

**NOTES:**

The TransNet Extension Ordinance established the rules for the allocation of all Commission revenues. Commission funds are allocated according to the following priorities:

1. Up to 1% of the annual revenues shall be allocated for administrative expenses, which includes Commission/Board expenses, administrative reserve.
2. The ITOC allocation is based on the annual increase in CPI using $250,000 as the starting base.
3. Total of 2% shall be allocated for bicycle facilities.
4. 42.4% of the total revenues less off the top programs shall be allocated for Major Corridor projects which include transportation mitigation under the Environmental Mitigation program (EMP) and any finance charges incurred.
5. 8.1% of the total revenues less off the top programs shall be allocated to operate new rail or bus rapid transit (BRT) services.
6. 16.5% of the total revenues less off the top programs shall be allocated for purposes of public transit services including providing for senior and American with Disabilities Act (ADA)-related services.
7. 33% of total revenues less off the top programs shall be allocated for local street improvement services, which includes roadway projects, as well as local EMP and smart growth incentive programs.
### TransNet Revenue Forecast - Transit System Improvement Program

Estimates for FY 2021 to FY 2025 (in $000s)

<table>
<thead>
<tr>
<th>FY 2020 Carryover</th>
<th>FY 2020 (Proposed)</th>
<th>FY 2021 (Mid-Range)</th>
<th>FY 2021 (Low)</th>
<th>FY 2022 (Mid-Range)</th>
<th>FY 2022 (Low)</th>
<th>FY 2023 (Mid-Range)</th>
<th>FY 2023 (Low)</th>
<th>FY 2024 (Mid-Range)</th>
<th>FY 2024 (Low)</th>
<th>FY 2025 (Mid-Range)</th>
<th>FY 2025 (Low)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Available For Transit Purposes</td>
<td>$49,534</td>
<td>$52,560</td>
<td>$54,446</td>
<td>$51,724</td>
<td>$56,443</td>
<td>$53,621</td>
<td>$58,382</td>
<td>$55,463</td>
<td>$60,440</td>
<td>$57,418</td>
<td></td>
</tr>
<tr>
<td>Less 2.5% for ADA-related Services</td>
<td>($1,238)</td>
<td>($1,314)</td>
<td>($1,361)</td>
<td>($1,293)</td>
<td>($1,411)</td>
<td>($1,341)</td>
<td>($1,460)</td>
<td>($1,387)</td>
<td>($1,511)</td>
<td>($1,435)</td>
<td></td>
</tr>
<tr>
<td>Less 3.25% for Senior Services</td>
<td>($1,610)</td>
<td>($1,708)</td>
<td>($1,770)</td>
<td>($1,681)</td>
<td>($1,834)</td>
<td>($1,743)</td>
<td>($1,897)</td>
<td>($1,803)</td>
<td>($1,964)</td>
<td>($1,866)</td>
<td></td>
</tr>
<tr>
<td>Subtotal</td>
<td>$46,685</td>
<td>$49,538</td>
<td>$51,316</td>
<td>$48,750</td>
<td>$53,197</td>
<td>$50,537</td>
<td>$55,025</td>
<td>$52,274</td>
<td>$56,965</td>
<td>$54,117</td>
<td></td>
</tr>
</tbody>
</table>

### MTS Projects And Services:

- **Transit Service Improvements (Operations and Supporting Capital):**
  - FY 2020: $33,186
  - FY 2021 (Proposed): $1,540
  - FY 2022: $35,211
  - FY 2023: $36,475
  - FY 2024: $37,812
  - FY 2025: $39,111

- **ADA Services:**
  - FY 2020: $880
  - FY 2021 (Proposed): $41
  - FY 2022 (Proposed): $933.99
  - FY 2023 (Proposed): $967.50
  - FY 2024 (Proposed): $1,002.97
  - FY 2025 (Proposed): $1,037.44

### NCTD Projects And Services:

- **Transit Service Improvements (Operations and Supporting Capital):**
  - FY 2020: $13,499
  - FY 2021 (Proposed): $200
  - FY 2022 (Proposed): $14,327
  - FY 2023 (Proposed): $14,841
  - FY 2024 (Proposed): $15,385
  - FY 2025 (Proposed): $15,914

- **ADA Services:**
  - FY 2020: $358
  - FY 2021 (Proposed): $16
  - FY 2022 (Proposed): $380
  - FY 2023 (Proposed): $394
  - FY 2024 (Proposed): $408
  - FY 2025 (Proposed): $422

### Regional Discretionary Programs:

- **Competitive Grant Program for Senior Transportation Services:**
  - FY 2020: $1,610
  - FY 2021 (Proposed): $1,708
  - FY 2022 (Proposed): $1,770
  - FY 2023 (Proposed): $1,834
  - FY 2024 (Proposed): $1,897
  - FY 2025 (Proposed): $1,964

*Totals may not add up due to rounding.

1. The Transit System Services Improvements share is 16.5% of net available revenues. After deducting for ADA and Senior Services, the balance is available for operations and miscellaneous capital projects by the transit agencies.
2. Distribution between the 2 agencies for FY 2021 through 2025 are based on Jan. 2019 population.
3. The funds are allocated via a Call for Projects process by SANDAG.

**Other Notes:**

A. The estimated revenues are based on growth rate in taxable sales as forecasted by SANDAG and excludes interest and prior year excess funds.

B. Distribution of revenue estimates are based on the 2004 Proposition A Extension: San Diego Transportation Improvement Program and Expenditure Plan.
## Federal Transit Administration Formula Programs
### FY 2021 Apportionment and Estimates from FY 2022 - FY 2025

<table>
<thead>
<tr>
<th>FY 2020</th>
<th>FY 2021</th>
<th>FY 2022</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Carryover</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Apportionment</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>MTS</strong></td>
<td>$1,567</td>
<td>$47,029,818 ($1,058,400) ($856,352)</td>
<td>$47,030</td>
<td>$47,030</td>
<td>$47,030</td>
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<tr>
<td><strong>NCTD</strong></td>
<td>$672</td>
<td>$20,155,636</td>
<td>$0</td>
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<td>$0</td>
</tr>
<tr>
<td><strong>SANDAG (Vanpool Program)</strong></td>
<td>$4,138,438</td>
<td>N/A</td>
<td>$856,352</td>
<td>$4,138</td>
<td>N/A</td>
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<tr>
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<td>$1,058,400</td>
<td></td>
<td></td>
<td>$1,058,400</td>
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<tr>
<td><strong>Total</strong></td>
<td>$2,239</td>
<td>$71,323,892</td>
<td>$0</td>
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<td>$71,324</td>
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### Section 5307 Urbanized Area Formula Funds

| **MTS** | $93,047 | $27,851,138 | $0 | $27,851 | $0 | $27,851 |
| **NCTD** | ($87,763) | $11,936,202 | $0 | $11,936 | $0 | $11,936 |
| **Total** | $5,284 | $39,787,340 | $0 | N/A | $39,787 | $0 | $39,787 |

### Section 5337 State of Good Repair/ High Intensity

| **MTS** | $0 | $4,725,660 | $0 | $4,726 | $0 | $4,726 |
| **NCTD** | $0 | $2,025,283 | $0 | $2,025 | $0 | $2,025 |
| **Total** | $0 | $6,750,943 | $0 | N/A | $6,751 | $0 | $6,751 |

### Notes:
1. The Federal Register (FR) provides the FTA apportionment based on the Further Consolidated Appropriations Act, 2020. The FFY 2020 apportionment notification was published on February 3, 2020; therefore, the FY 2021 estimate is based on the actual apportionment received for FFY 2020. At this time there is no federal legislation past FY 2021, therefore, the remaining years remain constant.
2. SANDAG and transit agencies have agreed to fully fund the rideshare portion of the regional Transportation Demand Management program in recognition of the vanpool program’s contribution to the funding level apportioned to the region. Prior year is reconciled with next year’s estimate based on consultation with the transit agencies.
3. Regional Capital Projects refer to projects and associated funding transferred to SANDAG to implement on behalf of MTS and NCTD based on the draft FY 2021 MTS/NCTD Capital budget. The specific projects and funding recommendation is scheduled to be presented to the Transportation Committee/Board of Directors as part of the FY 2021 Transit Capital Improvement Program at their respective meetings in March, and therefore is subject to change.

*Totals may not add up due to rounding.*

*SANDAG share is based on the estimated costs to operate the regional vanpool program and its estimated increase in future years. The balance of 5307 funds are allocated 70% to MTS and 30% to NCTD. The same 70/30 split applies to the 5337 and 5339 funds (SANDAG does not share in these programs).*
Transportation Committee

February 21, 2020

Impact of the Safer Affordable Fuel-Efficient Vehicle Rule on the 2020 Regional Transportation Improvement Program

Overview

On September 27, 2019, the Environmental Protection Agency and the National Highway Traffic Safety Administration issued the final rule for Part 1 of the Safer Affordable Fuel-Efficient Vehicle Rule (SAFE Rule) - One National Program. This rule went into effect on November 26, 2019. The rule repeals revokes California’s Corporate Average Fuel Economy (CAFE) standards in favor of one national standard, which is less stringent than the California standard. Authority to set its own greenhouse gas emission (GHG) standards and zero-emission vehicle (ZEV) mandates. As California GHG standards and ZEV mandates are included in the emissions modeling tool developed approved by the California Air Resources Board and approved by the U. S. Environmental Protection Agency for use in determining air quality conformity in California, the tool can no longer be used to show that plans and Transportation Improvement Plans conform to air quality requirements.

Key Considerations

SANDAG, as the Metropolitan Planning Organization for the region, is required by state law and the TransNet Ordinance to prepare and submit an updated Regional Transportation Improvement Program (RTIP) every two years. The current 2018 RTIP was approved by the Board of Directors on September 28, 2018.

An updated RTIP requires federal agencies to make an air quality conformity finding. Projects which increase the capacity of roads, highways, and transit system are projects that must be modeled. Without a valid tool, no conformity finding can be made for updates including these projects. These types of projects would have to be left out of the update making it impossible to receive federal funds for most of our largest projects in the region. Part 2 of the SAFE Rule, which is expected to set new federal greenhouse gas and fuel economy standards, is anticipated in the next two months making further adjustments to the modeling tool necessary. It could take a period of six months to three years to obtain approval of an adjusted tool to determine conformity.

Federal law recognizes an approved RTIP for four years, making the 2018 RTIP valid for federal purposes through the end of FFY 2022 (September 2022). At the state level, the California Council of Governments is working to introduce a bill to suspend the requirements of California Code 182.6 section (e), which requires an update to the statewide Transportation Improvement Program every even year. This would allow the region to continue using the 2018 RTIP for state purposes as well until it expires on September 30, 2022.

In addition to federal and state requirements, the TransNet Extension Ordinance requires that the agency prepare a five-year TransNet Program of Projects (POP) every two years. Although the RTIP will not be updated, SANDAG plans to prepare an update to the POP and program the update as an amendment to the 2018 RTIP. This amendment will fulfill the requirements of the TransNet Extension Ordinance. Since TransNet funds must be programmed to be used by projects, this will allow local agencies to program up to the revised TransNet revenue proposed today and maximize their allocation. SANDAG will also program updates from the FY 2021 Annual Program Budget so that projects can continue to access TransNet funds for the next two years.

Fiscal Impact:
None.

Schedule/Scope Impact:
The Regional Transportation Improvement Program update may be delayed for up to two years.

Action: Information
An overview of the impact of the Safer Affordable Fuel-Efficient rule on the 2020 Regional Transportation Improvement Program will be presented.
Next Steps

Pending action by the state legislature and the Governor, SANDAG will finalize the schedule for the update to the TransNet POP and local agencies and the Board will be notified of the dates. Staff anticipates bringing a draft amendment to the Transportation Committee in June before releasing it for a 30-day public comment period. A public hearing for the final amendment, containing the 2020 TransNet POP, will be scheduled for a Transportation Committee meeting in July.

José A. Nuncio, TransNet Department Director

Key Staff Contact: Sue Alpert, (619) 595-5318, sue.alpert@sandag.org

Attachment: 1. Frequently Asked Questions SAFE Vehicles Rule Effects on Regional Transportation Plans, Programs, and Project Delivery
On September 27, 2019, the United States Environmental Protection Agency (U.S. EPA) and the National Highway Traffic Safety Administration (NHTSA) published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program.” This Rule revokes California’s authority to set its own greenhouse gas emissions standards and set zero-emission vehicle mandates in California. This Rule results in increased emissions that make it harder for California to attain federal ambient air quality standards and achieve the State’s climate goals. These emissions impacts also have implications for the conformity of transportation plans, programs, and projects. This FAQ responds to common questions received regarding the emissions impacts of the SAFE Rule Part One and the potential implications for transportation conformity. As this issue evolves, this document may be updated as appropriate and applicable.

What is the federal SAFE Vehicles Rule Part One?

- On September 27, 2019, the United States Environmental Protection Agency (U.S. EPA) and the National Highway Traffic Safety Administration (NHTSA) published the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program.” (84 Fed. Reg. 51,310 (Sept. 27, 2019.) The Part One Rule revokes California’s authority to set its own greenhouse gas emissions standards and set zero-emission vehicle mandates in California. The SAFE Vehicles Rule Part Two is anticipated to be finalized in 2020. The full impact of these rules remains unknown until the Final SAFE Vehicles Rule Part Two is published in the federal register.

How is California responding to the SAFE Rule Part One?

- California and twenty-two other states, the District of Columbia, the cities of New York, Los Angeles, and the City and County of San Francisco have filed suit challenging the SAFE Rule Part One in the U.S. District Court in the District of Columbia. California anticipates there will be additional challenges by California and other interested parties in other courts. California expects to prevail, but litigation may take several years to finally resolve. In the meantime, the California Air Resources Board (CARB), California State Transportation Agency (CalSTA), and Caltrans are working with regional
What are applicable federal agencies saying about the impacts of the SAFE Rule Part One on EMFAC and transportation conformity in California?

- NHTSA and U.S. EPA have not taken a formal position on whether California projects and plans have any transportation conformity issues. The final rule states, “Since SIPs are binding on States, the agencies recognize that certain States may need to work with EPA to revise their SIPs in light of this final action. As stated in the proposal, EPA may subsequently consider whether to employ the appropriate provisions of the Clean Air Act to identify provisions of States’ SIPs that may need review because they include preempted ZEV mandates or greenhouse gas emissions standards.”

- The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have not published guidance describing how the agency will administer procedural changes triggered by the SAFE Vehicles Rule Part One.

- However, at the December 4, 2019 California Transportation Commission meeting, FHWA stated the agencies would NOT approve transportation conformity determinations until U.S. EPA provides direction.

What potential near-term impacts are California agencies expecting that the SAFE Rule Part One?

- Generally, now that the SAFE Rule Part One became effective on November 26, 2019, EMFAC 2014 and EMFAC 2017 do not accurately estimate future transportation emissions.

- As CARB has previously stated¹, both the GHG emission standards and the ZEV sales standards reduce criteria pollutants. As a result of the loss of the ZEV sales requirements, there may be fewer ZEVs sold and thus additional gasoline-fueled vehicles sold in future years, which would increase criteria pollutant emissions².

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¹ CARBS Comments on SAFE Proposal
² More details can be found in CARB’s letter submitted to US EPA and NHTSA on November 6, 2019 available at: The California Air Resources Board[comments]
These questions and answers do not necessarily reflect the views or opinions of either the California Department of Transportation (Caltrans), or any of its districts, offices, management, or personnel; the California Air Resources Board; or the California State Transportation Agency. They simply represent a general summary of United States Environmental Protection Agency (EPA) Conformity Regulations (40 CFR 93 Subpart A) that individuals or entities have raised to Caltrans staff.

**What does this mean for transportation planning, programming, and project delivery in California?**

- Until FHWA and FTA resume issuing transportation conformity determinations, updates to Metropolitan Planning Organization’s Regional Transportation Plan (RTP) and/or Federal Transportation Improvement Programs (FTIP) submitted after November 26, 2019 will not receive federal approval. Under federal law, FHWA and FTA are required to issue a transportation conformity determination as part of the agencies’ approval action. Regional Transportation Plans (RTP) or Federal Transportation Improvement Programs (FTIP) that come up for the required 4-year update that are unable to receive a transportation conformity determination from FHWA/FTA will enter into a 12-month conformity lapse grace period (40 CFR §93.104(b)(3)(f)) followed by a full conformity lapse.
  - During the 12-month lapse grace period, only transportation projects in an MPO’s most recent conforming RTP and FTIP may be funded or approved. At the expiration of the 12-month conformity lapse grace period, if no new transportation conformity determination is issued by FHWA and FTA, the region enters a full lapse (40 CFR §93.104(b)(3)).
  - During a conformity lapse, the only projects that can receive further approvals are projects exempt from transportation conformity and transportation control measures (TCMs) from an approved SIP. Project phases, including, final design, right-of-way acquisition, or construction may proceed during a conformity lapse if FHWA and/or FTA has made funding commitments or an equivalent approval or authorization prior to the conformity lapse. Additional information can be found on FHWA. It is important to note; state law provides no such grace period.

- Until FHWA and FTA resume issuing transportation conformity determinations, RTP and FTIP amendments subject to transportation conformity will not receive federal approval after November 26, 2019. Under federal law, FHWA and FTA are required to issue a transportation conformity determination as part of the agencies’ approval action.

- Until FHWA and FTA resume issuing transportation conformity determinations, projects requiring FHWA and/or FTA to issue a new/revised project level conformity determination will not receive federal approval after November 26, 2019.

- In addition, the approval of transportation plans, programs, and projects may also be hindered as a result of SIP disapprovals. If U.S. EPA disapproves a
nonattainment area’s SIP without a protective finding, the RTP and FTIP enter what is called a conformity freeze. (40 CFR §93.120(a)(3)). The impacts of a freeze on transportation plans, TIPs, and projects are similar to the impacts of a conformity lapse grace period except if the SIP disapproval is not resolved within two years, highway sanctions begin to apply, and the conformity freeze becomes a lapse. In this case, the lapse grace period does not apply.

What actions require FHWA and/or FTA to issue a transportation conformity determination?

- Adoption of a new RTP in an MPO region if the area is non-attainment/maintenance for any criteria pollutants
- Adoption of a new FTIP/FSTIP (Next statewide FSTIP update due October 2020. Under state law, the FSTIP must be updated every two years. Federal law requires the FSTIP be updated every four years
- Adding NEW regionally significant or non-exempt projects in a current approved RTP/FTIP, or changing the design or scope of currently approved projects that has changed significantly from what was analyzed in the regional emissions analysis
- Completion of Environmental Assessment (EA) or Environmental Impact Statement (EIS) as part of the National Environmental Policy Act (NEPA) for projects not listed in Electronic Code of Federal Regulations
- Transportation conformity reevaluations which require a project-level conformity determination from FHWA as required under NEPA Assignment under the 23 USC 327 for projects not listed in 40 CFR 93.126.

When will customary planning, programming, and project delivery processes resume?

- At the December 4, 2019 California Transportation Commission meeting FHWA stated the agency would not approve transportation conformity determinations until U.S. EPA provides direction. When asked, “When will FHWA begin issuing transportation conformity determinations again?” FHWA responded the agency requires direction from U.S. EPA before it can proceed. Per FHWA, the timeframe for that direction, is currently unknown.

What’s Next?

- Ultimately, California needs to (1) protect its authority, (2) promote ZEVs, (3) continue improving and maintaining transportation safety, access, and mobility for Californians and (4) work together to ensure we are managing the public health issues in ways that support clean, sustainable transportation.
These questions and answers do not necessarily reflect the views or opinions of either the California Department of Transportation (Caltrans), or any of its districts, offices, management, or personnel; the California Air Resources Board; or the California State Transportation Agency. They simply represent a general summary of United States Environmental Protection Agency (EPA) Conformity Regulations (40 CFR 93 Subpart A) that individuals or entities have raised to Caltrans staff.

- To these ends, CalSTA, Caltrans, and CARB have established a coordinating group amongst the three agencies and will partner with MPOs and all stakeholders to identify near-term and long-term solutions, including developing adjustments to EMFAC. This includes one-on-one consultations with agencies that may have the largest impacts, as well as larger stakeholder meetings for interested parties.

- On November 20, 2019, CARB released off-model adjustment factors for both the EMFAC 2014 and EMFAC 2017 models to account for the impact of the SAFE Rule Part One. These adjustments provided in the form of multipliers can be applied to emissions outputs from the EMFAC model to account for the impact of the SAFE Vehicles Rule Part One. These off-model adjustment can be found at: EMFAC Adjustment Factors

CARB has provided U.S. EPA with all requested information regarding the adjustment factors. Meanwhile, U.S. EPA is directly working with FHWA and FTA regarding the use of CARB’s EMFAC adjustment factors for transportation conformity determinations. U.S. EPA must determine and communicate next steps in the process to resume customary transportation planning, programming, and project delivery approval processes.

- The recently published EMFAC off-model adjustment factors are only reflective of the impact of SAFE Vehicle Rule Part One, which revokes California’s authority to set its own greenhouse gas emissions standards and set zero-emission vehicle mandates in California. California expects Part Two of these regulations to be adopted in 2020. It is anticipated, the federal government in Part Two of the SAFE rule may adopt revised GHG emission standards and fuel efficiency standards, which could further impact criteria and GHG emissions in the EMFAC model. Therefore, these adjustment factors may be revised once the Final Part Two of the SAFE Rule is published in the federal register.

- The litigation against the SAFE Vehicles Rule Part One is proceeding and could result in restoration of California’s authority. The federal government could alternatively voluntarily withdraw the SAFE Rule or propose restoring California’s authority through a new rulemaking. But these outcomes are not likely to be reached in the next 24 months.

- CARB, CalSTA, and Caltrans are working together to respond to these issues with actions within our state statutory authorities and in compliance with federal law requirements. The agencies will coordinate with US EPA and FHWA, seeking approvals to the degree required or appropriate.
In addition, to better understand the potential implications of the SAFE Rule Part One, CARB and MPOs need to determine the criteria emissions impact on specific transportation plans, programs, and non-exempt projects, and the potential for impacts on both federal, state, and local funds. Note that once the SAFE Rule Part Two is released, CARB and the MPOs will need to reassess the emissions impacts.

Depending on the magnitude of the impact, state, regional and local governments will need to work together to mitigate the impacts.
Comprehensive Multimodal Corridor Plans

Overview

On July 12, 2019, after receiving an update on the 5 Big Moves, the Board of Directors directed staff to advance transportation planning using the complete corridor model on priority transportation corridors previously scheduled for investment.

On September 27, 2019, the Board took action by allocating $40 million over the next five fiscal years to complete Comprehensive Multimodal Corridor Plans (CMCPs) on 12 corridors throughout the region. The 2018 Regional Transportation Improvement Program (RTIP) has been amended according to the September 27, 2019, action and funding is now available to begin work.

The September 27, 2019, Board action identified five priority corridors, those with funding in FY 2020. The five priority corridors include: (1) Central Mobility Hub and Connections; (2) Blue Line/Interstate 5 South; (3) High Speed Transit/State Route 52/State Route 67; (4) SPRINTER/Palomar Airport Road/State Route 78/State Route 76; and (5) Purple Line/Interstate 805.

The purpose of this report is to provide the Transportation Committee with an overview of the CMCP process, key considerations, and next steps in the process.

Key Considerations

Key considerations for the development of CMCPs include the following:

- CMCPs must be completed to be eligible for Solutions for Congested Corridors Program funding, created by Senate Bill 1 (Beall, 2017). Completed CMCPs can be used to compete for other state and federal funding programs.

- The California Transportation Commission (CTC), the agency responsible for administering SB 1 funds, has established guidelines for CMCPs which call for a holistic and multimodal approach to achieve a balanced transportation system, and requires that CMCPs achieve a number of overarching policy goals which are shown in Attachment 1. Federal Highway Administration and Federal Transit Administration guidance encourages a similar multimodal approach.

- The CTC Guidelines also call for community outreach and stakeholder engagement to establish consensus on the scope and priority of transportation solutions within each corridor area.

- The CMCP process is an opportunity to refine, prioritize, and build consensus around transportation concepts that are being outlined in the Regional Plan update.

Action: Information

An overview of the Comprehensive Multimodal Corridor Plan process that is being used to refine and prioritize transportation solutions within 12 corridors throughout the San Diego region will be presented. The Transportation Committee is invited to discuss and provide feedback.

Fiscal Impact:

Funding for development of the Comprehensive Multimodal Corridor Plans is included in the Capital Improvement Program Nos.1600501, 1600502, 1605201, 1607801, 1680501 in the amended FY 2020 Program Budget.

Schedule/Scope Impact:

The next major milestone is the spring 2020 presentation of the conceptual framework of the unconstrained transportation network and policies for discussion.
Next Steps

A program management plan is being developed to provide a framework for efficient delivery of the CMCPs. A workshop is being held with Caltrans District 11 to integrate Caltrans and SANDAG staff for joint development of the CMCPs. The teams will begin to develop specific workplans for each corridor to define corridor geographical area, schedule, roles and responsibilities, data and analysis needs, public outreach, and stakeholder engagement strategy.

In April/May, staff will provide the Transportation Committee with an overview of the program management plan and corridor workplans for the first five priority corridors. Public outreach and stakeholder engagement are scheduled to begin in June/July 2020. Staff will provide the Transportation Committee with an update of findings and key considerations for discussion for each of the five priority corridors by the end of 2020. The CMCPs are scheduled to be completed for the five priority corridors by summer 2021.

Coleen Clementson, Director of Regional Planning

Key Staff Contact: Richard Chavez, (619) 699-6989, richard.chavez@sandag.org

1. CTC Guidelines for CMCP Policy Goals
California Transportation Commission Guidelines for Comprehensive Multimodal Corridor Plans

Policy Goals

Per the guidelines established by the California Transportation Commission, policy goals that should be considered in the corridor planning process include:

1. Increasing the safety and security of the transportation system for motorized and nonmotorized users
2. Preserving existing transportation infrastructure
3. Encouraging development of new or enhanced multimodal infrastructure
4. Supporting economic development and the efficient movement of freight
5. Improving transportation system operations and efficiency
6. Improving multi-modal mobility and accessibility for all Californians, especially low income and disadvantaged communities
7. Reducing greenhouse gas emissions and improving air quality
8. Reducing exposure to toxic air contaminants and criteria air pollutants in communities most impacted by air pollution
9. Reducing growth in vehicle miles traveled
10. Prioritizing transportation sustainability
11. Improving public health
12. Increasing active transportation levels (walking, cycling, transit)
13. Preventing residential and small business displacement
14. Conserving land and natural resources
15. Encouraging sustainable land use patterns
16. Increasing the supply of affordable housing
17. Improving jobs-housing balance
Regional Bikeway Program Update

Overview

In 2013, the Board of Directors approved $200 million over ten years to implement the Regional Bike Plan Early Action Program (EAP). The EAP comprises 77 linear miles of new bikeways designed to enhance neighborhood connections to schools, employment, shopping, recreational centers, and other everyday destinations.

To date, 8.8 miles of EAP bike routes are open to the public, including sections of Class 1 routes on the Inland Rail Trail, Coastal Rail Trail, San Diego River Trail, and Bayshore Bikeway. Another 16 miles are currently in construction, with an additional 11 miles scheduled to be advertised for construction within the next 12-18 months.

Key Considerations

Since the last status report was presented to the Independent Taxpayer Oversight Committee on November 13, 2019:

- Construction progress has been made on the Rose Creek Bikeway (80% complete) and Georgia-Mead and Landis Bikeways (2% complete) in the City of San Diego. Construction activity is scheduled to begin in the next two months on the Uptown Fourth and Fifth Avenues Bikeway, another 4.5 miles in the City of San Diego. Construction of Inland Rail Trail segments in the County of San Diego and cities of Vista and Oceanside have also progressed (90% complete). Together, these projects will add 16.1 miles when complete within the next 3-24 months.

- In January, the California Transportation Commission approved a request to allocate $5 million in Active Transportation Program funds for the Barrio Logan segment of the Bayshore Bikeway, a 2.5-mile segment along Harbor Drive between 32nd Street and Park Boulevard. Construction is scheduled to begin this fall.

- In January, the Board authorized the issuance of up to $90 million of fixed-rate, tax exempt bonds to support completion of the EAP. This TransNet funding is part of the $200 million EAP and is intended to be used for completing those projects most ready to go to construction (Attachment 1). The first priority is leveraging nearly $40 million in state and federal competitive grants for eight projects.

- The City of San Diego continues to review final designs for the Barrio Logan, Pershing, Imperial Avenue, Howard, and Central Avenue bikeway projects. Pending this final approval, construction is scheduled to be advertised within the next 12-18 months. Together, these projects will open to the public more than 11 miles of bikeways.

Action: Information

An overview on progress made on the Regional Bikeway Program will be presented.

Fiscal Impact:

A total of $279 million is included in the FY 2020 Program Budget for the Regional Bike Plan Early Action Program for two dozen projects. This includes $171 million in TransNet funding used to leverage another $108 million (39%) from non-TransNet sources.

Schedule/Scope Impact:

More than 70 miles of bikeways are scheduled to be open to the public by FY 2024 through the Regional Bike Plan Early Action Program.
Next Steps
During the next quarter, staff will continue to work with the City of San Diego as they complete their design review for the Barrio Logan, Imperial, and Pershing bikeway projects.

John Haggerty, Director of Engineering and Construction
Key Staff Contact: Linda Culp, (619) 699-6957, linda.culp@sandag.org
Attachment: 1. Regional Bike Plan Early Action Program – Status
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<th>Project Phase</th>
<th>Anticipate Use of Potential Bond Funds for Construction and/orlevering outside funds andPriority</th>
<th>Project Cost (2019SM)</th>
<th>Funds Spent To Date ($M)</th>
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</tr>
<tr>
<td>North Park/Mid-City Bikeways: University Bikeway</td>
<td>✓</td>
<td>A</td>
<td>$17</td>
<td>$1</td>
<td>City Heights, Rolando, La Mesa</td>
</tr>
<tr>
<td>Uptown Bikeways: Eastern Hillcrest Bikeways</td>
<td>✓</td>
<td>A</td>
<td>$11</td>
<td>$2</td>
<td>Hillcrest</td>
</tr>
<tr>
<td>Uptown Bikeways: Park Boulevard Bikeway</td>
<td>✓</td>
<td>A</td>
<td>$4</td>
<td>$0.4</td>
<td>Hillcrest</td>
</tr>
<tr>
<td>Pershing Drive Bikeway</td>
<td>✓</td>
<td>B</td>
<td>$21</td>
<td>$2</td>
<td>Downtown, North Park</td>
</tr>
<tr>
<td>Central Avenue Bikeway</td>
<td>✓</td>
<td>B</td>
<td>$4</td>
<td>$1</td>
<td>Kensington, Normal Heights, City Heights</td>
</tr>
<tr>
<td>Inland Rail Trail: Vista (remaining gap segment)</td>
<td>✓</td>
<td>B</td>
<td>$19</td>
<td>$4</td>
<td>Vista</td>
</tr>
<tr>
<td>North Park/Mid-City Bikeways: Orange Bikeway</td>
<td>✓</td>
<td>B</td>
<td>$11</td>
<td>$0.4</td>
<td>Normal Heights, City Heights</td>
</tr>
<tr>
<td>North Park/Mid-City Bikeways: Howard Bikeway</td>
<td>✓</td>
<td>B</td>
<td>$7</td>
<td>$1</td>
<td>Hillcrest, North Park</td>
</tr>
<tr>
<td>North Park/Mid-City Bikeways: Robinson Bikeway</td>
<td>✓</td>
<td>B</td>
<td>$7</td>
<td>$4</td>
<td>Hillcrest, North Park</td>
</tr>
<tr>
<td>Uptown Bikeways: Washington Street and Mission Valley Bikeways</td>
<td>✓</td>
<td>B</td>
<td>$19</td>
<td>$1</td>
<td>Mission Hills, Hillcrest, Hotel Circle, Fashion Valley</td>
</tr>
<tr>
<td>San Diego River Trail: Stadium Segment</td>
<td>✓</td>
<td>✓</td>
<td>C</td>
<td>$3</td>
<td>Mission Valley, SDSU West</td>
</tr>
<tr>
<td>San Diego River Trail: Main Street to Palomar</td>
<td>✓</td>
<td>✓</td>
<td>C</td>
<td>$4</td>
<td>Chula Vista</td>
</tr>
<tr>
<td>San Diego River Trail: Carleton Oaks Segment</td>
<td>✓</td>
<td>✓</td>
<td>C</td>
<td>$20</td>
<td>Santee</td>
</tr>
<tr>
<td>Uptown Bikeways: Mission Hills and Old Town Bikeways</td>
<td>✓</td>
<td>✓</td>
<td>C</td>
<td>$5</td>
<td>Mission Hills, Old Town</td>
</tr>
<tr>
<td>Central Mobility Bikeway [Coastal Rail Trail: Pacific Highway]</td>
<td>✓</td>
<td>✓</td>
<td>C</td>
<td>$35</td>
<td>Downtown, Little Italy, Middletown, Old Town</td>
</tr>
<tr>
<td>El Prado Cross Park (Balboa Park)</td>
<td>✓</td>
<td>✓</td>
<td>C</td>
<td>$1</td>
<td>Banksers Hill, Hillcrest, Balboa Park</td>
</tr>
<tr>
<td>North Park/Mid-City Bikeways: Monroe Bikeway</td>
<td>✓</td>
<td>✓</td>
<td>C</td>
<td>$6</td>
<td>$0.2</td>
</tr>
<tr>
<td>Park Blvd (Upas to Village PI)</td>
<td>✓</td>
<td>✓</td>
<td>C</td>
<td>$4</td>
<td>$0</td>
</tr>
</tbody>
</table>

1 Partial funding through the state Active Transportation and Transit and Intercity Rail Capital grant programs.
2 Partial funding from the City of San Diego for adjacent improvements.
3 Funds spent to date include preliminary engineering/environmental work on all North Park/Mid-City Bikeways.
4 No work initiated to date.