



Transportation, Borders, and Regional Planning Committee Joint Session

**Friday, June 21, 2024
9 a.m.**

Welcome to SANDAG. The Transportation, Borders, and Regional Planning Committee Joint Session meeting scheduled for Friday, June 21, 2024, will be held in person in the SANDAG Board Room. While Committee members will attend in person, members of the public will have the option of participating either in person or virtually.

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Vision Statement: *Pursuing a brighter future for all*

Mission Statement: *We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.*

Our Commitment to Equity: *We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.*

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

Joint Transportation Committee Session

Friday, June 21, 2024

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Transportation, Regional Planning, and Borders Committees on any issue within the jurisdiction of the respective Committee that is not on this agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Transportation, Regional Planning, and Borders Committees members and SANDAG staff also may present brief information and announcements under this agenda item.

Transportation Committee Consent

+2 Approval of Meeting Minutes

Victoria Stackwick, Tessa Lero, SANDAG

Approve

The Transportation Committee is asked to approve the minutes from its May 17, 2024 meeting.

[Meeting Minutes](#)

+3 Federal Transit Administration Section 5311 Program of Projects

Susan Huntington, Richard Radcliffe, SANDAG

Recommend

The Transportation Committee is asked to recommend the Board of Directors approve the Federal Fiscal Year 2024 apportionments of Federal Transit Administration Section 5311 Non-Urbanized Area Formula Program funds for the San Diego region.

[FTA Section 5311 Program of Projects](#)

+4 FY 2025 Transportation Development Act Unobligated Funds Reserve Release

Kimberly Trammel, Marcus Pascual, SANDAG

Recommend

The Transportation Committee is asked to recommend that the Board of Directors adopt Resolution Nos. 2024-20 through 2024-23, approving the release of TDA reserves as requested by the Metropolitan Transit System, North County Transit District, the Consolidated Transportation Services Agency, and SANDAG.

[FY 2025 TDA Claim Reserve Release](#)

[Att. 1 - TDA Summary of FY 2025 Reserve Release Claims](#)

[Att. 2 - Exhibit A - FACT CTSA FY 2025 Workplan_Reserve Release.pdf](#)

[Att. 3 - C1 - Planning Reso 2024-20](#)

[Att. 3 - C2 - Art 3 Reso 2024-21 Reserve Release](#)

[Att. 3 - C3 - Art 4 Reso 2024-22 Reserve Release](#)

[Att. 3 - C4 - Art 4.5 Reso 2024-23 Reserve Release](#)

+5 FY 2025 Transportation Development Act and State Transit Assistance Claims

Kimberly Trammel, Marcus Pascual, SANDAG

Recommend

The Transportation Committee is asked to recommend that the Board of Directors:
1) adopt Resolution Nos. 2024-24 through 2024-29, approving the FY 2025 Transportation Development Act and State Transit Assistance (STA) claims; and
2) approve the STA findings as certified by North County Transit District.

[FY 2025 TDA and STA Claims](#)

[Att. 1 - TDA Summary of FY 2025 Claims](#)

[Att. 2 - Description of TDA STA Claims](#)

[Att. 2 - Exhibit A - FACT CTSA FY 2025 Workplan](#)

[Att. 2 - Exhibit B - FY 2025 STA Certification](#)

[Att. 2 - Exhibit C1 - Planning Reso 2024-24](#)

[Att. 2 - Exhibit C2 - Art 3 Reso 2024-25](#)

[Att. 2 - Exhibit C3 - Art 4 Reso 2024-26](#)

[Att. 2 - Exhibit C4 - Art 4.5 Reso 2024-27](#)

[Att. 2 - Exhibit C5 - Art 8 Reso 2024-28](#)

[Att. 2 - Exhibit D STA Resolution 2024-29](#)

+6 FY 2024 Transportation Development Act Claim Amendment

Adopt

Kimberly Trammel, Marcus Pascual, SANDAG

The Transportation Committee is asked to adopt Resolution No. 2024-30, approving the FY 2024 Transportation Development Act claim amendment for the North County Transit District.

[FY 2024 TDA Claim Amendment](#)

[Att. 1 - NCTD FY 2024 Art. 4 Amended Annual TDA Claim Letter](#)

[Att. 2 - NCTD Art 4 Reso. 2024-30](#)

+7. 2023 Regional Transportation Improvement Program Amendment No. 13 and Air Quality Conformity Re-determination

Recommend

Susan Huntington, Kirsten Uchitel, Richard Radcliffe, SANDAG

The Transportation Committee is asked to recommend that the Board of Directors adopt Resolution No. 2024-31, approving Amendment No. 13 to the 2023 Regional Transportation Improvement Program and adopting air quality conformity redetermination.

[2023 RTIP Amendment No. 13 Report](#)

[Att. 1 - 2023 RTIP Amendment No. 13 Resolution](#)

[Att. 2 - Table 1 - Summary of Changes Report Amendment No. 13](#)

+8 Annual Public Transit Report

Recommend

Antoinette Meier, Zaccary Bradt, SANDAG

The Transportation Committee is asked to recommend that the Board of Directors approve the report for submission to the state legislature.

[Annual Public Transit Report](#)

[Att. 1 - Annual Report on Public Transit in the San Diego Region](#)

Joint Transportation, Regional Planning, and Borders Committees Reports

+9 Regional Plan: Public Health and Safety

Information

Antoinette Meier, Sam Sanford, SANDAG; Domingo Vigil, Deputy Director of SDAPCD; Dr. Anne Marie Birbeck-Garcia, Pediatric Hospitalist and Public Health Member, SDAPCD; and Dr. Larry Frank, Professor of Urban Studies and Planning, UCSD

Staff and expert panelists will discuss opportunities to address public health and

safety through the 2025 Regional Plan. Staff will also present an update on its work related to safety in the Vision Zero Action Plan.

[Regional Plan Public Health and Safety](#)
[Resolution No. 2024-04](#)
[Supporting Materials](#)

+10. Regional Plan: Flexible Fleets and Advanced Air Mobility

Information

Antoinette Meier, April DeJesus, Kate McCauley, SANDAG; Chris Orlando, NCTD; Chris Fernando, Hoyercon

The Transportation Committee is asked to recommend that the Board of Directors adopt Resolution No. 2024-31, approving Amendment No. 13 to the 2023 Regional Transportation Improvement Program and adopting air quality conformity redetermination.

[2025 Regional Plan Flexible Fleet](#)
[Att. 1 - SANDAG AAM Collaborative Guiding Principles](#)
[Supporting Materials](#)

11. Adjournment

The next Borders Committee meeting is scheduled for June 28, 2024, at 1 p.m.

The next Regional Planning Committee meeting is scheduled for July 5, 2024, at 1 p.m.

The next Transportation Committee meeting is scheduled for July 19, 2024, at 9 a.m.

+ next to an agenda item indicates an attachment

June 21, 2024

May 17, 2024, Meeting Minutes

[View Meeting Video](#)

Chair Jack Shu (East County) called the meeting of the Transportation Committee to order at 9:02 a.m.

1. Public Comments/Communications/Member Comments

Public Comments: Robert German, Dan Summers, Alex Wong, Blair Beekman, and The Original Dra.

Member Comments: None.

Consent

2. Approval of Meeting Minutes

The Transportation Committee was asked to approve the minutes from its April 19, 2024, meeting.

3. FY 2025 Transit Capital Improvement Program

The Transportation Committee was asked to recommend that the Board of Directors:

1. Approve the submittal of Federal Transit Administration grant applications for the San Diego region; and
2. Adopt Regional Transportation Commission Resolution No. RTC-2024-02, in substantially the same form, approving Amendment No. 11 to the 2023 Regional Transportation Improvement Program.

Public Comments: The Original Dra and Blair Beekman.

Action: Upon a motion by Deputy Mayor Jewel Edson (North County Transit District) and a second by Councilmember John Duncan (North County Coastal), the Transportation Committee voted to approve the Consent Agenda.

The motion passed.

Yes: Chair Shu, Rafael Perez (San Diego County Regional Airport Authority), Councilmember Raul Campillo (City of San Diego), Supervisor Monica Montgomery Steppe (County of San Diego), Councilmember Vivian Moreno (Metropolitan Transit System), Councilmember David Zito (North County Coastal), Mayor Dane White (North County Inland), Deputy Mayor Edson, and Councilmember Duncan.

No: None.

Abstain: None.

Absent: Port of San Diego.

Reports

4. Specialized Transportation Grant Program Cycle 13 Call for Projects

Associate Grants Program Analyst Zach Rivera presented the item.

The Transportation Committee was asked to recommend that the Board of Directors approve the Specialized Transportation Grant Program Cycle 13 Call for Projects and related recommendations.

Public Comments: Lisa Nokes, Adiranna Yemhatpe, Deborah Martin, Kristine Stensberg, Kaley Levitt, Marcy Roke, Marilyn Greenblatt, Phil Monroe, Christopher Anguiano, Dan Toda, Mark Fletcher,

Arun Prem, Tony San Nicholas, Blair Beekman, and Jean Durgan.

Action: Upon a motion by Councilmember Duncan, and a second by Mayor White, the Transportation Committee voted to recommend that the Board of Directors approve the proposed STGP Cycle 13 Call for Projects in substantially the same form as provided in Attachment 2, with staff recommendation No. 1 amended to state:

No. 1: Approve the proposed STGP Cycle 13 Call for Projects, including the evaluation criteria and process for awarding funding, except that the Board shall retain discretion over the final Section 5310 awards subject to FTA requirements and a 2/3 vote by the Board.

The motion passed.

Yes: Chair Shu, Mayor Esther Sanchez (San Diego County Regional Airport Authority), Councilmember Campillo, Councilmember Zito, Mayor White, Deputy Mayor Edson, and Councilmember Duncan.

No: Supervisor Montgomery Steppe and Councilmember Moreno.

Abstain: None.

Absent: Port of San Diego.

Action: Upon a motion by Chair Shu, and a second by Vice Chair Kranz, the Transportation Committee voted to recommend that the Board of Directors approve the proposed STGP Cycle 13 Call for Projects staff recommendations No. 2 and No. 4.

The motion passed.

Yes: Chair Shu, Mayor Sanchez, Councilmember Campillo, Supervisor Montgomery Steppe, Councilmember Moreno, Councilmember Zito, Deputy Mayor Edson, and Councilmember Duncan.

No: Mayor White.

Abstain: None.

Absent: Port of San Diego.

A motion was made by Chair Shu, and seconded by Mayor Sanchez, to recommend that the Board approve staff recommendation No. 3, amended to state:

No. 3: Should the Board approve a direct allocation of Section 5310 funds to Facilitating Access to Coordinated Transportation (FACT), exempt the direct allocation of Section 5310 funds to FACT from FACT's maximum grant award amount, and prohibit FACT from competing for the remaining Section 5310 grant funding.

Councilmember Musgrove requested a friendly amendment to the motion to add "and/or receiving" so the action would state: Should the Board approve a direct allocation of Section 5310 funds to Facilitating Access to Coordinated Transportation (FACT), exempt the direct allocation of Section 5310 funds to FACT from FACT's maximum grant award amount, and prohibit FACT from competing for and/or receiving the remaining Section 5310 grant funding.

The makers of the motion and the second accepted the friendly amendment.

Senior Legal Counsel Betsy Blake informed the members that an amendment to a motion on the floor requires unanimous consent or a vote to be accepted. Councilmember Duncan stated he did not accept the friendly amendment.

The Transportation Committee voted to accept the friendly amendment to the motion.

The motion passed.

Yes: Chair Shu, Mayor Sanchez, Councilmember Campillo, Supervisor Montgomery Steppe,

Councilmember Moreno, Councilmember Zito, and Deputy Mayor Edson.

No: Mayor White and Councilmember Duncan.

Abstain: None.

Absent: Port of San Diego.

The Transportation Committee voted on the motion made by Chair Shu, and seconded by Mayor Sanchez, to recommend that the Board approve staff recommendation No. 3, amended to state:

No. 3: Should the Board approve a direct allocation of Section 5310 funds to Facilitating Access to Coordinated Transportation (FACT), exempt the direct allocation of Section 5310 funds to FACT from FACT's maximum grant award amount, and prohibit FACT from competing for and/or receiving the remaining Section 5310 grant funding.

The motion passed.

Yes: Chair Shu, Mayor Sanchez, Councilmember Campillo, Supervisor Montgomery Steppe, , Councilmember Zito, Mayor White, Deputy Mayor Edson, and Councilmember Duncan.

No: Councilmember Moreno.

Abstain: None.

Absent: Port of San Diego.

5. Active Transportation Program Cycle 7 Call for Projects

Grants Program Manager Jenny Russo presented the item.

Public Comments: Blair Beekman.

Action: Upon a motion by Supervisor Montgomery Stepp, and a second by Deputy Mayor Edson, the Transportation Committee voted to recommend that the Board of Directors adopt Resolution No. 2024-19, certifying the submission of the proposed 2025 San Diego Regional Active Transportation Program Call for Projects to the California Transportation Commission for use in the 2025 San Diego Regional Active Transportation Program competition.

The motion passed.

Yes: Chair Shu, Vice Chair Kranz, Mayor Sanchez, Councilmember Campillo, Supervisor Montgomery Steppe, Councilmember Moreno, Deputy Mayor Edson, and Councilmember Duncan.

No: None.

Abstain: None.

Absent: North County Inland and Port of San Diego.

6. Transportation Development Act: FY 2024 Productivity Improvement Program and FY 2025 Allocations

Senior Regional Manager Brian Lane presented the item.

Public Comments: Alex Wong and Blair Beekman.

Upon a motion by Mayor Sanchez and a second by Councilmember Moreno, the Transportation Committee voted to recommend that the Board of Directors approve the eligibility of the Metropolitan Transit System and North County Transit District to receive their FY 2025 Transportation Development Act allocations of funds.

The motion passed.

Yes: Chair Shu, Vice Chair Kranz, Mayor Sanchez, Councilmember Campillo, Supervisor Montgomery

Steppe, Councilmember Moreno, Mayor White, Deputy Mayor Edson, and Councilmember Duncan.

No: None.

Abstain: None.

Absent: Port of San Diego.

7. San Diego LOSSAN Rail Realignment Project Update

Regional Planning Program Manager Danny Veeh presented an update on the San Diego LOSSAN Rail Realignment Project.

Public Comments: Robert Germann, Alex Wong, and Blair Beekman.

Action: Information.

8. Adjournment

The next meeting of the Transportation Committee is scheduled for Friday, June 21, 2024, at 9 a.m.

Chair Shu adjourned the meeting at 11:57 a.m.

Attendance at Transportation Committee Meeting

Jurisdiction	Name	Member/ Alternate	Attend
San Diego County Regional Airport Authority	Mayor Esther Sanchez	Member	Yes 9:21
	Rafael Perez	Alternate	Yes
City of San Diego	Raul Campillo	Member	Yes
	Councilmember Marni von Wilpert	Alternate	No
County of San Diego	Supervisor Monica Montgomery Steppe	Member	Yes
	Supervisor Joel Anderson	Alternate	No
	Supervisor Nora Vargas	Alternate	No
East County	Chair Jack Shu	Member	Yes
	Vacant	Alternate	No
Metropolitan Transit System	Councilmember Vivian Moreno	Member	Yes
	Councilmember Marcus Bush	Alternate	No
North County Coastal	Vice Chair Tony Kranz	Member	Yes
	Councilmember David Zito	Alternate	Yes
North County Inland	Mayor Dane White	Member	Yes
	Councilmember Ed Musgrove	Alternate	Yes
North County Transit District	Councilmember Priya Bhat-Patel	Member	No
	Deputy Mayor Jewel Edson	Alternate	Yes
	Councilmember Corinna Contreras	Alternate	No
Port of San Diego	Chairman Frank Urtasun	Member	No
	Job Nelson	Alternate	No
South County	Councilmember John Duncan	Member	Yes
	Councilmember Jose Rodriguez	Alternate	No
Caltrans	Everett Townsend	Member	No
	Ann Fox	Alternate	No
	Roy Abboud	Alternate	Yes
Southern California Tribal Chairmen's Association	Erica Pinto	Member	No
	James Hill	Member	No

June 21, 2024

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 April 8, 2024, Caltrans published the estimated apportionments for the Federal Fiscal Year (FFY) 2024 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 SANDAG Board of Directors allocates these federal funds based on service area rural population: 59% to NCTD and 41% to MTS. The applications from the transit agencies as well as the SANDAG-approved Section 5311 Program of Projects were due to the state by May 30, 2024.

Based on Caltrans estimate, there is \$1,063,345 available for San Diego County for FFY 2024. Of this amount NCTD will receive \$627,374 (59%) and MTS will receive \$435,971 (41%) in FFY 2024. MTS intends to use these funds for intercity bus operations, and NCTD will use these funds for operating costs associated with rural bus routes.

The projects also must be included in an approved Regional Transportation Improvement Program (RTIP). Projects from both agencies were included in [Amendment No. 11, to the 2023 RTIP](#), which was approved by the SANDAG Board of Directors at its May 24, 2024, 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 2024 FTA Section 5311 applications prior to receiving the funds.

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

Action: **Recommend**

The Transportation Committee is asked to recommend the Board of Directors approve the Federal Fiscal Year 2024 apportionments of Federal Transit Administration Section 5311 Non-Urbanized Area Formula Program funds for the San Diego region.

Fiscal Impact:

Caltrans estimates \$1,063,345 of FTA Section 5311 funds are available for the San Diego region.

Schedule/Scope Impact:

None

June 21, 2024

Fiscal Year 2025 Transportation Development Act Unobligated Funds Reserve Release

Overview

Each year the Board of Directors approves the annual apportionments for the Transportation Development Act (TDA) program based on estimates. The transit operators and other member agencies submit their annual TDA claims based on the approved annual apportionment and in compliance with [SANDAG Board Policy No. 027](#). However, past actual TDA revenues have come in over the estimated amounts that apportionments are based on, leaving an unobligated fund reserve. SANDAG would like to release a portion of the reserve amounts to the Consolidated Transportation Services Agency (CTSA), SANDAG, MTS and NCTD. This is distributed equitably among the agencies using the same formula requirements in the annual apportionment process.

Attachment 1 provides a summary of the allocation of the FY 2025 Unobligated Fund Reserve Release. Attachment 2 contains the required resolutions for the FY 2025 Unobligated Funds Reserve Release.

Key Considerations

The TDA program is the major funding source that supports the region's public transit operators and nonmotorized transportation projects, like bicycle and pedestrian projects. TDA funds come from a quarter of a percent of state sales tax assessed in the region.

The total amount of unobligated reserve funds to be released is \$4,538,283 and will be used to support SANDAG administration and planning, MTS and NCTD operations and capital, CTSA operations, and SANDAG Bicycle and Pedestrian projects. Article 3 claims provide for the development of bicycle and pedestrian facilities and are allocated based on a regionwide priority list of projects.

Next Steps

Pending approval of the TDA Reserve Release claims by the Board, the County Auditor would disburse TDA monies in accordance with the allocation instructions from SANDAG.

Kimberly Trammel, Director of Accounting and Finance

Attachments:

1. Summary of claims for FY 2025 Transportation Development Act Unobligated Funds Reserve Release Claims
2. FACT CTSA FY 2025 Workplan for Reserve Release
3. Resolution Nos. 2024-20 through 2024-23 Approving the FY 2025 Transportation Development Act Unobligated Funds Reserve Release Claims

Action: Recommend

The Transportation Committee is asked to recommend that the Board of Directors adopt Resolution Nos. 2024-20 through 2024-23, approving the release of TDA reserves as requested by the Metropolitan Transit System, North County Transit District, the Consolidated Transportation Services Agency, and SANDAG.

Fiscal Impact:

The total Transportation Development Act (TDA) claim reserve release amount for San Diego County is \$4,538,283.

Schedule/Scope Impact:

TDA funding may be used for various transit planning, programming, and administrative-related expenses; funding of bike and pedestrian facilities; and support of community transit services.

TRANSPORTATION DEVELOPMENT ACT
SUMMARY OF FY 2025 Reserve Release CLAIMS

	Metropolitan Transit System	North County Transit District	SANDAG	Coordinated Transportation Services Agency	Bicycle and Pedestrian	County Auditor	Total*
FY 2025 Reserve Release	\$3,050,104	\$1,247,887	\$148,187	\$4,302	\$87,802	\$0	\$4,538,283
Total Available to Claim	3,050,104	1,247,887	148,187	4,302	87,802	0	4,538,283
FY 2025 Reserve Release Claims							
Article 3 - Non-Motorized (bicycle and pedestrian)					(87,802)		(87,802)
Article 4 - General Public Transit							0
Operations	(2,842,090)						(2,842,090)
Capital	0	(1,166,802)					(1,166,802)
Capital Transfer to SANDAG	0	0					0
Support of ADA Operations	0	0					0
Administrative/Planning Transfer to SANDAG	(58,409)	(19,877)					(78,286)
Subtotal Article 4	(2,900,499)	(1,186,680)					(4,087,179)
Article 4.5 - Community Transit Service (accessible service for the disabled)							
Operations	(149,605)	(61,208)		(4,302)			(215,115)
Subtotal Article 4.5	(149,605)	(61,208)		(4,302)			(215,115)
Article 8 - Special Provisions							
Express bus	0						0
Ferry service	0						0
Subtotal Article 8	0						0
Planning/Administration							
Administration			(12,411)			0	(12,411)
SANDAG Regional Planning			(135,776)				(135,776)
Subtotal Planning/Administration			(148,187)			0	(148,187)
Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0

* Totals may not add up due to rounding.

Full Access & Coordinated Transportation, Inc. (FACT)
Consolidated Transportation Services Agency (CTSA) for San Diego County

Work Plan for Fiscal Year 2025

As defined in the Social Services Transportation Improvement Act (AB 120), the CTSA is a public entity responsible for improving transportation services required by social service recipients by promoting the consolidation and coordination of social service transportation services. The scope of CTSA activities include being the regional coordinator of social service transportation information, centralized administration and dispatching, identification and consolidation of funding sources, coordinated and consolidated training programs and combined purchasing of vehicles, supplies and equipment.

In 2006 San Diego Association of Governments (SANDAG) designated Full Access & Coordinated Transportation, Inc. (FACT) the Consolidated Transportation Services Agency (CTSA) for San Diego County. As the CTSA, FACT works to improve dedicated transportation services for people with disabilities, seniors, social service agencies, health care providers, various organizations and individuals within San Diego County. FACT is also the planning representative of the social service transportation community and works with the region to develop updates to the Coordinated Plan. FACT has begun the process to update the Business Plan (2025-2030 Business Plan Update) that forms the planning foundation for organizational development and the expansion of coordinated services in the region.

Expenses:

1. One-call/one-click Mobility Center

Maintain FACT website

- Maintain FACT website to keep content current, optimized for searching
- Use website for marketing and outreach

Maintain transportation provider database

- Update content of the provider database on an ongoing basis
- Conduct outreach with potential new providers
- Optimize website travel planner for finding suitable transportation

Telephone Referrals

- Respond to telephone requests for transportation information. Educate callers about transportation options from database.
- Provide enhanced in-person customer service where necessary to assist with ADA application process or take reservations for other providers, etc.

2. Regional Coordination

Administer Council on Access and Mobility (CAM) and Other Meetings

- Conduct Council on Access and Mobility (CAM) meetings (at least 4 annually) and other meetings related to regional coordination
- Continue outreach to providers

Full Access & Coordinated Transportation, Inc. (FACT)
Consolidated Transportation Services Agency (CTSA) for San Diego County

Work Plan for Fiscal Year 2025

- Represent CAM during Level 3 or higher emergencies and coordinate disaster response as needed. Coordinate with the County Office of Emergency Services (OES) to ensure effective emergency preparedness planning. Assist OES to develop an emergency response plan.
- Conduct monthly FACT Board of Director Meetings and Board subcommittees as needed

Training/Workshops

- Facilitate a workshop/ training on issues of interest to CAM and partners
- Include guest speakers and educational items during CAM meetings

Support for grantees

- Provide letters of support to agencies applying for grants after verifying coordination efforts.
- Assist applicants in finding coordination opportunities
- Form partnerships to apply for grants where appropriate
- Offer compliance related information to grantees

Coordinated Planning

- Provide ongoing technical assistance and support to social service transportation providers and all other interested parties to find solutions to overcome identified barriers to coordination, consolidation and collaboration
- Coordinate and conduct surveys, and assessments, both formal and informal, to determine stakeholder transportation needs, vehicle and other relevant resources and barriers to coordination
- Make presentations to stakeholder groups
- Evaluate coordinated programs for pilot projects leading to regional deployment
- Market services through press releases, brochures, newsletters, newspaper articles, special events, workshops, and community trainings.
- Participation in Social Services Transportation Advisory Council (SSTAC), ADA Review Groups, Alliance for Regional Solutions (ARS), Volunteer Driver Coalition, and Age Well Meetings, etc.
- Attend SANDAG Transportation Committee, SANDAG Board, NCTD and MTS Board, City Council, and County Board of Supervisors meetings as needed.
- Provide input, data, and pictures for the SANDAG Coordinated Plan.

Coordinated transportation and vehicle sharing

- Partner with social service agencies, healthcare providers, cities, County of San Diego, and transit agencies to assist clients in need of transportation.
- Partner with social service agencies, specialized transportation providers, and brokerage partners to share accessible vehicles.

3. Management of CTSA Activities

- Disseminate quarterly CTSA FACT Newsletter to ensure ongoing awareness of current related events
- Maintain the CTSA Mailing List

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Work Plan for Fiscal Year 2025

- Complete all required reporting
- Maintain memberships in State and National organizations committed to coordinated transportation and non-profit corporation development: California Association for Coordinated Transportation (Cal-Act), American Public Transportation Association (APTA), etc.
- Travel to conferences and sponsored trainings.
- Annually update FACT's Business Plan covering the following areas: governance, regional needs assessment, integration of current CTSA work activities, technical assistance and coordination planning, information and marketing initiatives, service contracting and operations programs, policy development and advocacy, trip demand estimation and utilization projections, funding and financial projections.
- Maintain FACT's staff to ensure capacity to support ongoing programs and services and expansion as per the approved Business Plan.
- Participate in Annual TDA 4.5 Audit, Internal Agency Audit, and Triennial TDA 4.5 Audits
- Report Scope of Work deliverables to SANDAG quarterly

4. Grant Support

- Apply for Section 5310, Senior Mini-Grant, and other grant funding to support core CTSA activities
- Provide local match funds as needed to support awarded grant projects

5. Transportation services

- Provide RideFACT transportation for seniors, individuals with disabilities, and other underserved vulnerable populations in San Diego County.

All TDA 4.5 funding for FY 2025 will be used for CTSA activities. FACT was awarded 5310 funding to support these activities.

FACT/CTSA
TDA 4.5 Reserve Release Claim
Expense Request
FY 2025

1. One-call/One-click Mobility Center		
Rent		0.00
Indirect Costs		0.00
Telephony, Software Development		0.00
Website Maintenance/Development		0.00
Outreach/Marketing		0.00
2. Regional Coordination		
CAM, Board, Trainings, and Other Meeting Expenses		0.00
3. Management of CTSA Activities		
Salaries and Benefits		4,302.00
Total Request	\$	4,302.00

Resolution No. 2024-20

Approving the Allocation of FY 2025 Transportation Development Act Unobligated Funds Reserve Release Planning and Administration

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2025 TDA Unobligated Funds Reserve Release pursuant to Chapter 4, Article 3 (PUC 99233.1 and 99233.2), of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments has determined that the claims are eligible pursuant to the provisions of the TDA, as amended; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. Pursuant to GC 29532, does hereby approve the allocation of TDA Unobligated Funds Reserve Release to the following claimants for purposes listed below:

Claim No.	Claimant	Allocation
25051002	Administration	\$12,411
25051003	Regional Planning	<u>\$135,776</u>
Total		<u>\$148,187</u>

2. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2024.

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.



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Resolution No. 2024-21

Approving the Allocation of FY 2025 Transportation Development Act Unobligated Funds Reserve Release Article 3 Bicycle and Pedestrian Facilities and Programs

WHEREAS, the Transportation Development Act (TDA) claim listed below is submitted for FY 2025 TDA Unobligated Funds Reserve Release pursuant to Chapter 4, Article 3, Section 99234 of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claim and determined that the claim conforms substantially to the provisions of the TDA of 1971, as amended; and

WHEREAS, SANDAG finds the claim to be consistent with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors, pursuant to GC 29532 and PUC 99234, does hereby approve the allocation of TDA Unobligated Funds Reserve Release for the following project in the amounts specified below:

Claim No.	Claimant	Allocation
25011001	SANDAG (Pershing Drive Bikeway)	\$ 87,802
Total		\$ 87,802

2. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of this claim.

PASSED AND ADOPTED this 28th day of June 2024.

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.

Resolution No. 2024-22

**Approving the Allocation of FY 2025 Transportation
Development Act Unobligated Funds Reserve Release
Article 4 Fixed Route General Public Transit Service**

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2025 TDA Unobligated Funds Reserve Release pursuant to Chapter 4, Article 4, of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the TDA of 1971, as amended; and

WHEREAS, pursuant to PUC Section 99244, SANDAG is required to annually identify, analyze, and recommend potential productivity improvements for the transit operators; and

WHEREAS, SANDAG finds these claims for FY 2025 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors, pursuant to PUC Section 99244, finds that the claimants listed below have made a reasonable effort to implement the productivity improvement recommendations for FY 2024;
2. That the Board of Directors, at its June 28, 2024, meeting, approved eligibility of Metropolitan Transit System and North County Transit District to receive their FY 2025 allocations of Transportation Development Act Unobligated Funds Reserve Release, including consideration of these operators' FY 2024 Productivity Improvement Goals.
3. That the Board of Directors, pursuant to GC 29532, does hereby approve the allocation of TDA Unobligated Funds Reserve Release to the following claimants for purposes listed below:

Claim No.	Claimant	Allocation
25031005	Metropolitan Transit System (MTS)	
	Operating (fixed route)	2,842,090
	Operating (ADA)	\$0
	Capital	\$0
		\$2,842,090
	Total	0
25041005	North County Transit District (NCTD)	
	Operating (fixed route)	\$0
	Operating (ADA)	\$0
		<u>\$1,166,80</u>
	Capital	<u>2</u>
		\$1,166,80
	Total	2
	SANDAG	
25031007	Admin/Planning Transfer from MTS	\$58,409
25041007	Admin/Planning Transfer from NCTD	<u>\$19,877</u>
	Total	\$ 78,286

4. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2024.

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.

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Resolution No. 2024-23

Approving the Allocation of FY 2025 Transportation Development Act Unobligated Funds Reserve Release Article 4.5 Community Transit Service

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2025 TDA Unobligated Funds Reserve Release pursuant to Chapter 4, Article 4.5, of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the TDA of 1971, as amended, including the provision of PUC 99275.5; and

WHEREAS, SANDAG finds these claims for FY 2025 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors, pursuant to GC 29532, does hereby approve the allocation of TDA Unobligated Funds Reserve Release to the following claimants for purposes listed below:

Claim No.	Claimant	Allocation
25031006	Metropolitan Transit System Operating	\$ 149,605
25041006	North County Transit District Operating	\$ 61,208
25061001	Coordinated Transportation Service Agency Operating	<u>\$4,302</u>
Total		\$ 215,115

2. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2024.

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.

June 21, 2024

FY 2025 Transportation Development Act and State Transit Assistance Claims

Overview

SANDAG, as the Regional Transportation Planning Agency, is responsible for apportionment of Transportation Development Act (TDA) funds each year in conformance with state statute. SANDAG is also responsible for submitting State Transit Assistance (STA) claims for North County Transit District (NCTD), while the Metropolitan Transit System (MTS) may receive its STA funds directly and adopt its own findings.

The County Auditor also receives an allocation based on estimates of its costs to administer the TDA program. Additionally, up to 2% of the total available funds under Article 4.5, the Community Transit Service program, is available to be claimed by the Consolidated Transportation Service Agency (CTSA). The remaining apportionment is available to be claimed by NCTD and MTS.

The transit operators and other member agencies submit their annual TDA claims based on the approved annual apportionment and in compliance with [SANDAG Board Policy No. 027](#).

On [February 16, 2024](#), the [Transportation Committee](#) recommended and on [February 23, 2024](#), the [Board of Directors](#) approved the TDA estimated apportionment of \$205.7 million for FY 2025.

Attachment 1 provides a summary of the TDA claims. Attachment 2 describes the TDA and STA claims that the funding would support in FY 2025, as well as the required resolutions for the FY 2025 requested claims.

Key Considerations

The TDA program is the major funding source that supports the region's public transit operators and nonmotorized transportation projects, like bicycle and pedestrian projects. TDA comes from a quarter of a percent of state sales tax assessed in the region.

The STA program provides a second source of transit funding for transportation planning and mass transportation purposes, derived from the statewide sales tax on diesel fuel, and as specified by the Legislature.

Action: Recommend

The Transportation Committee is asked to recommend that the Board of Directors:

1. adopt Resolution Nos. 2024-24 through 2024-29, approving the FY 2025 Transportation Development Act and State Transit Assistance (STA) claims in substantially the same form as the attached resolutions; and
2. approve the STA findings as certified by North County Transit District.

Fiscal Impact:

The total Transportation Development Act (TDA) claim amount for San Diego County is \$205.7 million for FY 2025. An additional \$1 million is set aside annually for the Active Transportation Grant Program call for projects, per Board of Directors direction in 2013. The North County Transit District and Metropolitan Transit System State Transit Assistance (STA) allocation estimates for FY 2024 are \$14,208,695 and \$39,085,292, respectively.

Schedule/Scope Impact:

TDA funding may be used for various planning, programming, and administrative-related expenses; funding of bike and pedestrian facilities; and support of community transit services. STA funding may be used for both capital projects and transit operations.

Next Steps

Pending approval of the TDA and STA claims by the Board, the County Auditor would disburse TDA and STA monies in accordance with the allocation instructions from SANDAG.

Kimberly Trammel, Director of Accounting and Finance

Attachments: 1. Transportation Development Act: Summary of FY 2025 Claims
 2. Description of Transportation Development Act and State Transit Assistance
 Claims, including required Resolution Nos. 2024-24 – 2024-29 for the FY 2025
 TDA/STA Claims

Transportation Development Act Summary of FY 2025 Claims

	Metropolitan Transit System	North County Transit District	SANDAG	Coordinated Transportation Services Agency	Bicycle and Pedestrian*	County Auditor	Total
FY 2025 Apportionment	\$138,237,709	\$56,557,121	\$6,717,464	\$194,990	\$3,979,384	\$50,000	\$205,736,668
Prior Year Carryover					5,000,000		5,000,000
Total Available to Claim	138,237,709	56,557,121	6,717,464	194,990	8,979,384	50,000	210,736,668
FY 2025 Claims							
Article 3 - Non-Motorized (bicycle and pedestrian)					(2,979,384)		(2,979,384)
Article 4 - General Public Transit							0
Operations	(75,764,011)	(49,882,182)					(125,646,193)
Capital	(45,489,968)	0					(45,489,968)
Capital Transfer to SANDAG	(284,392)	0					(284,392)
Support of ADA Operations	(6,055,700)	(3,000,000)					(9,055,700)
Administrative/Planning Transfer to SANDAG	(2,647,252)	(900,866)					(3,548,118)
Subtotal Article 4	(130,241,323)	(53,783,048)					(184,024,371)
Article 4.5 - Community Transit Service (accessible service for the disabled)							
Operations	(6,780,428)	(2,774,073)		(194,990)			(9,749,491)
Subtotal Article 4.5	(6,780,428)	(2,774,073)		(194,990)			(9,749,491)
Article 8 - Special Provisions							
Express bus	(895,849)						(895,849)
Ferry service	(320,110)						(320,110)
Subtotal Article 8	(1,215,959)						(1,215,959)
Planning/Administration							
Administration			(563,777)			(50,000)	(613,777)
SANDAG Regional Planning			(6,153,687)				(6,153,687)
Subtotal Planning/Administration			(6,717,464)			(50,000)	(6,767,464)
Balance	\$0	\$0	\$0	\$0	\$6,000,000	\$0	\$6,000,000

*The SANDAG Board approved to set aside \$1 million per year for call for projects. The set aside amount is reflected in the apportionment and is not included in the claims.

** Totals may not add up due to rounding.

Description of Transportation Development Act Claims

Transportation Development Act (TDA) funding may be used for planning, programming, and administrative-related expenses, and as authorized under four separate articles of the law. Article 3 funds are designated for bicycle and pedestrian projects, Article 4 funds are used to provide general public transit services, Article 4.5 funds are designated for community transit services, and Article 8 funds support specialized services such as express bus and ferry services.

Administration and Planning

Provisions of the TDA (Public Utilities Code section 99233.2) allow SANDAG and the County of San Diego Auditor's office to claim funds to administer the program. In addition, SANDAG, as the Regional Transportation Planning Agency, can claim up to 3% of the annual apportionment to conduct regional transportation planning activities. Consistent with the FY 2025 Program Budget, it is recommended that SANDAG claim \$6,153,687 to carry out planning activities, such as transportation analysis and modeling, economic and demographic analysis and modeling, and other related planning activities, and \$563,777 for TDA program administration, including the TDA annual financial audits, triennial performance audits, and claim administration. The County of San Diego Auditor Controller is claiming \$50,000 for TDA administration costs.

Article 3 - Non-Motorized Claims (Bicycle and Pedestrian Projects)

Article 3 claims provide for the development of bicycle and pedestrian facilities and are allocated based on a regionwide priority list of projects. For FY 2025, there is \$3,979,384 million available for bicycle and pedestrian projects in the FY 2025 apportionment. There is currently \$5,000,000 in carryover funds set-aside for the regional Active Transportation Grant Program call for projects.

- Of the available funding, \$2,979,384 is proposed to fund the Pershing Drive Project (Capital Improvement Program [CIP] No. 1223057), which is included in the Board-approved Regional Bike Plan Early Action Program.
- Of the remaining amount, \$1 million represents the set-aside for the regional Active Transportation Grant Program call for projects for FY 2025, consistent with Board direction.

Article 4 General Public (Fixed Transit Route)

Article 4 funds the Metropolitan Transit System (MTS) and the North County Transit District (NCTD) operations, provides a local match for federally funded capital projects, and comprises the largest portion of the TDA claim. These funds provide the most flexible form of revenues and can be used for any purposes necessary to develop and operate the transportation system, including operations, capital purchases, payment of bond debt, and to augment specialized services.

The total Article 4 claim under MTS is \$127,309,679 while the NCTD total is \$52,882,182. Article 4 also reflects total \$3,832,510 for SANDAG including transfers to SANDAG, as well as additional support for services provided under Article 4. Use of this funding is consistent with the projects proposed for funding in the FY 2025 Transit Capital Improvement Program approved by the Board at its May 24, 2024, meeting.

Article 4.5 Community Transit Service (Accessible Service for the Disabled)

Article 4.5 funds are allocated in the San Diego region to support demand response transit services required by the Americans with Disabilities Act (ADA). [SANDAG Board Policy No. 027](#), requires that after allocating 2% of these funds to the Consolidated Transportation Services Agency (CTSA), funds be distributed between the two transit agencies in the region based on service area population. ADA operations for MTS and NCTD also are augmented by annual transit revenues from the *TransNet* Program.

- MTS and NCTD are claiming \$6,780,428 and \$2,774,073, respectively, to provide operating support for the accessible paratransit services in their respective service areas, including Access and ADA Suburban services.
- Facilitating Access to Coordinated Transportation, as the CTSA, is claiming \$194,990 to assist seniors, persons with disabilities, and social service recipients in San Diego County to meet their transportation needs. Exhibit A provides the CTSA annual work program.

Article 8 Special Provisions (Express Bus, Ferry)

MTS is the only operator that claims this article for its express bus services (\$895,849), and to pass-through the funding to the City of Coronado that provides the ferry service (\$320,110). The total Article 8 claim is \$1,215,959.

State Transit Assistance Claims

Per State Transit Assistance (STA) requirements, SANDAG is responsible for submitting claims on behalf of NCTD while MTS may receive its funds directly. Of the \$14,208,695 available, NCTD is requesting to use \$12,480,677 available under STA for operations and \$1,728,018 for capital projects. State law requires operators to meet certain qualifying criteria to determine service efficiency to use STA funds for operations. SANDAG calculated the operating qualifications and determined that NCTD would meet the criteria, thereby allowing the funds to be used for operations. NCTD is also required to affirm certain findings under the STA statute. Attachment 2, Exhibit B provides these findings.

Attachment 2, Exhibit C includes the required resolutions for the FY 2025 requested TDA claims and Attachment 2, Exhibit D includes the FY 2025 STA claim.

Attachment 2 Exhibits:

- Exhibit A: Highlights of FY 2025 Consolidated Transportation Services Agency Work Plan
- Exhibit B: North County Transit District State Transit Assistance Findings
- Exhibit C: Draft Resolution Nos. 2024-24 through 2024-28 for FY 2025 Transportation Development Act Claims
- Exhibit D: Draft Resolution No. 2024-29 for FY 2025 State Transit Assistance Claim

Full Access & Coordinated Transportation, Inc. (FACT)
Consolidated Transportation Services Agency (CTSA) for San Diego County

Work Plan for Fiscal Year 2025

As defined in the Social Services Transportation Improvement Act (AB 120), the CTSA is a public entity responsible for improving transportation services required by social service recipients by promoting the consolidation and coordination of social service transportation services. The scope of CTSA activities include being the regional coordinator of social service transportation information, centralized administration and dispatching, identification and consolidation of funding sources, coordinated and consolidated training programs and combined purchasing of vehicles, supplies and equipment.

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Expenses:

1. One-call/one-click Mobility Center

Maintain FACT website

- Maintain FACT website to keep content current, optimized for searching
- Use website for marketing and outreach

Maintain transportation provider database

- Update content of the provider database on an ongoing basis
- Conduct outreach with potential new providers
- Optimize website travel planner for finding suitable transportation

Telephone Referrals

- Respond to telephone requests for transportation information. Educate callers about transportation options from database.
- Provide enhanced in-person customer service where necessary to assist with ADA application process or take reservations for other providers, etc.

2. Regional Coordination

Administer Council on Access and Mobility (CAM) and Other Meetings

- Conduct Council on Access and Mobility (CAM) meetings (at least 4 annually) and other meetings related to regional coordination
- Continue outreach to providers

Full Access & Coordinated Transportation, Inc. (FACT)
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Work Plan for Fiscal Year 2025

- Represent CAM during Level 3 or higher emergencies and coordinate disaster response as needed. Coordinate with the County Office of Emergency Services (OES) to ensure effective emergency preparedness planning. Assist OES to develop an emergency response plan.
- Conduct monthly FACT Board of Director Meetings and Board subcommittees as needed

Training/Workshops

- Facilitate a workshop/ training on issues of interest to CAM and partners
- Include guest speakers and educational items during CAM meetings

Support for grantees

- Provide letters of support to agencies applying for grants after verifying coordination efforts.
- Assist applicants in finding coordination opportunities
- Form partnerships to apply for grants where appropriate
- Offer compliance related information to grantees

Coordinated Planning

- Provide ongoing technical assistance and support to social service transportation providers and all other interested parties to find solutions to overcome identified barriers to coordination, consolidation and collaboration
- Coordinate and conduct surveys, and assessments, both formal and informal, to determine stakeholder transportation needs, vehicle and other relevant resources and barriers to coordination
- Make presentations to stakeholder groups
- Evaluate coordinated programs for pilot projects leading to regional deployment
- Market services through press releases, brochures, newsletters, newspaper articles, special events, workshops, and community trainings.
- Participation in Social Services Transportation Advisory Council (SSTAC), ADA Review Groups, Alliance for Regional Solutions (ARS), Volunteer Driver Coalition, and Age Well Meetings, etc.
- Attend SANDAG Transportation Committee, SANDAG Board, NCTD and MTS Board, City Council, and County Board of Supervisors meetings as needed.
- Provide input, data, and pictures for the SANDAG Coordinated Plan.

Coordinated transportation and vehicle sharing

- Partner with social service agencies, healthcare providers, cities, County of San Diego, and transit agencies to assist clients in need of transportation.
- Partner with social service agencies, specialized transportation providers, and brokerage partners to share accessible vehicles.

3. Management of CTSA Activities

- Disseminate quarterly CTSA FACT Newsletter to ensure ongoing awareness of current related events
- Maintain the CTSA Mailing List

Full Access & Coordinated Transportation, Inc. (FACT)
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Work Plan for Fiscal Year 2025

- Complete all required reporting
- Maintain memberships in State and National organizations committed to coordinated transportation and non-profit corporation development: California Association for Coordinated Transportation (Cal-Act), American Public Transportation Association (APTA), etc.
- Travel to conferences and sponsored trainings.
- Annually update FACT's Business Plan covering the following areas: governance, regional needs assessment, integration of current CTSA work activities, technical assistance and coordination planning, information and marketing initiatives, service contracting and operations programs, policy development and advocacy, trip demand estimation and utilization projections, funding and financial projections.
- Maintain FACT's staff to ensure capacity to support ongoing programs and services and expansion as per the approved Business Plan.
- Participate in Annual TDA 4.5 Audit, Internal Agency Audit, and Triennial TDA 4.5 Audits
- Report Scope of Work deliverables to SANDAG quarterly

4. Grant Support

- Apply for Section 5310, Senior Mini-Grant, and other grant funding to support core CTSA activities
- Provide local match funds as needed to support awarded grant projects

5. Transportation services

- Provide RideFACT transportation for seniors, individuals with disabilities, and other underserved vulnerable populations in San Diego County.

All TDA 4.5 funding for FY 2025 will be used for CTSA activities. FACT was awarded 5310 funding to support these activities.

**FACT/CTSA
TDA 4.5 Claim
Expense Request
FY 2025**

1. One-call/One-click Mobility Center		
Rent		35,000.00
Indirect Costs		71,000.00
Telephony, Software Development		15,000.00
Website Maintenance/Development		25,000.00
Outreach/Marketing		3,990.00
2. Regional Coordination		
CAM, Board, Trainings, and Other Meeting Expenses		15,000.00
3. Management of CTSA Activities		
Salaries and Benefits		30,000.00
Total Request	\$	194,990.00

WHEREAS, the North County Transit District ("Claimant") hereby affirms the certifications and required findings as part of the Transportation Development Act (TDA) and State Transit Assistance (STA) Claims for FY2025 as follows:

Finding #1: The Claimant's proposed expenditures are in conformance with the Regional Transportation Plan (RTP).

Finding #2: The Claimant is proposing a level of fare revenue sufficient to meet the fare revenue operating cost ratio requirements of Public Utilities Code (PUC) 99268.2, 99268.3, 99268.5 and 99268.9, as applicable.

Finding #3: The Claimant is making full use of federal funds available under the Urban Mass Transportation Act of 1964, as amended.

Finding #4: The sum of the Claimant's allocations from the STA Fund and the Local Transportation Fund do not exceed the maximum for which the Claimant is eligible.

Finding #5: Priority consideration has been given to offsetting unanticipated increases in the cost of fuel, enhancing existing public transportation services, and meeting high-priority regional needs.

Finding #6: The Claimant has made a reasonable effort to implement the productivity improvements recommended pursuant to PUC 99244.

Finding #7: The Claimant is not prevented by a labor contract entered into after June 28, 1979, from employing part-time drivers or from contracting with common carriers.

Finding #8: The Claimant has on file a certification by the Department of the California Highway Patrol verifying compliance with section 1808.1 of the Vehicle Code, pursuant to PUC 99251.

Finding #9: The Claimant is in compliance with the requirements of PUC 99314.6.

Authorized Representative/Contact:



(Signature)

Name: Shawn Donaghy
Title: Chief Executive Officer



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sandag.org

Resolution No. 2024-24

Approving the Allocation of FY 2025 Transportation Development Act Funds Planning and Administration

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2025 TDA funds pursuant to Chapter 4, Article 3 (PUC 99233.1 and 99233.2), of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments has determined that the claims are eligible pursuant to the provisions of the TDA, as amended; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. Pursuant to GC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

Claim No.	Claimant	Allocation
25021000	County Auditor SANDAG	\$50,000
25051000	Administration	\$563,777
25051001	Regional Planning	<u>\$6,153,687</u>
Total		<u>\$6,767,464</u>

2. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2024.

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.



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Resolution No. 2024-25

Approving the Allocation of FY 2025 Transportation Development Act Funds Article 3 Bicycle and Pedestrian Facilities and Programs

WHEREAS, the Transportation Development Act (TDA) claim listed below is submitted for FY 2025 TDA funds pursuant to Chapter 4, Article 3, Section 99234 of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claim and determined that the claim conforms substantially to the provisions of the TDA of 1971, as amended; and

WHEREAS, SANDAG finds the claim to be consistent with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors, pursuant to GC 29532 and PUC 99234, does hereby approve the allocation of TDA funds for the following project in the amounts specified below:

Claim No.	Claimant	Allocation
25011000	SANDAG (Pershing Drive Bikeway)	\$ 2,979,384
Total		\$ 2,979,384

2. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of this claim.

PASSED AND ADOPTED this 28th day of June 2024.

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.



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Resolution No. 2024-26

Approving the Allocation of FY 2025 Transportation Development Act Funds Article 4 Fixed Route General Public Transit Service

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2025 TDA funds pursuant to Chapter 4, Article 4, of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the TDA of 1971, as amended; and

WHEREAS, pursuant to PUC Section 99244, SANDAG is required to annually identify, analyze, and recommend potential productivity improvements for the transit operators; and

WHEREAS, SANDAG finds these claims for FY 2025 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors, pursuant to PUC Section 99244, finds that the claimants listed below have made a reasonable effort to implement the productivity improvement recommendations for FY 2024;
2. That the Board of Directors, at its June 28, 2024, meeting, approved eligibility of Metropolitan Transit System and North County Transit District to receive their FY 2025 allocations of Transportation Development Act funds, including consideration of these operators' FY 2024 Productivity Improvement Goals.
3. That the Board of Directors, pursuant to GC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

Claim No.	Claimant	Allocation
25031000	Metropolitan Transit System (MTS)	
	Operating (fixed route)	\$75,764,011
	Operating (ADA)	\$6,055,700
	Capital	<u>\$45,489,968</u>
	Total	\$127,309,679
25041000	North County Transit District (NCTD)	
	Operating (fixed route)	\$49,882,182
	Operating (ADA)	\$3,000,000
	Capital	<u>-\$0-</u>
	Total	\$52,882,182
	SANDAG	
25031004	Admin/Planning Transfer from MTS	\$2,647,252
25031004	Capital Transfer from MTS	\$284,392
25041002	Capital Transfer from NCTD	<u>-\$0-</u>
25041002	Admin/Planning Transfer from NCTD	<u>\$900,866</u>
	Total	\$3,832,510

4. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2024.

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.



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Resolution No. 2024-27

Approving the Allocation of FY 2025 Transportation Development Act Funds Article 4.5 Community Transit Service

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2025 TDA funds pursuant to Chapter 4, Article 4.5, of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the TDA of 1971, as amended, including the provision of PUC 99275.5; and

WHEREAS, SANDAG finds these claims for FY 2025 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors, pursuant to GC 29532, does hereby approve the allocation of TDA funds to the following claimants for purposes listed below:

Claim No.	Claimant	Allocation
25031001	Metropolitan Transit System Operating	\$6,780,428
25041001	North County Transit District Operating	\$2,774,073
25061000	Coordinated Transportation Service Agency Operating	\$194,990
Total		\$9,749,491

2. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2024.

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.

Resolution No. 2024-28

Approving the Allocation of FY 2025 Transportation Development Act Funds Article 8 Special Provisions

WHEREAS, the Transportation Development Act (TDA) claimant listed below has submitted claims for FY 2025 TDA funds pursuant to Chapter 4, Article 8, of the Public Utilities Code (PUC); and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), the San Diego Association of Governments (SANDAG) has analyzed the claims and determined that the claims conform substantially to the provisions of the TDA, as amended; and

WHEREAS, SANDAG finds these claims for FY 2025 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the Board of Directors as follows:

1. That the Board of Directors, pursuant to GC 29532, does hereby approve the allocation of TDA funds for costs associated with the operation of express bus services (PUC 99400.6), and the operation of commuter ferry service (PUC 99400.7) as shown below:

Claim No.	Claimant	Allocation
	Metropolitan Transit System	
25031002	Operating for Express Bus Service	\$895,849
25031003	Operating for Ferry Service	<u>\$320,110</u>
	Total	\$1,215,959

2. That the Metropolitan Transit System is directed to pass-through to the City of Coronado its appropriate share of TDA funding for operation of Ferry Service; and

3. That the Board of Directors does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 28th day of June 2024.

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.

Resolution No. 2024-29**Approving the Allocation of FY 2025 State Transit Assistance Claim to the North County Transit District**

WHEREAS, the North County Transit District (NCTD) has filed a claim for State Transit Assistance (STA) funds in the amount of \$14,208,695 for FY 2025 pursuant to Section 6730(a) of Title 21 of the California Code of Regulations (CCR); and

WHEREAS, NCTD has affirmed all certifications required by Section 6754 (NCTD Affirmation), attached as Attachment 2, Exhibit B; and

WHEREAS, the San Diego Association of Governments (SANDAG) Board of Directors (Board) has considered the NCTD Affirmation as Exhibit B to the Board Report supporting the Board's consideration of this Resolution; and

WHEREAS, at its June 28, 2024, meeting, the Board determined that NCTD was eligible to receive TDA funds, including satisfaction of the eligibility requirements outlined in PUC section 99314.6; NOW THEREFORE

BE IT RESOLVED.

1. That the Board finds that the above 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; and
2. That the Board does hereby find valid all elements of the NCTD Affirmation and hereby adopts such Affirmation as though fully set forth herein; and
3. That the Board does hereby find NCTD's proposed expenditures are in conformity with the SANDAG 2021 Regional Transportation Plan; and
4. That the Board does hereby find that SANDAG has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area-wide public transportation needs; and
5. That, considering the improvements recommended to NCTD and the efforts by NCTD to implement such recommendations (such improvements and recommendations are included in the attachments to Item X, of the June 28, 2024 Board meeting, which are incorporated herein by reference), the Board does hereby find that NCTD has made a reasonable effort to implement the productivity improvements recommended pursuant to Public Utilities Code section 99244;
6. That the Board does hereby find that NCTD is in compliance with the eligibility requirements of Public Utilities Code section 99314.6.
7. That the Board does hereby approve the allocation of STA to the following claimants for purposes listed below:

Claim No.	Claimant	Allocation
------------------	-----------------	-------------------

25041003	NCTD	
	Operating	\$12,480,677
	Capital	<u>1,728,018</u>
	Total	\$14,208,695

8. That the Board does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions to the San Diego County Auditor as are necessary and legal for payment of this claim.

PASSED AND ADOPTED this 28th of June 2024.

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.

June 21, 2024

FY 2024 Transportation Development Act Claim Amendment

Overview

Each year the Board of Directors approves the annual claims for the Transportation Development Act (TDA) program. Per [SANDAG Board Policy No. 001: Allocation of Responsibilities](#), the Transportation Committee is delegated the authority to approve TDA claim amendments. North County Transit District (NCTD) financial projections indicate that total FY 2024 operating expenditures will be under budget. Accordingly, NCTD is submitting an FY 2024 Article 4 claim amendment to reallocate operations funding to capital.

Key Considerations

The TDA program is the major funding source that supports the region's public transit operators and nonmotorized transportation projects, like bicycle and pedestrian projects. TDA funds come from a quarter of a percent of state sales tax assessed in the region.

In February 24, 2023 ([Agenda Item No.11](#)), the Board approved the FY 2024 funding estimates for TDA. Subsequently, the Board approved the FY 2024 NCTD claim on June 23, 2023 ([Agenda Item No. 6](#)).

An allocation revision is required when estimates are revised or when an operator wishes to use the funds for a purpose other than the one for which they were originally allocated. An example of this would be the use of operating funds to support a capital project. Claim amendments require approval by the transit agency board and then approval by SANDAG.

Consistent with the above requirements, NCTD has submitted a FY 2024 TDA claim amendment (Attachment 1) for Transportation Committee adoption. The NCTD claim amendment reprograms \$8,656,261 from Operations (non-ADA) to Capital. The total NCTD claim amount remains unchanged.

Next Steps

Upon Transportation Committee approval, staff will submit the revised claim to the County Auditor to disburse monies in accordance with the approved allocation instructions.

Kimberly Trammel, Director of Accounting and Finance

Attachments:

1. NCTD FY 2024 Article 4 Amended Annual TDA Claim Letter
2. Resolution No. 2024-30: Resolution Approving the Revision to FY 2024 Transportation Development Act Funds Article 4 Fixed Route General Public Transit Service

Action: **Adopt**

The Transportation Committee is asked to adopt Resolution No. 2024-30, approving the FY 2024 Transportation Development Act claim amendment for the North County Transit District.

Fiscal Impact:

None. The total NCTD claim amount remains unchanged. The claim amendment seeks to reallocate operations funding to capital.

Schedule/Scope Impact:

TDA funding may be used for various transit planning, programming, and administrative-related expenses; funding of bike and pedestrian facilities; and support of community transit services.



810 Mission Avenue
Oceanside, CA 92054
(760) 966-6500
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GoNCTD.com

May 1, 2024

Mr. Andre Douzdjian
Chief Financial Officer
San Diego Association of Governments
401 B. Street, Suite 800
San Diego, CA 92101-4231
Sent Via Electronic Mail: andre.douzdjian@sandag.org

Subject: FY2024 Amended Article 4 Transportation Development Act (TDA) Claim Form

Dear Mr. Douzdjian:

Under the North County Transit District's (NCTD) Board Policy No. 19, which establishes the delegation of authority from the NCTD Board of Directors (Board) to the Chief Executive Officer, the Chief Executive Officer can execute all documents required by any local, state, or federal agency that provides operating or capital funds for NCTD's use, including Transportation Development Act (TDA) claims.

On February 24, 2023, the San Diego Association of Governments (SANDAG) Board of Directors approved the allocation of NCTDs' Fiscal Year 2024 (FY2024) Article 4 TDA Claim Form, which allocated \$49,716,261 to support non-ADA operations and \$3,000,000 to support ADA operations (total claim of \$ \$52,716,261).

NCTD's preliminary financial projections indicate that total FY2024 expenditures will be under budget. NCTD is hereby submitting an FY2024 Amended Annual Article 4 TDA Claim Form that reprograms \$8,656,261 from non-ADA operations to Capital in support of NCTD's ongoing state of good repair capital needs (total claim remains unchanged at \$52,716,261).

If you have any questions or need additional information, please contact Eun Park-Lynch, Chief Financial Officer, at (760) 967-2858.

Sincerely,

A handwritten signature in black ink, appearing to read "Shawn Donaghy".

Shawn Donaghy
Chief Executive Officer

Attachment: FY2024 Amended Annual Article 4 TDA Claim Form

cc: Susan Huntington, Director Financial Planning Budgets and Grants, SANDAG
Zara Sadeghian, Senior Financial Programming and Project Control Analyst,
SANDAG
Marcus Pascual, Senior Accountant, SANDAG
Wanbin Jiang, Accountant II, SANDAG
Eun Park-Lynch, Chief Financial Officer, NCTD
Pete Kovacevic, Accounting Manager - Projects, and Grants, NCTD

AMENDED ANNUAL TDA CLAIM FORMFY 2024A. CLAIMANT: North County Transit DistrictB. TYPE OF CLAIM: (check one)

- () Article 3 - Bicycle and Pedestrian Facilities (99234)
 (X) Article 4 - Support Public Transportation Systems (99260)
 () Article 4.5 - Community Transportation Services (99275)
 () Article 8 - Multimodal Transportation Terminals (99400.5)
 () Article 8 - Express Bus Services/Vanpool Services (99400.6)
 () Article 8 - Local Street and Road Projects (99400)
 () Article 8 - Commuter Ferry Service (99400.7)

C. <u>AMOUNT OF CLAIM</u>	<u>Previous Claim</u>	<u>Amendment</u>	<u>Revised Claim</u>
Operations (Non-ADA)	\$49,716,261	(\$8,656,261)	\$41,060,000
Operations (ADA)	\$3,000,000		\$3,000,000
Capital		\$8,656,261	\$8,656,261
Debt Service			\$0
Planning			\$0
Administration			\$0
TOTAL:	\$52,716,261	\$0	\$52,716,261

D. CONDITIONS OF APPROVAL:

It is understood by this Claimant that payment of the claim is subject to approval by SANDAG and to such monies being 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.

E. AUTHORIZED REPRESENTATIVE/CONTACT

DocuSigned by:


 2CF376D0CB094B4...
 (Signature)

5/1/2024

Shawn Donaghy

(Print of type name)

Chief Executive Officer

(Title)

810 Mission Avenue, Oceanside, CA 92054

(Address)

760-967-2869

(Phone)

F. PAYMENT RECIPIENT

North County Transit District

(Claimant)

810 Mission Avenue

(Mailing Address)

Oceanside, CA 92054

(City and zip code)

Eun Park-Lynch

(Name)

Chief Financial Officer

(Title)

(Date Signed)

SANDAG USE ONLY:

1. Claim number _____
 2. Date Approved _____
 3. Resolution No. _____
 4. Amount Approved for Payment _____
 5. Amount approved for Reserve _____
- If Required:
6. Date Approved by MTDB _____
 7. MTDB Resolution Number _____

Resolution No. 2024-30

Resolution Approving the Revision to FY 2024 Transportation Development Act Funds Article 4 Fixed Route General Public Transit Service

WHEREAS, the Transportation Development Act (TDA) claimants listed below have submitted claims for FY 2024 TDA funds as listed below pursuant to Chapter 4, Article 4, of the Public Utilities Code (PUC);

WHEREAS, on June 23, 2023, the San Diego Association of Governments (SANDAG) approved allocations of TDA funds in accordance with such claims via Resolution 2023-18; and

WHEREAS, pursuant to Section 29532 of the Government Code (GC), SANDAG has analyzed the revised claims and determined that the claims conform substantially to the provisions of the TDA of 1971, as amended; and

WHEREAS, pursuant to Section 99235(d) of the California PUC, SANDAG may revise its allocation and related instructions when the financial needs of the claimant differ from those at the time of the allocation due to changed circumstances;

WHEREAS, the NCTD letter dated May 1, 2024 (Attachment 1) identify that NCTD's current FY 2024 financial needs differ from their original FY 2024 TDA claim as more specifically described in that letter; and

WHEREAS, SANDAG finds these revised claims for FY 2024 to be in conformance with the Regional Transportation Plan; NOW THEREFORE

BE IT RESOLVED by the Transportation Committee as follows:

1. That the Transportation Committee, pursuant to SANDAG Board Policy No. 001, Section 4.1.4, as well as GC 29532 and PUC 99235(d), does hereby approve the revisions of TDA fund allocations to the following claimants for purposes listed below:

Claim No.	Claimant	Original Allocation	Adjustment +(-)	Revised Allocation
24031000	Metropolitan Transit System (MTS)			
	Operating (fixed route)	\$80,205,444	-\$0-	\$80,205,444
	Operating (ADA)	\$4,430,875	-\$0-	\$4,430,875
	Capital	<u>\$42,656,085</u>	<u>-\$0-</u>	<u>\$42,656,085</u>
	Total	\$127,292,404	-\$0-	\$127,292,404
24041000	North County Transit District (NCTD)			
	Operating (fixed route)	\$49,716,261	(\$8,656,261)	\$41,060,000
	Operating (ADA)	\$3,000,000	-\$0-	\$3,000,000
	Capital	<u>-\$0-</u>	<u>\$8,656,261</u>	<u>\$8,656,261</u>
	Total	\$52,716,261	\$0	\$52,716,261
	SANDAG			
24031004	Admin/Planning Transfer from MTS	\$2,651,202	-\$0-	\$2,651,202
24031004	Capital Transfer from MTS	\$278,570	-\$0-	\$278,570
24041002	Capital Transfer from NCTD	-\$0-	-\$0-	-\$0-
24041002	Admin/Planning Transfer from NCTD	<u>\$898,040</u>	<u>-\$0-</u>	<u>\$898,040</u>
	Total	\$3,827,812	\$0	\$3,827,812

2. That the Transportation Committee does hereby authorize the Chief Executive Officer to prepare and transmit allocation instructions and payment schedules to the San Diego County Auditor as are necessary and legal for payment of these claims.

PASSED AND ADOPTED this 21st day of June 2024.

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.

June 21, 2024

2023 Regional Transportation Improvement Program Amendment No. 13 and Air Quality Conformity Re- determination

Overview

The Regional Transportation Improvement Program (RTIP) is a five-year document that reflects funding sources, project phases, and fiscal years of implementation for all transportation-related projects in the San Diego region that: (1) use federal, state, or TransNet funds; (2) increase capacity of the transportation system; or (3) are regionally significant. SANDAG develops the RTIP based on projects included in the 2021 Regional Plan, as submitted by member agencies (local jurisdictions, transit agencies, Caltrans).

The [2023 RTIP](#) covers FY 2023 – FY 2027 and is fiscally constrained, meaning that enough revenue is committed or reasonably assumed to be available from local, state, and/or federal sources for each phase of the project that is included in the RTIP. Amendments are made to the RTIP on a quarterly (or as-needed) basis to reflect funding or scope changes.

Action: Recommend

The Transportation Committee is asked to recommend that the Board of Directors adopt Resolution No. 2024-31, approving Amendment No. 13 to the 2023 Regional Transportation Improvement Program and adopting the air quality conformity re-determination.

Fiscal Impact:

There are no changes to funding in this amendment.

Schedule/Scope Impact:

Amendment No. 13 includes changes to the Open to Traffic dates on six projects in the program being completed by four agencies.

Key Considerations

Four agencies have requested revised open to traffic dates for their respective projects that are included in the 2023 RTIP and Amended 2021 Regional Plan. Amendment No. 13 to the 2023 RTIP incorporates those revised open to traffic dates. In addition, SANDAG is required to determine consistency of the RTIP with the latest update to the Regional Plan, which was amended by the Board on October 13, 2023. Amendment No. 13 also establishes that consistency and re-determines conformity for the Amended 2021 Regional Plan.

Amendment No. 13, including the financial capacity analysis and air quality conformity analysis, can be found at: [2023 RTIP Amendment No. 13](#). Attachment 1 includes Resolution 2024-31. Attachment 2 highlights the projects in Amendment No. 13 with updated Open to Traffic dates. The 2023 RTIP can be found in its entirety at sandag.org/RTIP.

Next Steps

Pending Transportation Committee action, the Board of Directors will be asked to adopt Resolution No. 2024-31 at its meeting on June 28, 2024.

Susan Huntington, Director of Financial Planning, Budgets and Grants

Attachments: 1. Resolution No. 2024-31
 2. Table 1 – Summary of Changes Report – Amendment No. 13



San Diego, CA 92101
Phone (619) 699-1900
Fax (619) 699-1905
sandag.org

Resolution No. 2024-31

Approving Amendment No. 13 to the 2023 Regional Transportation Improvement Program and Adopting the Air Quality Conformity Re-determination

WHEREAS, the San Diego Association of Governments (SANDAG) is the federally designated Metropolitan Planning Organization (MPO), pursuant to Title 23 United States Code (USC) Sections 135(a) and (g), for the San Diego County region; and

WHEREAS, Title 23, Part 450 and Title 49, Part 613 of the Code of Federal Regulations (CFR) require SANDAG, as the MPO, to prepare and update a long-range regional transportation plan and regional transportation improvement program; and

WHEREAS, on December 10, 2021, SANDAG adopted the 2021 Regional Plan, which serves as the region's regional transportation plan; and found the 2021 Regional Plan in conformance with the applicable State Implementation Plan (SIP), and with the 2016 Regional Air Quality Strategy (RAQS), in accordance with California law; and

WHEREAS, on January 28, 2022, the U.S. Department of Transportation (U.S. DOT) determined the 2021 Regional Plan to be in conformance to the applicable SIP in accordance with the provisions of 40 CFR Parts 51 and 93; and

WHEREAS, on September 23, 2022, SANDAG adopted the 2023 Regional Transportation Improvement Program (RTIP) and found the 2023 RTIP in conformance with the applicable SIP, and with the 2016 RAQS, in accordance with California law; and

WHEREAS, on December 16, 2022, the U.S. DOT determined the 2023 RTIP to be in conformance to the applicable SIP in accordance with the provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93; and

WHEREAS, on October 13, 2023, SANDAG adopted the Amendment to the 2021 Regional Plan (Amended 2021 Regional Plan) and found the 2021 Regional Plan in conformance with the applicable SIP and with the 2022 RAQS, in accordance with California law; and

WHEREAS, certain jurisdictions have requested revised open to traffic dates for their respective projects included in the Amended 2021 Regional Plan and the 2023 RTIP; and

WHEREAS, the 2023 RTIP programs funding for projects each year over five years while the Amended 2021 Regional Plan organizes projects into phases spanning several years; and

WHEREAS, no revisions to the Amended 2021 Regional Plan are necessary because the revised open to traffic dates do not move the projects into a different phase, however, the revised dates require modifications to the 2023 RTIP which have been incorporated into Amendment No. 13; and

WHEREAS, the 2023 RTIP Amendment No. 13 projects have been developed from the Amended 2021 Regional Plan and satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable metropolitan transportation planning requirements per 23 CFR Part 450, including the performance-based planning requirements; and

WHEREAS, the regionally significant, capacity increasing projects have been incorporated into the quantitative air quality emissions analysis and conformity findings conducted for the amended 2021 Regional Plan and the 2023 RTIP Amendment No. 13; and

WHEREAS, 2023 RTIP Amendment No. 13 continues to provide for timely implementation of transportation control measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that the implementation of the RTIP projects and programs meet all the federally required emissions budget targets; and

WHEREAS, projects in Amendment No. 13 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including all performance-based planning requirements; and

WHEREAS, all other projects in Amendment No. 13 are either non-capacity increasing or exempt from the requirements to determine conformity; and

WHEREAS, the 2023 RTIP Amendment No. 13 is fiscally constrained as shown in Chapter 2 of Amendment No. 13; and

WHEREAS, the public and affected agencies have been provided notice of and an opportunity to comment on the 2023 RTIP Amendment No. 13 and its air quality conformity determination and the redetermination of the Amended 2021 Regional Plan; and

NOW THEREFORE BE IT RESOLVED that the SANDAG Board of Directors finds the 2023 RTIP, including Amendment No. 13, is consistent with the Amended 2021 Regional Plan, is in conformance with the applicable SIP and with the 2022 RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and was developed consistent with the SANDAG Public Participation Plan; and

BE IT FURTHER RESOLVED that the SANDAG Board of Directors finds Amended 2021 Regional Plan is in conformance with all applicable SIP requirements for air quality, and the emissions budgets included in the 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County (October 2020), in accordance with the transportation conformity requirements contained in 40 CFR Part 51 and Part 93, as required by Section 176(c) of the federal Clean Air Act (42 U.S.C. Sec 7506) as amended, and the 2015 revisions to the National Ambient Air Quality Standards for ground-level ozone pursuant to Sections 108 and 109 of the Clean Air Act (42 U.S.C. Sec 7408 and Sec 7409) as amended, as well as the 2022 RAQS, in accordance with California law; and

BE IT FURTHER RESOLVED that the SANDAG Board of Directors does hereby approve Amendment No. 13 to the 2023 RTIP and its air quality conformity determination, and the redetermination of conformity for the Amended 2021 Regional Plan.

PASSED AND ADOPTED this ___ day of June 2024.

Attest:

Chair

Secretary

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

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

DRAFT

Table 1 - Summary of Changes Report (\$000)
2023 RTIP Amendment No. 13

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
CAL68	Caltrans	SR 94/125 Interchange and Arterial Operational Improvements	\$34,240,000	\$34,240,000	\$0	0%	Changed OTT date, no change to funding, no change to scope
CAL114	Caltrans	I-5/SR 56 Interchange	\$38,621,952	\$38,621,952	\$0	0%	Changed OTT date, no change to funding, no change to scope
CB32	Carlsbad, City of	El Camino Real Widening - Poinsettia to Camino Vida Roble	\$4,595,000	\$4,595,000	\$0	0%	Changed OTT date, no change to funding, no change to scope
CB59	Carlsbad, City of	El Camino Real Widening - Sunny Creek to Jackspar	\$5,010,000	\$5,010,000	\$0	0%	Changed OTT date, no change to funding, no change to scope
ESC08	Escondido, City of	Felicita Ave/Juniper Street	\$4,721,760	\$4,721,760	\$0	0%	Changed OTT date, no change to funding, no change to scope
SM31	San Marcos, City of	San Marcos Creek Specific Plan - Discovery St. Widening and Flood Control Improvements #88265	\$13,529,207	\$13,529,207	\$0	0%	Changed OTT date, no change to funding, no change to scope

LEGEND:
 ↑ Increase
 ↓ Reduce
 ↔ Revise
 + Add new

June 21, 2024

Annual Public Transit Report

Overview

Assembly Bill 805 (Gonzalez, 2017) requires the Board of Directors to provide a report, developed through the Transportation Committee, to the State Legislature on or before July 1 of each year that outlines the region's public transit needs, transit funding criteria, recommended transit funding levels, additional work on public transit, and funds spent explicitly on public transportation.

Key Considerations

This report reflects the status of the San Diego region's public transportation system in place during Fiscal Year 2023 (July 1, 2022 through June 30, 2023). As San Diego continued to recover from the COVID-19 pandemic, SANDAG began implementing transit projects from the 2021 Regional Plan and continued popular services and programs countywide.

In 2022, SANDAG celebrated the first anniversary of the Mid-Coast Trolley Extension. The Blue Line continues to host the highest ridership of any transit line in the region and remains a top performer compared to other light rail lines nationally.

In partnership with MTS, NCTD, and local community-based organizations, SANDAG extended the Youth Opportunity Pass pilot program, providing two additional years of free public transit service to anyone in the region 18 and under. This investment in our region's youth is already paying off, with over 9 million rides provided in Fiscal Year 2023 and a culture of transit continuing to take shape.

SANDAG broke ground on the Border to Bayshore Bikeway, which will connect the San Ysidro Port of Entry with the Imperial Beach segment of the Bayshore Bikeway and completed 75% of the Pershing Bikeway. The bikeways will provide nine new miles of safe connections for people using bicycles and other active transportation options.

This report also contains information regarding regional needs for public transit and active transportation and regionwide annual expenditures. These figures are compiled from SANDAG's 2021 Regional Plan, the Regional Transportation Improvement Program, and SANDAG, MTS, and NCTD reports.

Next Steps

Pending the recommendation of the Transportation Committee, the Board of Directors is scheduled to consider this report at its June 28, 2024, meeting for submission to the State Legislature. In accordance with amendments in Senate Bill 891 (2023), the report for Fiscal Year 2024 and subsequent years will be completed earlier, with a due date of December 31, following the conclusion of the fiscal year.

Antoinette Meier, Senior Director of Regional Planning

Attachment: 1. Annual Report on Public Transit in the San Diego Region, FY 2023 (with appendices)

Action: **Recommend**

The Transportation Committee is asked to recommend that the Board of Directors approve the report for submission to the state legislature.

Fiscal Impact: Staff effort on this report is funded through existing funding in OWP 3320100.

Schedule/Scope Impact: The report must be submitted to the state legislature by July 1, 2024.

Fiscal Year 2023 Annual Report to the Legislature on Public Transit in the San Diego Region

Assembly Bill 805 (Gonzalez, 2017) requires the SANDAG Board of Directors to provide an annual report, developed through the Transportation Committee, to the State Legislature that outlines the region's efforts to support public transportation. The legislation, its criteria, and all required data are detailed in this report's appendices.

Implementing the 2021 Regional Plan

Throughout Fiscal Year 2023, SANDAG has taken steps to implement the Regional Plan's vision for providing convenient and timely transit options. In FY 2023, SANDAG began planning for three new Next Generation *Rapid* routes identified in the Regional Plan. *Rapid* routes provide fast and frequent connections to regional destinations, transit connections, education opportunities, and healthcare. SANDAG finalized this study at the end of Fiscal Year 2024.

The 2021 Regional Plan identified the concept of "Flexible Fleets," offering new options for getting to and from transit and for short trips within the community via shared mobility services. New flexible fleet services launched in the summer of 2023, improving transit access to our popular beach communities. SANDAG continues to work with local jurisdictions and community organizations to increase the availability of flexible fleet services across the region.

This year, SANDAG began advanced planning for the Purple Line—a new high-speed transit line from the U.S.-Mexico border to Sorrento Mesa via National City, City Heights, and Kearny Mesa. The Purple Line will provide vital service to disadvantaged and marginalized communities and significantly reduce travel times within the surrounding areas.

Building a robust network of active transportation will help make our region safer, more sustainable, and healthier for all. In 2023, SANDAG continued construction work on regional bikeways in the cities of San Diego and Imperial Beach: the Pershing Bikeway through Balboa Park, the Barrio Logan segment of the Bayshore Bikeway, and the Border to Bayshore Bikeway connecting the San Ysidro Port of Entry to the regional bikeway network. These bikeways are slated to open in the coming years and will improve safety and connectivity throughout the region.¹

SANDAG's Youth Opportunity Pass completed its first year, providing free public transit access to all youth 18 and under throughout the San Diego region. This partnership with our local transit operators, MTS and NCTD, has been extremely successful. In Fiscal Year 2023, the Youth Opportunity Pass provided over 9 million rides to San Diego youth, taking them to school, to internships, to the beach, and to visit friends and family. SANDAG has approved funding to continue the Youth Opportunity Pass program for at least two more years and will continue working with our local and state partners to provide this program permanently for the youth of San Diego.

¹ [SANDAG TransNet Regional Bike Projects](#)

Looking Forward

In October 2023 the SANDAG Board approved funding to advance planning for six *Rapid* routes, new Flexible Fleet pilots, and ongoing construction of regional bikeways.

The Blue Line trolley and the transit center in San Ysidro are also slated for improvements. The future San Ysidro Mobility Hub will be able to host an enhanced Blue Line Trolley, the new Purple Line, and improved local and *Rapid* bus service. These improvements are designed to enhance the experience of people traveling throughout our binational region.

Fiscal Cliff

Like other transit agencies around the state MTS and NCTD are still recovering from the impact of the pandemic and rely on funding from federal and state sources. Sustainable sources of funding are needed to both provide high-quality service and continue to deliver planned improvements. SANDAG and our operating partners in the region are actively working with partner agencies around the state to advocate for funding for transit operations, including participating in statewide listening sessions, coordinating on funding allocation discussions, and maintaining a strong presence in Sacramento.

Transit operators in San Diego estimate that their federal funding will dry up by 2027, just three years from now.² With local revenue still reduced from recovering ridership and costs increasing due to inflation, MTS and NCTD have started to make contingency plans for their operations should that deadline arrive without a viable replacement in place. Options include reducing existing transit service, delaying planned capital projects and increasing fares.

In 2023, new state transit assistance was approved through SB 125, providing relief to transit agencies across the state and signaling a willingness from the state government to ensure that transit service remains active throughout California. However, due to recent budget issues, this funding has been placed on hold, and our transit operators are once again unsure of their fiscal position. MTS had plans to use SB 125 funding to shore up operations for several more years while also delivering long-awaited capital improvements on the Orange Line trolley and enhancements to frequencies and spans of service systemwide. San Diego will need assistance to continue providing the transit service that our residents and visitors rely on.

² [MTS Board of Directors](#), March 16, 2023, Item 14

Appendix A

Reporting Requirements

Consistent with Section 9795 of the California State Government Code:

(a)(1) Any report required or requested by law to be submitted by a state or local agency to the Members of either house of the Legislature generally, shall instead be submitted as a printed copy to the Secretary of the Senate, as an electronic copy to the Chief Clerk of the Assembly, and as an electronic or printed copy to the Legislative Counsel. Each report shall include a summary of its contents, not to exceed one page in length. If the report is submitted by a state agency, that agency shall also provide an electronic copy of the summary directly to each member of the appropriate house or houses of the Legislature. Notice of receipt of the report shall also be recorded in the journal of the appropriate house or houses of the Legislature by the secretary or clerk of that house.

(2) In addition to and as part of the information made available to the public in electronic form pursuant to [Section 10248](#), the Legislative Counsel shall make available a list of the reports submitted by state and local agencies, as specified in paragraph (1). If the Legislative Counsel receives a request from a member of the public for a report contained in the list, the Legislative Counsel is not required to provide a copy of the report and may refer the requester to the state or local agency that authored the report, or to the California State Library as the final repository of public information.

(b) No report shall be distributed to a Member of the Legislature unless specifically requested by that Member.

(c) Compliance with subdivision (a) shall be deemed to be full compliance with [subdivision \(c\) of Section 10242.5](#).

(d) A state agency report and summary subject to this section shall include an Internet website where the report can be downloaded and telephone number to call to order a hard copy of the report.

A report submitted by a state agency subject to this section shall also be posted at the agency's Internet website.

(e) For purposes of this section, "report" includes any study or audit.

Regional Identified Public Transit Needs

A comprehensive list of transit projects identified by SANDAG and the region's transit operators that would meet the transit needs of the San Diego region is included in the 2021 Regional Plan. The 2021 Regional Plan presents the overall vision for how the San Diego region will grow through 2050, including all the transportation-related investments that will be needed to support that vision.

Each year, the Metropolitan Transit System (MTS) and North County Transit District (NCTD) are required to submit a Service Implementation Plan (SIP) to SANDAG in advance of the budget approval process. The SIPs list the operational changes each transit operator implemented or plans to implement to balance proposed fiscal year budgets.

Regional Public Transit Needs

The 2021 Regional Plan identifies 56 public transit projects across a variety of modes and jurisdictions. These projects include Next Generation Rapid bus, new light rail, new regional rail, streetcar, ferry, mobility hubs, and an airport transit connection. The full list of identified projects is available in [Appendix A of SANDAG's 2021 Regional Plan](#).

The 2021 Regional Plan also identifies 124 active transportation projects that support the regional transit network. These projects include on-street and off-street facilities for bicycles, scooters, pedestrians, and more. The full list of identified projects is available in [Appendix A of SANDAG's 2021 Regional Plan](#).

Operator-Identified Service Area Needs

MTS identified 42 projects for transit service improvements in its latest Service Implementation Plan, an element of its annual budgeting process. These improvements include frequency enhancements on bus and rail services, adjustments of certain bus route schedules, and realigned rail service patterns. The full list of identified projects is available in [MTS's 2024 Adopted Fiscal Year Budget](#).

NCTD identified 9 projects for transit service improvements in its latest Service Implementation Plan, an element of its annual budgeting process. These improvements include frequency enhancements on bus and rail services, implemented capital investment plans, bus service modifications, and new paratransit and microtransit service. The full list of identified projects is available in [NCTD's FY 2024 Service Implementation Plan](#).

Transit Project Evaluation Criteria

SANDAG prioritizes projects and their phasing through the development of project evaluation criteria and network-based performance measures as part of the 2021 Regional Plan, among other factors. Input for the criteria is received through public workshops, as well as from the region's planning directors, the transit operators, SANDAG policy committees, and the Board of Directors.

The project evaluation criteria for the 2021 Regional Plan are organized within the three goals established by the Board of Directors: (1) Environment & Quality of Life; (2) Mobility & Safety; and (3) Economy. Each individual criterion is nested into one of the three goals. The full list of criteria is available in [Appendix T of SANDAG's 2021 Regional Plan](#).

Additional Work on Public Transit

In addition to the regular work that SANDAG undertakes as part of its core mission to develop transportation programs and projects, there are a variety of additional efforts that are undertaken at the direction of the SANDAG Board of Directors which are transit supportive. The transit supportive studies and work that SANDAG implemented in FY 2023 total \$29.9 million. The full list of expenditures is available in Chapters 2 and 5 of [SANDAG's Fiscal Year 2024 Budget](#).

Recommended Transit Funding Levels

SANDAG, as the Metropolitan Planning Organization and the Regional Transportation Planning Agency, is required by state and federal laws to develop and adopt a Regional Transportation Improvement Program (RTIP). The RTIP is a multi-billion-dollar, multi-year program of proposed projects for major transportation improvements in the San Diego Region. All public transit funding that is recommended for expenditure in the five-year period covered by the RTIP is SANDAG Board approved as part of the FY 2023 Transit CIP. The RTIP includes committed funds of \$4.3 million by the region through as far as FY 2033. The full list of expenditures and funding levels is available in [the latest update to the Regional Transportation Improvement Program](#).

Funds Spent Specifically on Public Transit

Each year, SANDAG expends funding on transit-specific projects. Examples of transit-specific projects include the Mid-Coast Trolley, South Bay *Rapid*, and double tracking of the COASTER corridor. MTS and NCTD also expend transit-specific funding, including for operation of transit services, vehicles, and facility replacements. SANDAG's Expenditures total \$138.1 million. MTS expenditures total \$368.6 million. NCTD's expenditures total \$146.6 million. The full list of expenditures is available in [SANDAG's Fiscal Year 2024 Budget](#), as well as the Annual Comprehensive Financial Reports for [MTS](#) and [NCTD](#).

June 21, 2024

2025 Regional Plan: Public Health and Safety

Overview

On June 22, 2022, the Board of Directors adopted [Resolution No. 2023-02](#) directing staff to develop a regional Vision Zero Action Plan (VZAP) to improve traffic safety. On September 22, 2023, the Board also adopted Resolution No. 2024-04 (Attachment 1) directing staff to prioritize “healthy communities and environment for everyone” in the 2025 Regional Plan. As a result, both health and safety were added as goals and policy areas to the initial concept for the 2025 Regional Plan.

Key Considerations

Public Health and Safety Panel

Since the adoption of Resolution No. 2024-04, a health policy was incorporated into the initial concept for the 2025 Regional Plan. The policy focuses on health impacts on disadvantaged communities that have historically borne a disproportionate share of pollution caused by transportation sectors. Staff will describe how the health policy would be implemented through the proposed investments in the Regional Plan.

Additionally, a panel of experts on air quality and public health will discuss regional air quality issues and the associated public health challenges. The panel will also discuss the relationship between health, safety, and our built environment and opportunities to improve health and safety through projects and programs that reduce pollution and increase physical activity.

Vision Zero Update

Since the adoption of [Resolution No. 2023-02](#), staff has made significant progress on developing a regional Vision Zero Action Plan (VZAP). With grant funding from the US DOT, SANDAG convened an expert taskforce to guide the development of a VZAP; collected and analyzed traffic safety data; developed a public facing dashboard to guide regional and local planning; and developed a framework for the VZAP that will be finalized later this year and incorporated into the 2025 Regional Plan. Projects in the VZAP will be eligible for competitive federal and state funding programs. The VZAP is being developed in close partnership with local jurisdictions, Caltrans, and simultaneous development of a local and tribal safety action plan with the City of Vista and La Jolla Band of Luiseño Indians, respectively.

Next Steps

[Health](#) and [safety](#) will continue to be prioritized through the development of the 2025 Regional Plan. The VZAP will be finalized in fall 2024 and projects, programs, and policies that support safe and healthy communities are being integrated into the development of the 2025 Regional Plan.

Antoinette Meier, Senior Director of Regional Planning

Attachment: 1. SANDAG Resolution No. 2024-04

Action: Information

Staff and expert panelists will discuss opportunities to address public health and safety through the 2025 Regional Plan. Staff will also present an update on its work related to safety in the Vision Zero Action Plan.

Fiscal Impact:

Development of the 2025 Regional Plan is funded under Overall Work Program Project Nos. 3103000 and 3100406. The Vision Zero Action Plan is funded through a Safe Streets for All grant and OWP 3102700.

Schedule Impact:

The Vision Zero Action Plan is scheduled to be completed in Fall 2024. The 2025 Regional Plan is being developed and is expected to be brought to the Board of Directors for consideration in late 2025.



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 San Diego, CA 92101
 Phone (619) 699-1900
 Fax (619) 699-1905
 sandag.org

Resolution No. 2024-04

A Resolution of the SANDAG Board of Directors Relating to the 2025 Regional Plan

WHEREAS, SANDAG is preparing the 2025 Regional Plan (2025 RP) that is the long-term blueprint for transportation in the San Diego region that reimagines how people, goods and services move in the 21st century; and

WHEREAS, Assembly Bill 617 (C. Garcia, 2017) resulted in the establishment of the San Diego County Air Pollution Control District's (APCD) 2021 Community Emissions Reduction Plan for Portside Environmental Justice Neighborhoods (CERP) that contains information and strategies intended to reduce both air pollution emissions and community exposure to air pollution in the Portside Community with specific goals by 2031; and

WHEREAS, the California Office of Environmental Health Hazard Assessment (OEHHA) has developed a screening/mapping tool to identify California communities that are most affected by many sources of pollutants called the California Communities Environmental Health Screening Tool (CalEnviroScreen); and

WHEREAS, any new regional vision should consider reducing the health impacts caused by the transportation sector with goals within a reasonable time especially in the most affected communities; and

WHEREAS, small particulate pollution, less than 2.5 microns, referred to as PM 2.5 can travel deep into the lungs and cause various health problems including heart and lung disease with the most harm to children, the elderly, and people suffering from heart or lung disease, asthma or chronic illness; and

WHEREAS, diesel particulate material (Diesel PM) is the smaller part of PM 2.5 that is a carcinogen-laden soot that deposits deep in the lungs, and it is estimated that about 70% of total known cancer risk related to air toxics in California is attributable to Diesel PM.; and

WHEREAS, experts are concerned about people living and working near ports, warehouse distribution centers and other freight corridors, where asthma rates and cancer risk there can be so elevated that physicians have labeled them the "diesel death zone"; and

WHEREAS, CalEnviroScreen maps have identified Diesel PM by census tracts and that those with 75th percentile scores or higher include residential neighborhoods to places for employment in, San Diego, Chula Vista, National City, Coronado, Carlsbad, Escondido, Encinitas, Solana Beach, San Marcos, La Mesa, Lemon Grove El Cajon and unincorporated portions of San Diego County; and

WHEREAS, the California Air Resources Board has estimated that the Diesel PM reduction policies in place so far will save hundreds of lives, thousands of hospital visits resulting in billions of dollars in health care savings in the years ahead; and

WHEREAS, Will Barrett, National Director of the American Lung Association has stated, “We found 735 billion dollars in public health benefits is on the table if we make strong investments in cleaning up the truck sector, partnering that with clean energy and really making a strong push to zero emission technology,” and The American Lung Association’s “Delivering Clean Air” report estimates nearly 67,000 premature deaths can be avoided if diesel pollution is eliminated, which would mean 1.75 million fewer asthma attacks and 8.5 million fewer missed workdays linked to pollution related illnesses.

NOW THEREFORE BE IT RESOLVED that the SANDAG Board of Directors directs its staff to consider the following when preparing the draft 2025 RP:

- (1) Prioritize the goal of “Healthy communities and environment for everyone” through the reductions of harmful air pollutants from on-road transportation through programs, policies and pilot projects in the census tracts identified with Diesel PM scores in the 75th percentile or higher per the current CalEnviroScreen maps and data;
- (2) The health impacts, with an emphasis on disadvantaged communities that have historically borne a disproportionate share of pollution caused by transportation; and
- (3) Support goals 1-6 of the [APCD CERP](#) as they relate to the 2025 RP; and

NOW THEREFORE BE IT FURTHER RESOLVED that nothing in this resolution is intended to mandate the contents of the 2025 RP or its Environmental Impact Report or otherwise establish SANDAG policy prior to consideration and adoption of the 2025 RP or certification of its Environmental Impact Report by the Board of Directors.



Chair

Attest:



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.



Regional Safety Planning Updates

Transportation, Borders, and Regional Planning Committee Joint Session | Item 9
Sam Sanford, Senior Regional Planner
June 21, 2024

Background & Overview

- Regional Vision Zero Action Plan
 - Projects
 - Policies
 - Programs
- Updates
 - Data Analysis
 - Safety Network Development



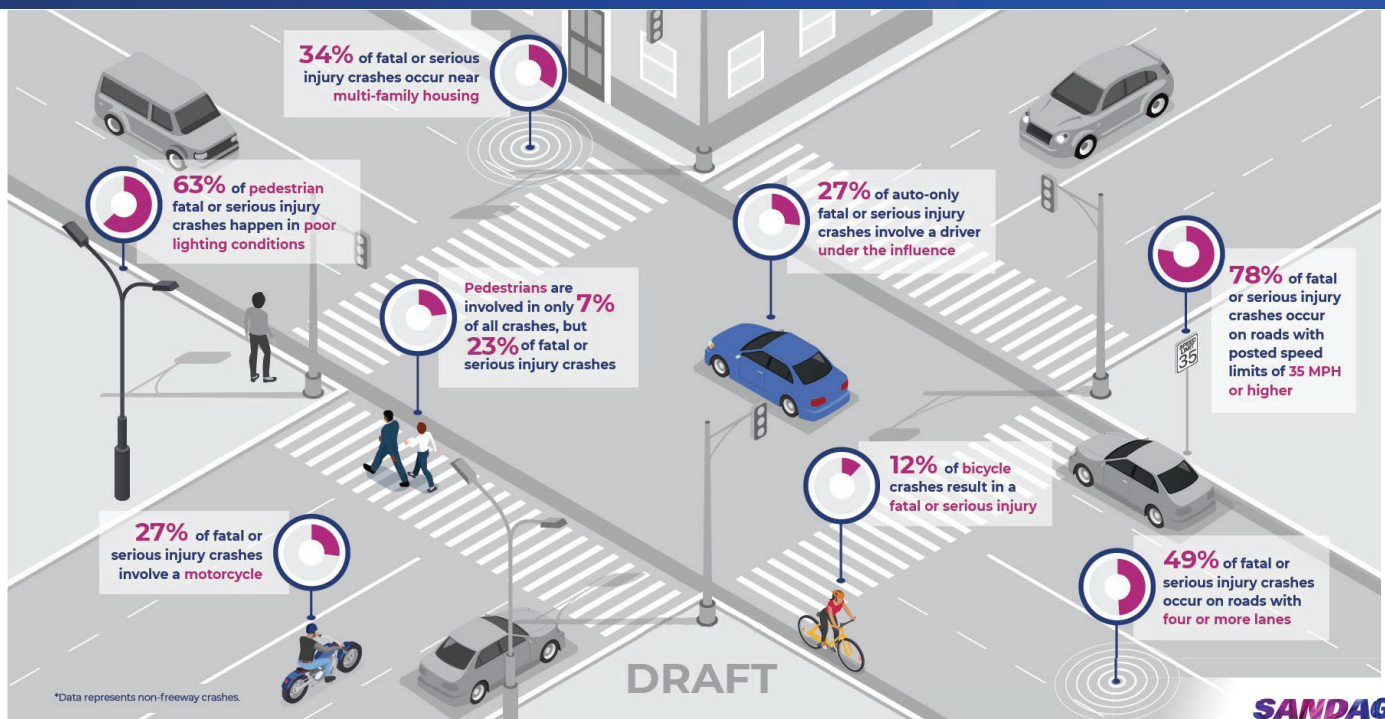
Traffic Safety Dashboard

SANDAG.org/trafficsafety



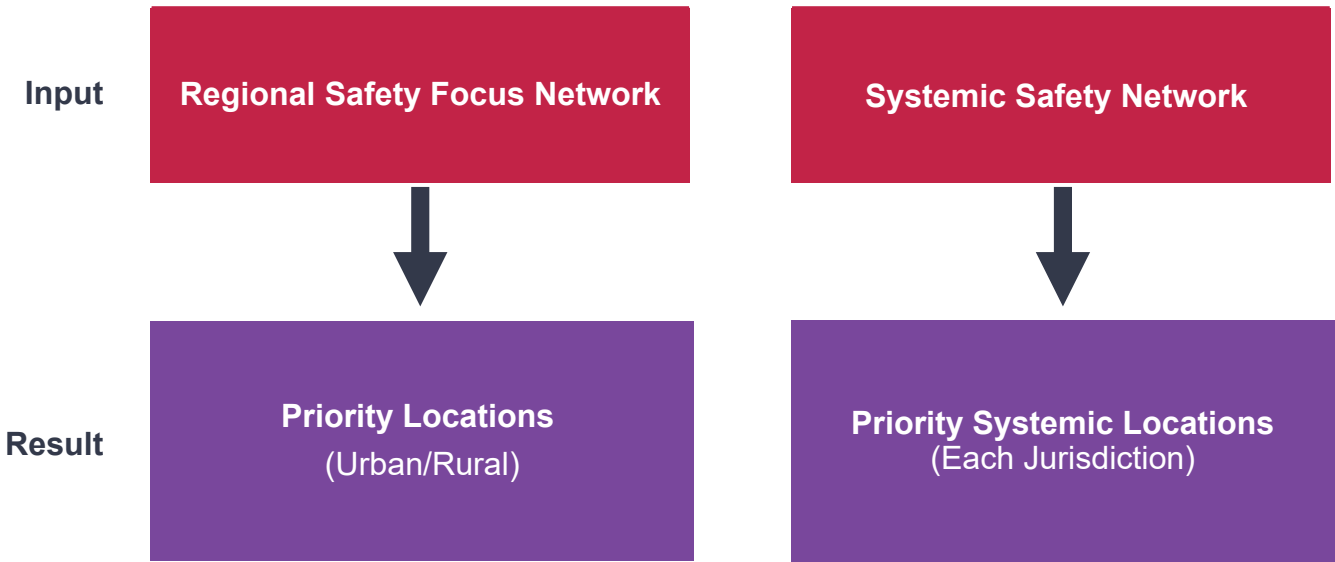
SANDAG | 3

Draft Summary Statistics



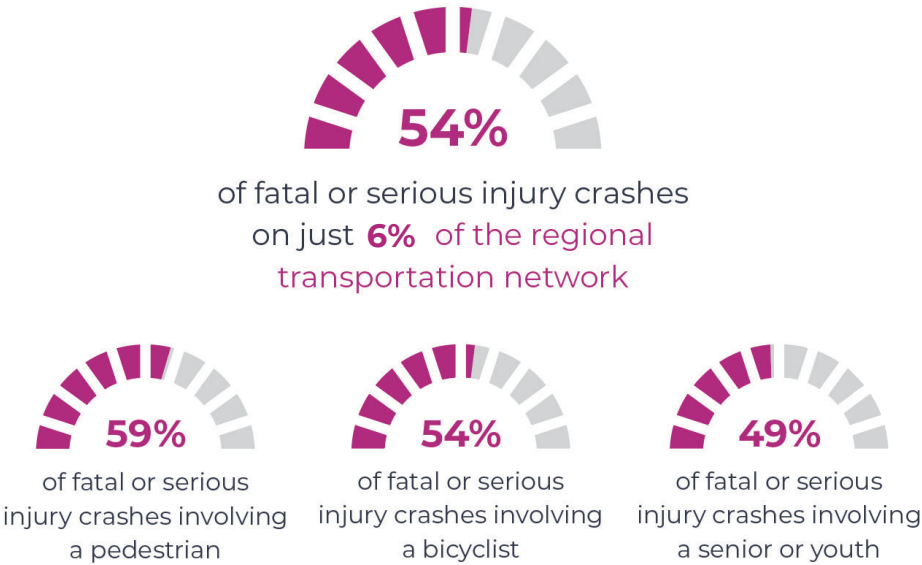
SANDAG | 4

Two Analysis Approaches



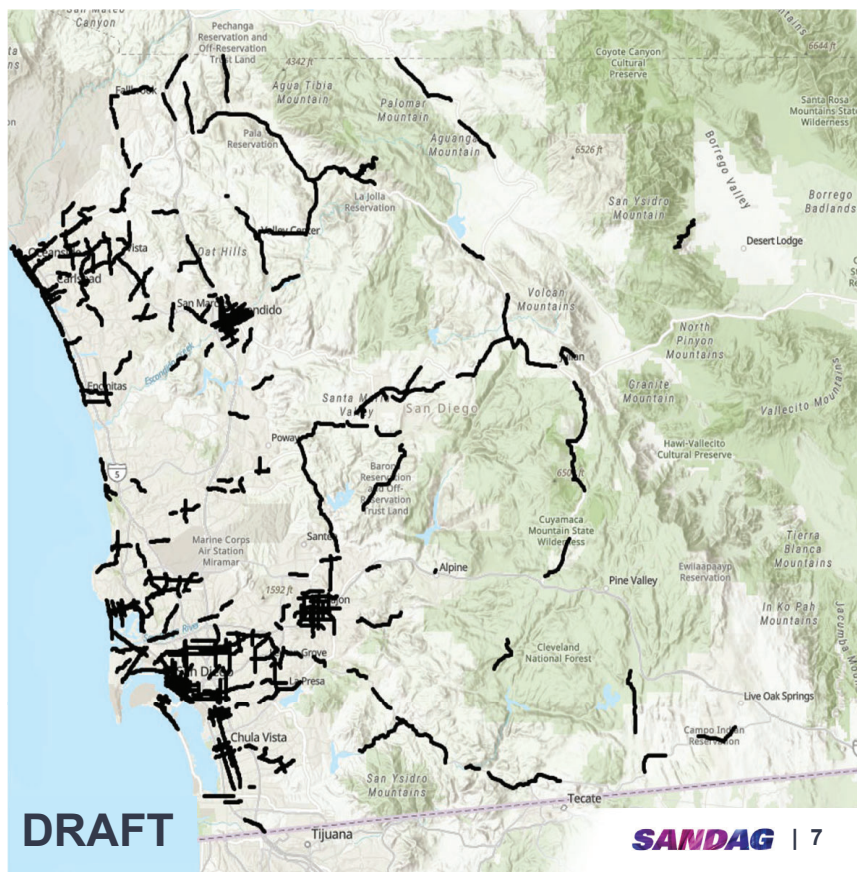
Draft Summary Statistics

The Draft Regional Safety Focus Network Captures:

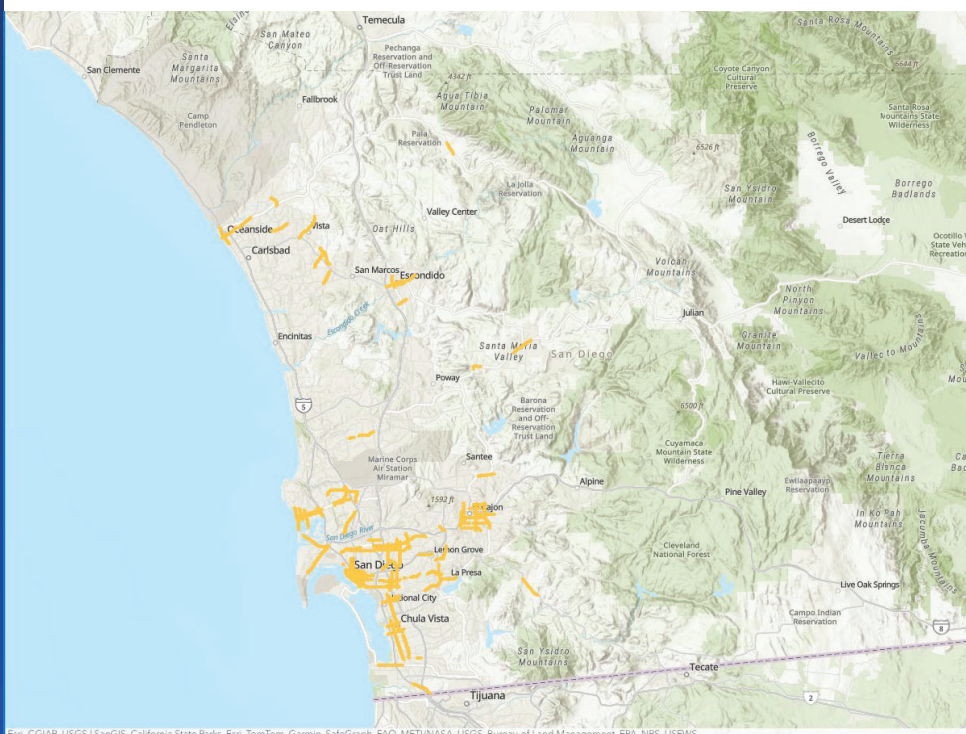


Draft Composite Safety Focus Networks

- 653 miles
- 6% of the region's non-freeway network
- 54% of the region's fatal and serious injury crashes across all modes

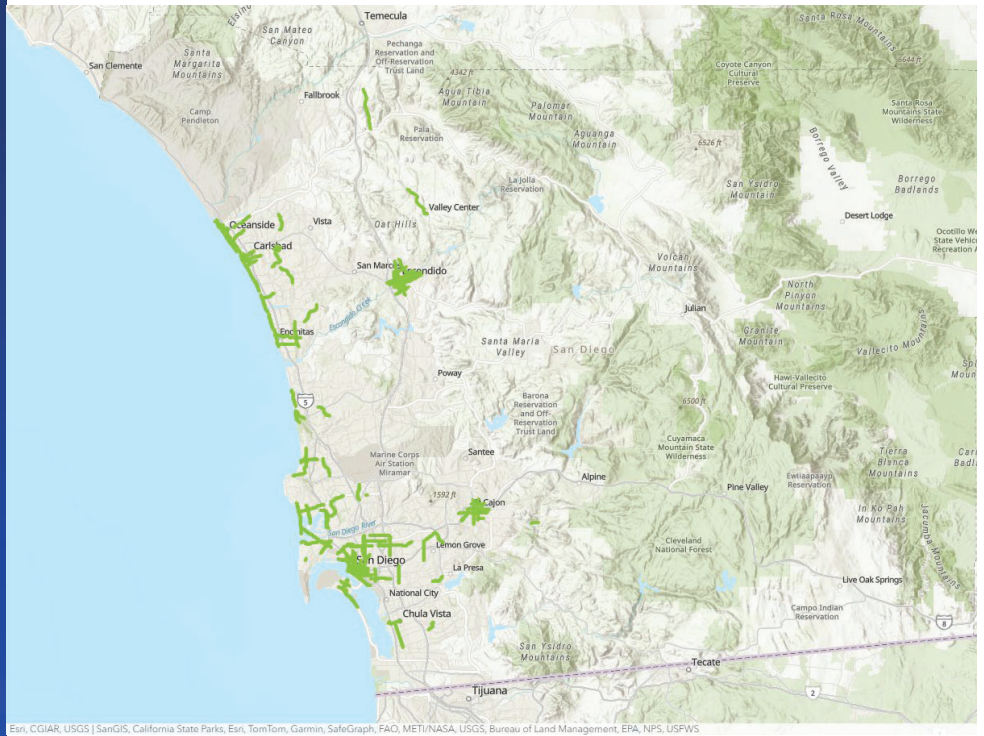


Draft Pedestrian Safety Focus Network



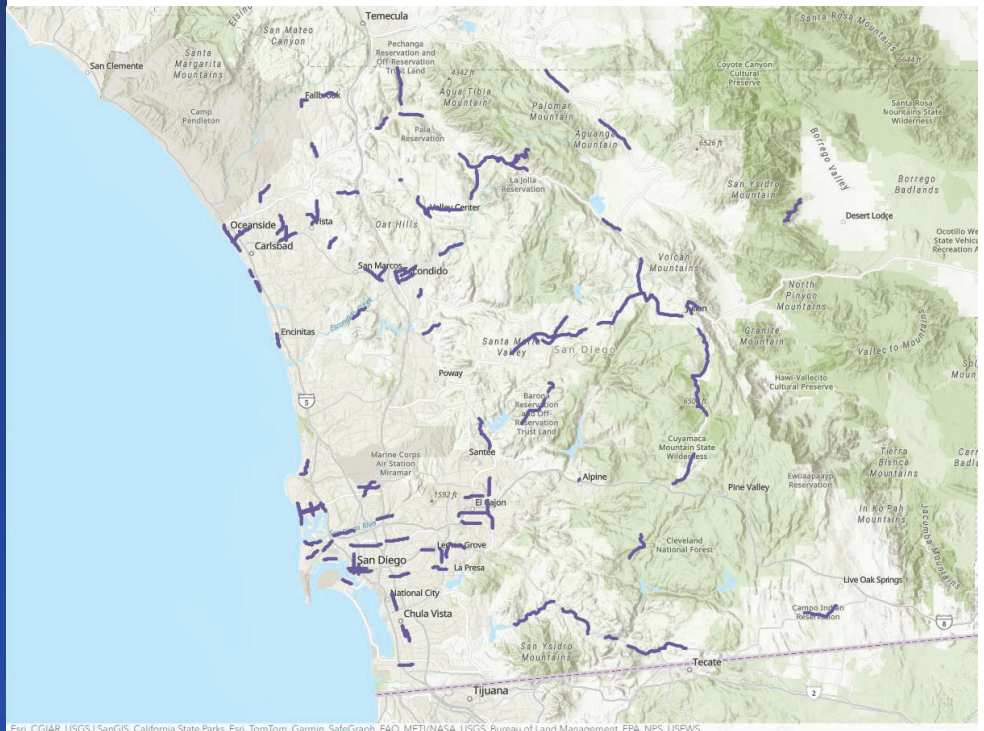
Esri, CGIAR, USGS | SanGIS, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS

Draft Bicycle Safety Focus Network



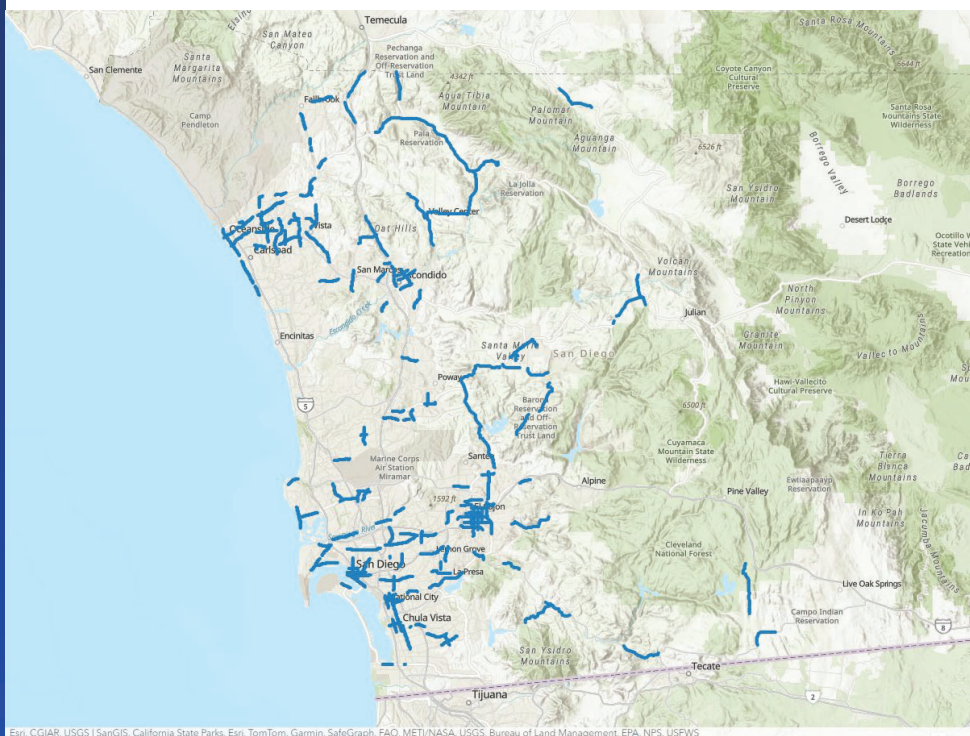
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Draft Motorcycle Safety Focus Network



DRAFT

Draft Motor Vehicle Safety Focus Network

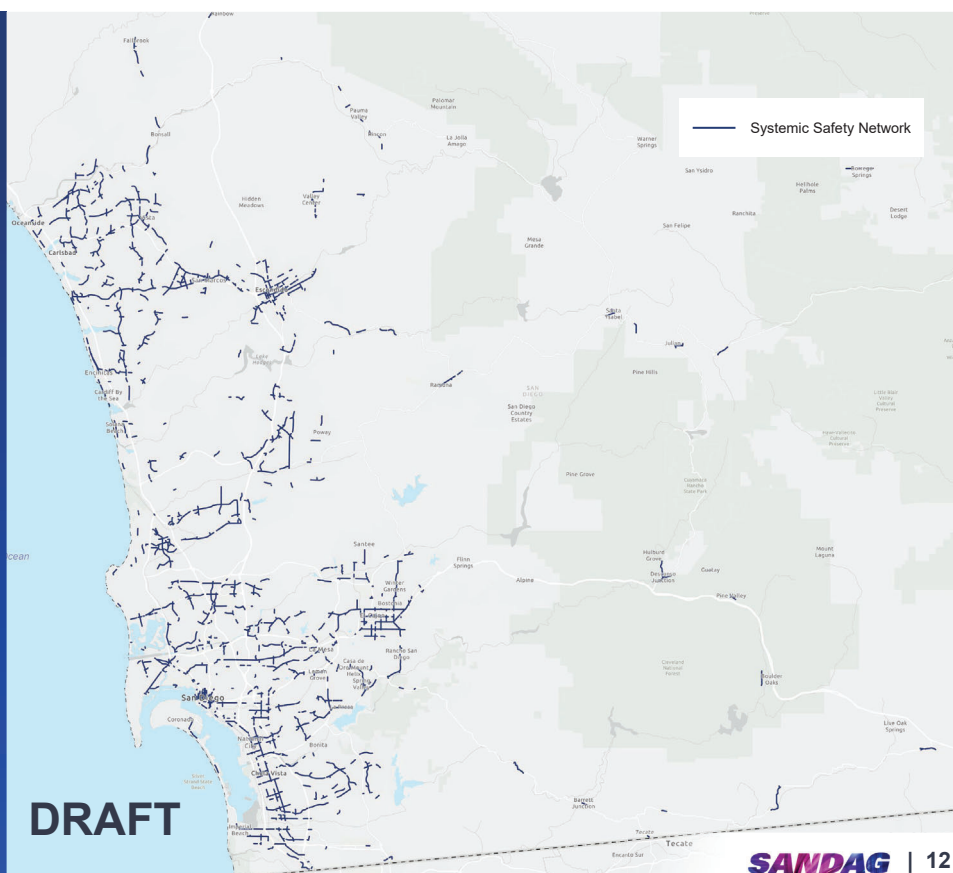


DRAFT

SANDAG | 11

Draft Systemic Safety Network

- Roadway classification
- Number of lanes
- Posted speed limit
- Intersection type
- Proximity to activity generators



DRAFT

SANDAG | 12

Vision Zero Action Plan Areas of Focus



Convene & Coordinate



Advocate



Plan



Fund



Educate



Evaluate



Implement

Next Steps



Safety Improvements Toolkit

Fall 2024



Regional Vision Zero Action Plan

Fall 2024



Implementation of Actions

Stay connected with Vision Zero



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SANDAG.org



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Email: visionzero@sandag.org

SANDAG

Health, Equity, and Economic Impacts of Transportation Investments:

"First We Shape Our Built Environment – Then it Shapes Us"

Lawrence D. Frank, PhD

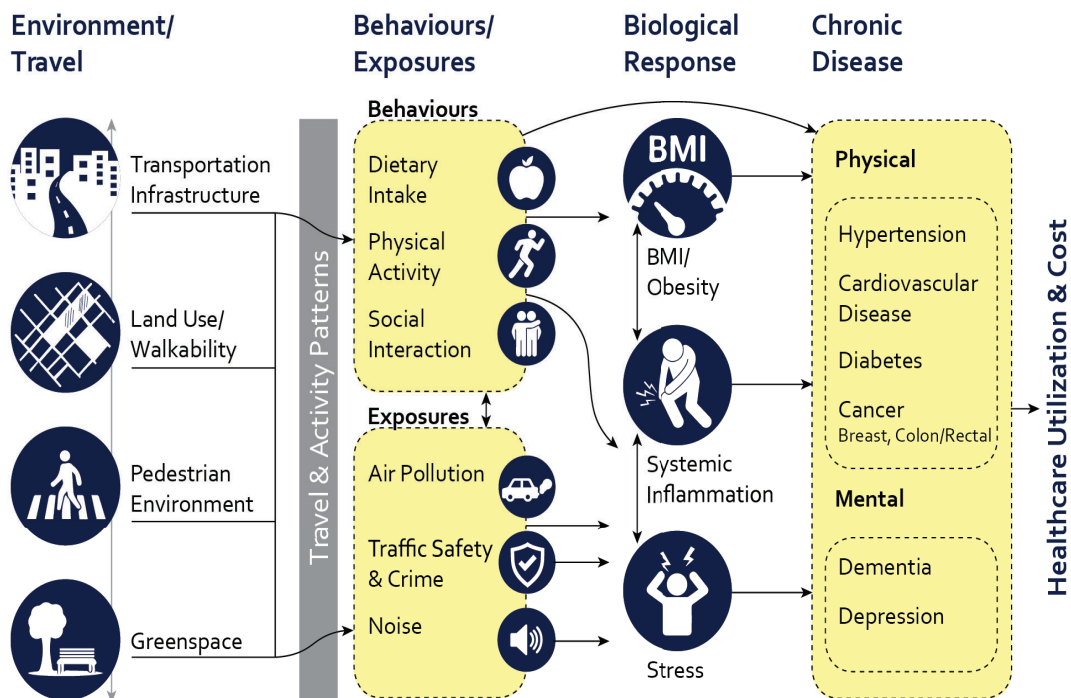
Professor – Urban Studies and Planning; University of California San Diego ldfrank@ucsd.edu



CHRONIC DISEASE BURDEN IN THE USA

- Over 2/3 of U.S. adults are overweight or obese
- Obesity is among the largest modifiable factors for diabetes, hypertension, coronary heart diseases, cancer, asthma, depression, and musculoskeletal disorders
- If current trends continue, 42% will be obese and 11% will be severely obese by 2030, a 33% increase in obesity prevalence and a 130% increase
- Nearly all African American women (97%) and Mexican American men (91%) are projected to be overweight or obese by 2030
- Built Environment, Travel Patterns, and Health
 - Time spent in cars is sedentary and **increases** obesity and chronic disease
 - Active travel (walking and biking) **reduces** obesity and chronic disease

Behaviors and Exposures



Frank, L. D., Iroz-Elardo, N., MacLeod, K. E., Hong, A. The pathways from built environment to health: Connecting behavior and exposure-based impacts. 2019. *Journal of Transport and Health*.

3

BUILT ENVIRONMENT ELEMENTS & SCALE

MACRO

Transportation Accessibility

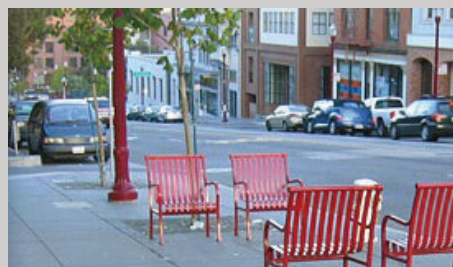


Complete Communities



MICRO

Pedestrian Environment



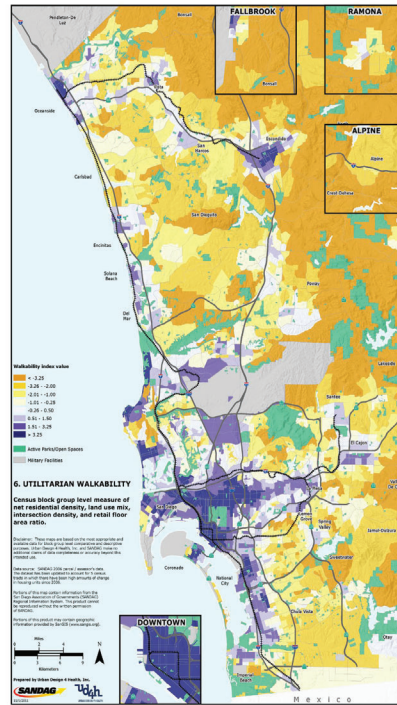
- Sidewalk, Road Buffering
- Pedestrian Crossings
- Trees, Lighting, Seating

COMPOSITE

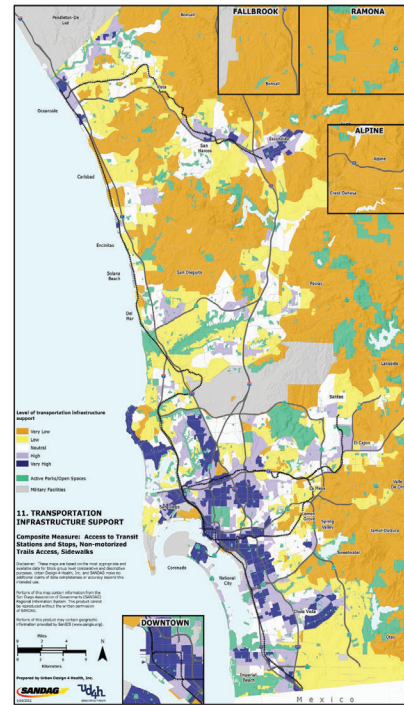
Variable
Examples:

San Diego

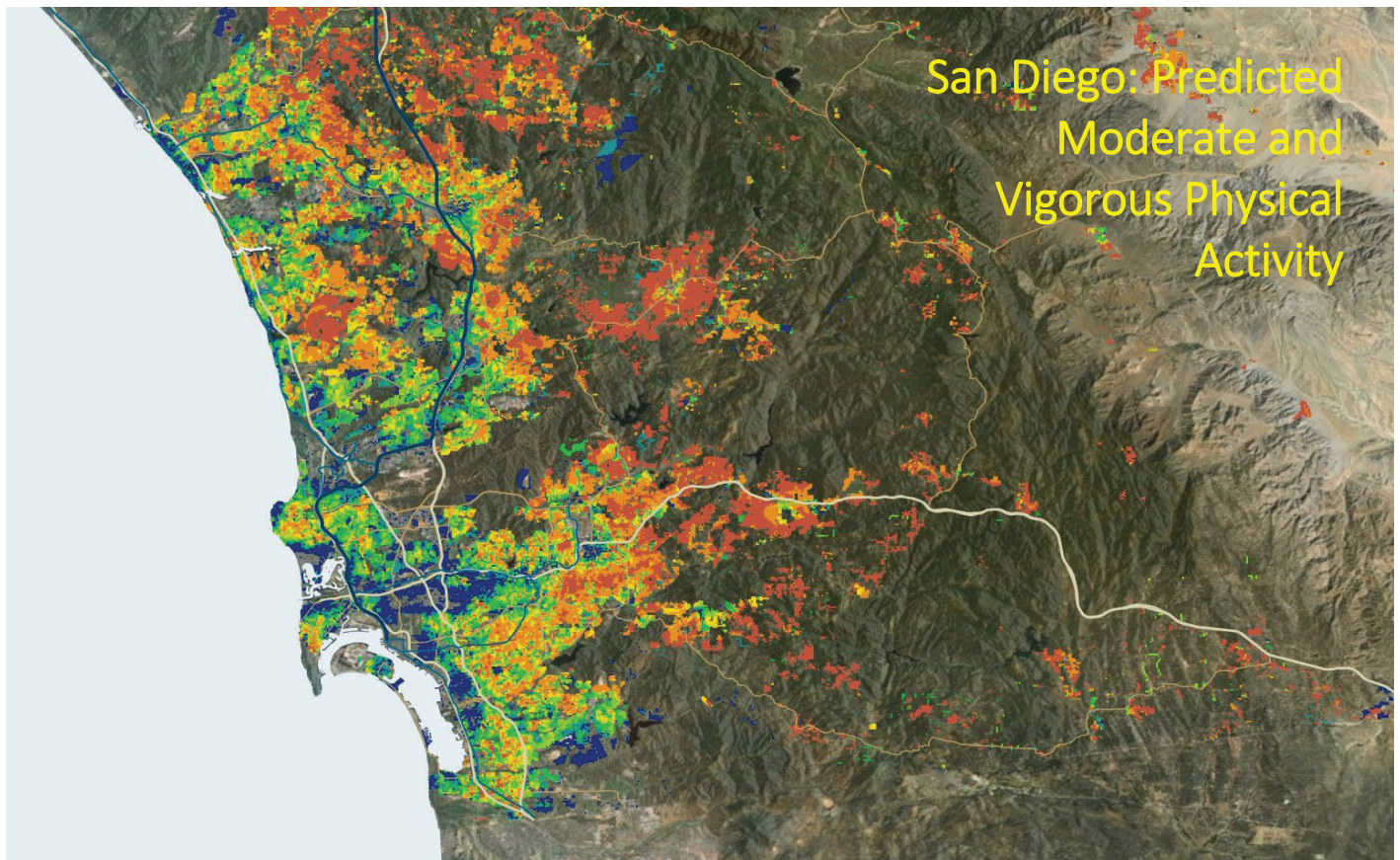
Health
Communitie
s
Atlas



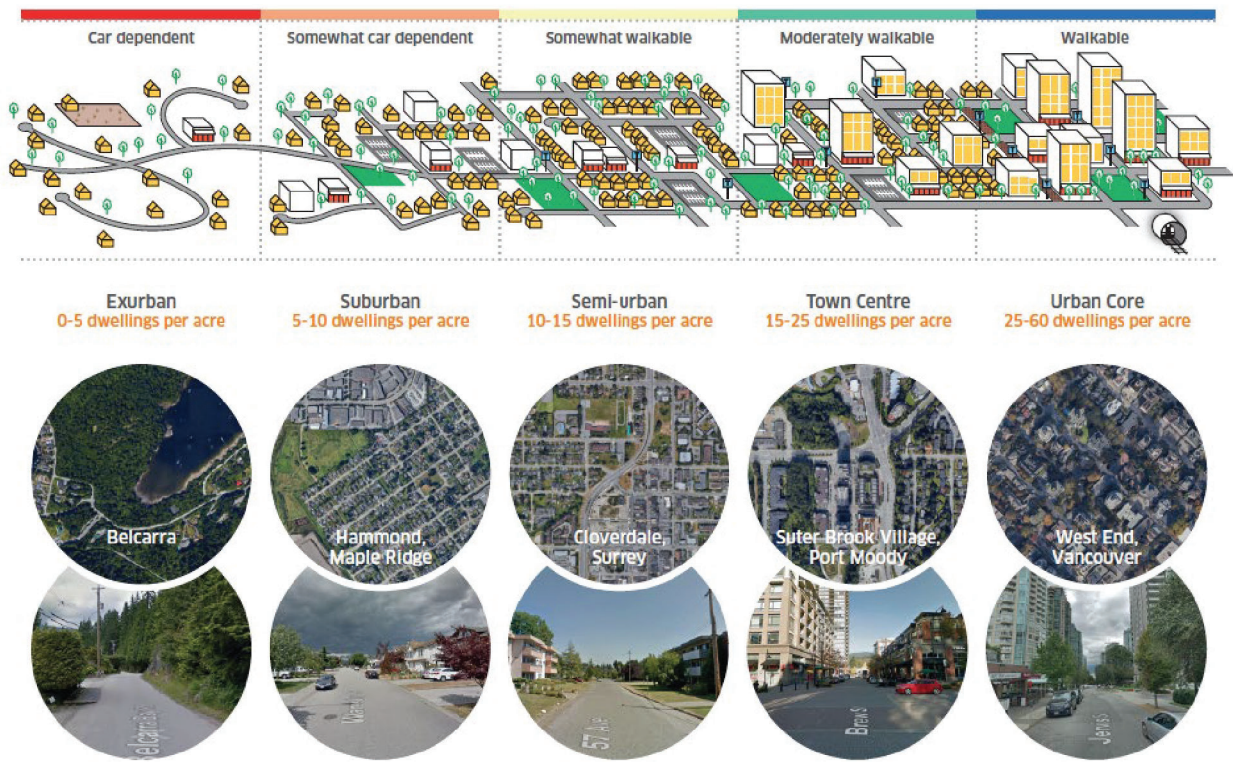
WALKABILITY



TRANSPORTATION
INFRASTRUCTURE



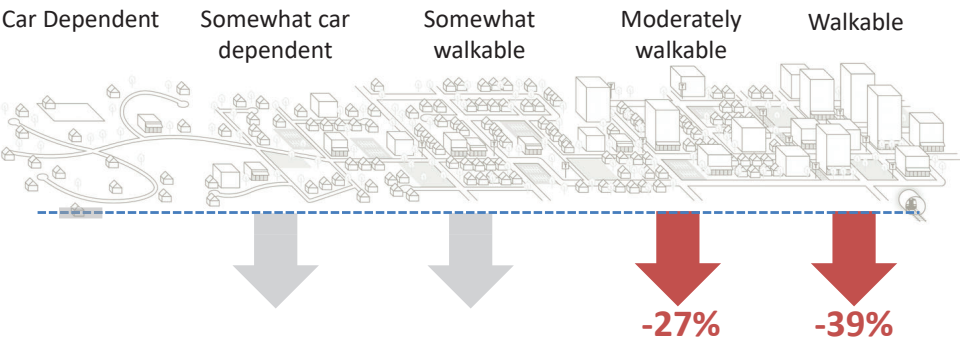
Place Types by Walkability



7

Where Matters
Health & Economic Impacts of Where We Live

Walkability and Diabetes



People living in a moderately walkable area are 27% less likely to have diabetes and people in a walkable area are 39% less likely to have diabetes compared to those living in a car dependent area.

Frank, L.D., Adhikari, B., White, K.R., Dummer, T., Sandhu, J., Demlow, E., Hu, Y., Hong, A., Van Den Bosch, M. (2022). Chronic Disease and Where You Live: Built and Natural Environment Relationships with Physical Activity, Obesity, And Diabetes. Environment International.



HEALTH IMPACT MODELING FRAMEWORK

Geospatial Inputs

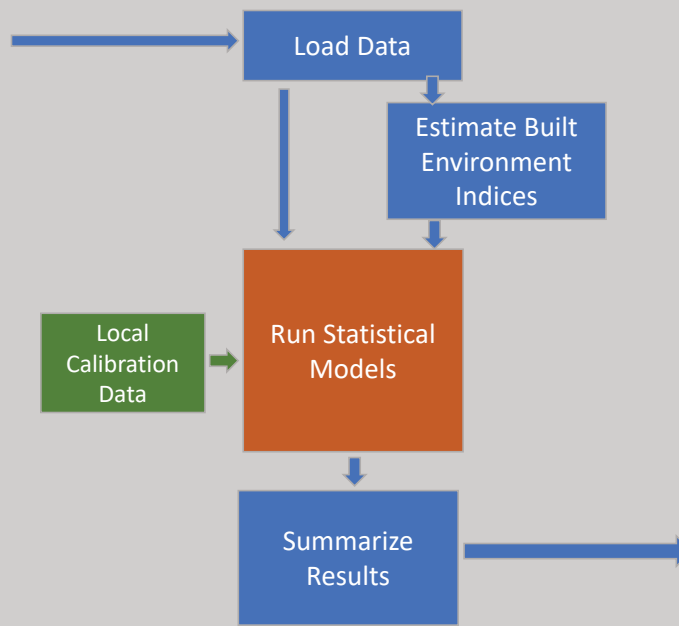


35 Social/Cultural Metrics (Demographics - Census)

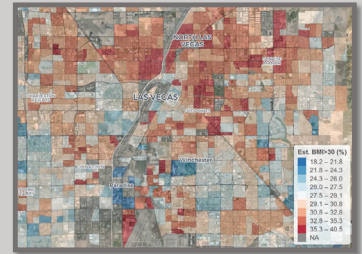
- Age
- Race
- Income
- Vehicles
- Family type
- Employment

22 Built/Natural Environment Metrics

- Density
- Accessibility
- Greenspace
- Transit
- Bike/ped

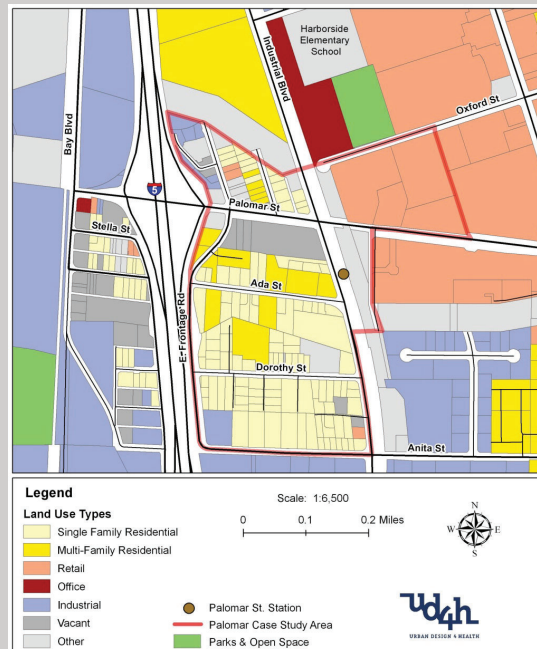
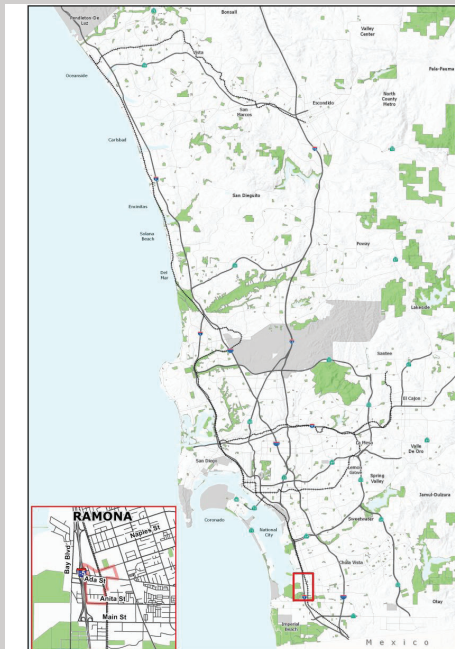


Geospatial Outputs



- Body Mass Index
- Physical Activity
- % Overweight
- % Obese
- % Type 2 Diabetes
- % Hypertension
- % Coronary heart disease
- Depression
- Annualized cost of illness

San Diego Region: Palomar Gateway



PALOMAR GATEWAY RESULTS SUMMARY

— Adults:

- 68% increase in daily minutes of transport walking
- 15.4% reduction in prevalence of high blood pressure
- 9.6% reduction in prevalence of type 2 diabetes



— Children/Teens:

- 29% increase in walking to school
- 18% increase in daily minutes of transport walking
- *Predicted increases in asthma*



Frank, L.D., Fox, E., Ulmer, J., Chapman, J. & Braun, L. (2022). Quantifying The Health Benefits of Transit-Oriented Development: Creation and Application of The San Diego Public Health Assessment Model (SD-PHAM). [Journal of Transport Policy](#).

Re-Appropriating Road Space: Taking Back the Streets

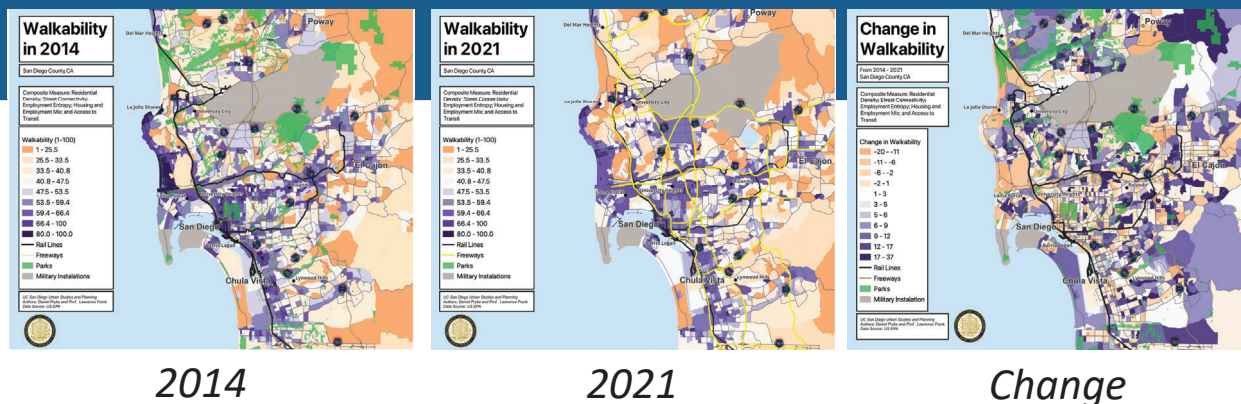


Normal Street Promenade
Source: Fox 5 San Diego

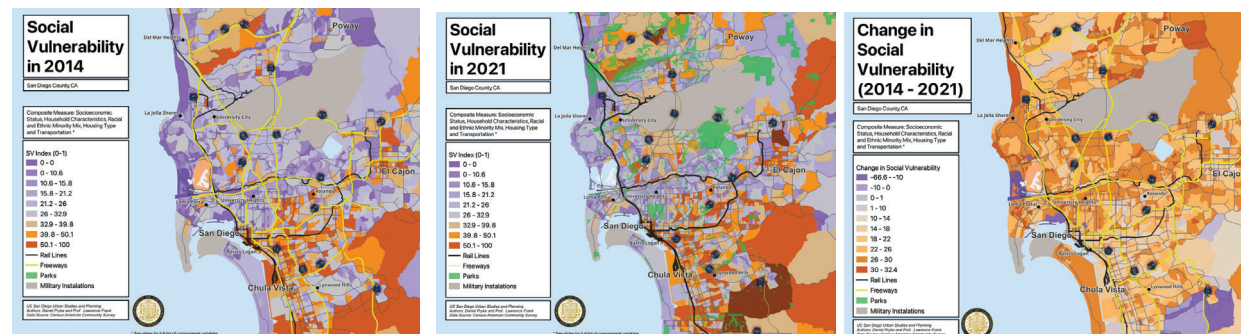


Proposed Gaslamp Promenade
Source: SanDiegoDowntownNews.com

Walkability

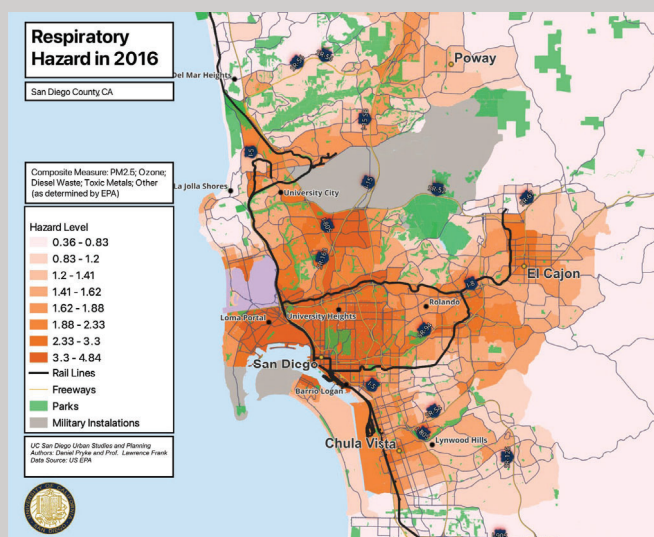


Social Vulnerability



CONCLUSIONS

1. Transportation investments and land use actions impact health through changes in our behaviors (active vs sedentary travel) and exposures (e.g. air pollution, noise)
2. The most underserved live in areas with the worst air pollution are also being displaced to less walkable and less accessible locations.
3. Evidence-based tools are increasingly being used to predict health, equity, and economic impacts of transportation investments.
4. Criteria used to prioritize transportation projects should directly address predicted health, equity, and social justice impacts.
5. Tracking changes to features of the built environment known to impact public health over time will increase awareness and lead to more sustainable and healthier decision-making



• FOR Q AND A AND IF TIME PERMITS

ECONOMIC IMPACTS ARE MASSIVE

In 2015, U.S. Healthcare Expenditures

- \$3.2 trillion
- \$9,990 per person
- 17.8% of GDP

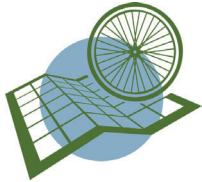
How do we “bend the cost curve?”

Source: <https://www.cms.gov/Research-Statistics-Data-and-Systems/Statistics-Trends-and-Reports/NationalHealthExpendData/NHE-Fact-Sheet.html>

Economic Benefits of Active Transportation Infrastructure



- Land Value Capture



- Capital Construction

- Maintenance



- Equipment & Services

- Tourism

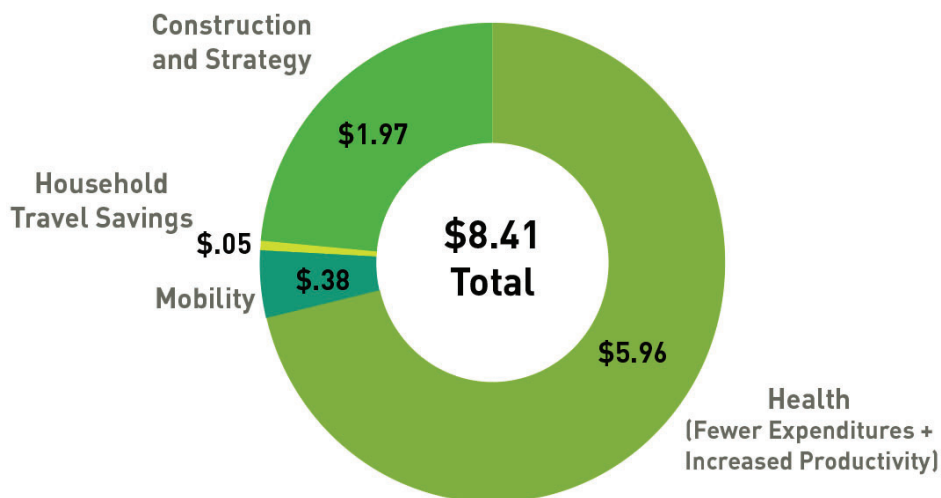
- Healthcare

- Less Employee Absenteeism

17

LOS ANGELES – REGIONAL TRANSPORTATION PLAN UPDATE

Per \$1 Spent on Active Transportation Infrastructure 2016-2040



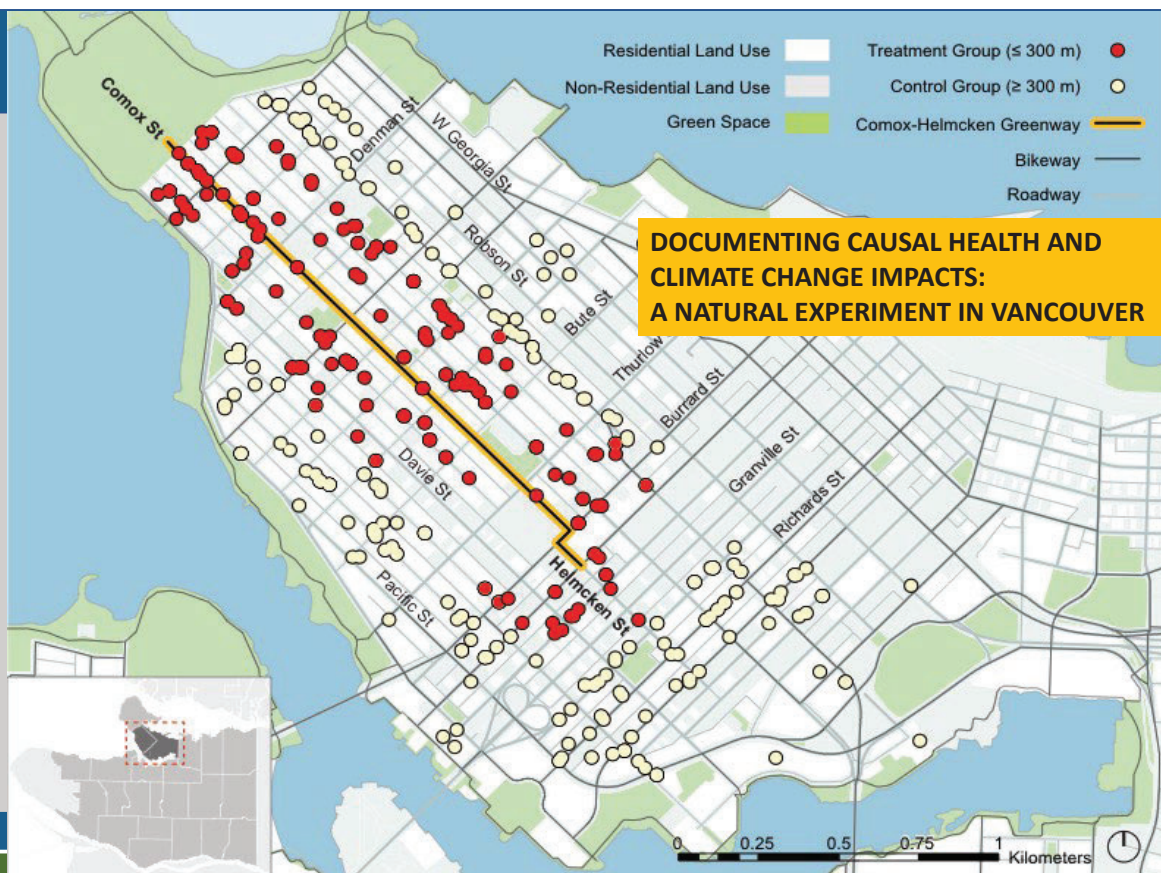
RESULTS FROM THIS WORK HELPED TO PROTECT \$13 BILLION EARMARKED FOR ACTIVE TRANSPORTATION

USED SAME COST-BENEFIT TOOL CREATED TO JUSTIFY ROADWAY EXPENDITURES BASED ON RETURN ON INVESTMENT AND THE MONETIZATION OF DELAY DUE TO CONGESTION

AECOM APPLIED "REMI" MODEL AS SUB-CONTRACTOR TO UD4H CLIENT : SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

\$12.8 Billion Spent Will Generate \$113 Billion Over Life of the Plan

18



Before



After (Counterflow Lanes)



Documenting GHG & Health Impacts

- Those within 300 Meters of the greenway reduced their transport GHG emissions by 21%
 - Those further away drove and generated more GHG emissions due to emergence of car sharing
 - Transportation Research Part D: Ngo, Hong, and Frank, 2018
- Those within 300 Meters of the greenway were twice as likely to meet recommended physical activity levels Those further were less likely to meet this target
 - Preventive Medicine: Frank, Ngo, Hong, 2019
- Those within 300 Meters of the greenway showed a 3 fold(251 %) increase in # of reported cycling trips
 - International Journal of Transportation Policy: Frank, Ngo, Hong, 2021

Health Impacts of Our Regional Air Quality

Anne Marie
Birkbeck-Garcia, MD FAAP



Toxic Air Pollutants From Consumption and Production of Gas and Oil Products

Particulate Matter (PM 2.5)

- Vehicle tailpipes, industry and natural causes
- Majority of Global public health impacts
 - So small that it can travel deep into the respiratory tract, reaching the lungs and blood stream

Nitrogen Oxide (Nox)

- More than 50% emitted by Diesel Vehicles and equipment

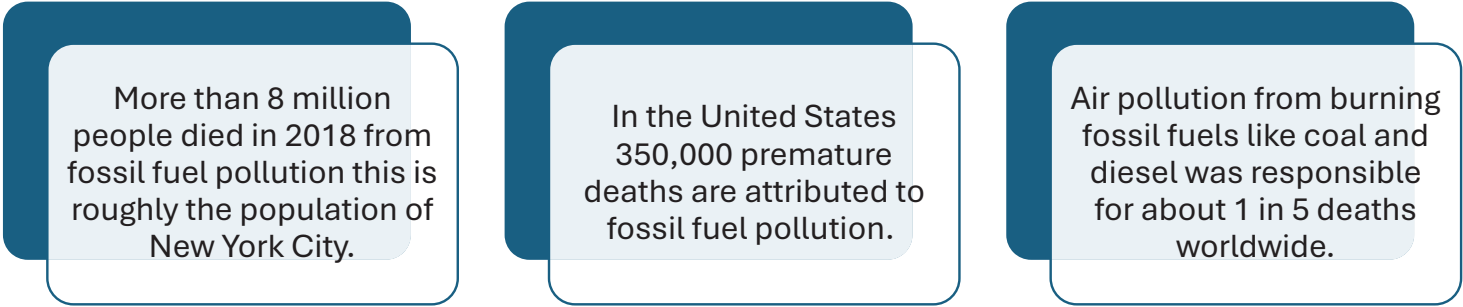
Sulfur Oxide (SOx)

- Emitted by Power Plants and Diesel Vehicles
- Reacts to the atmosphere and forms additional PM 2.5

Carbon Monoxide (CO)

- High concentration occur along roadside in heavy traffic
- Reduces the transport of oxygen

Mortality Statistics Related to Air Pollution



Harvard Study: “Global Mortality From Outdoor Fine Particle Pollution Generated by Fossil Fuel Combustion,” published in [Environmental Research](#)

Adverse Health Impacts of PM 2.5



Increased risk of death from cardiovascular disease

(Pope and Dockery 2006; Maji, Ghosh and Ahmed 2018; Al-Kindle et al 2020)



Decline in lung function and risk of Chronic Obstructive Pulmonary Disease

(Churg et al 2003; Choi et al 2018)



Increase risk of death from Lung Cancer

(Wu et al 2021)



Slowed lung function and development of asthma

(Gauderman et al 2004; Gehring et al 2015; Orellano et al 2017; Garcia et al 2021)



Type 2 Diabetes

(He et al 2017; S Li et al 2023)

Adverse Health Impacts of PM 2.5

Psychiatric Disorders, depression and anxiety

- (Kim et al 2016, Pun Majourides and Suh 2017)

Childhood Obesity

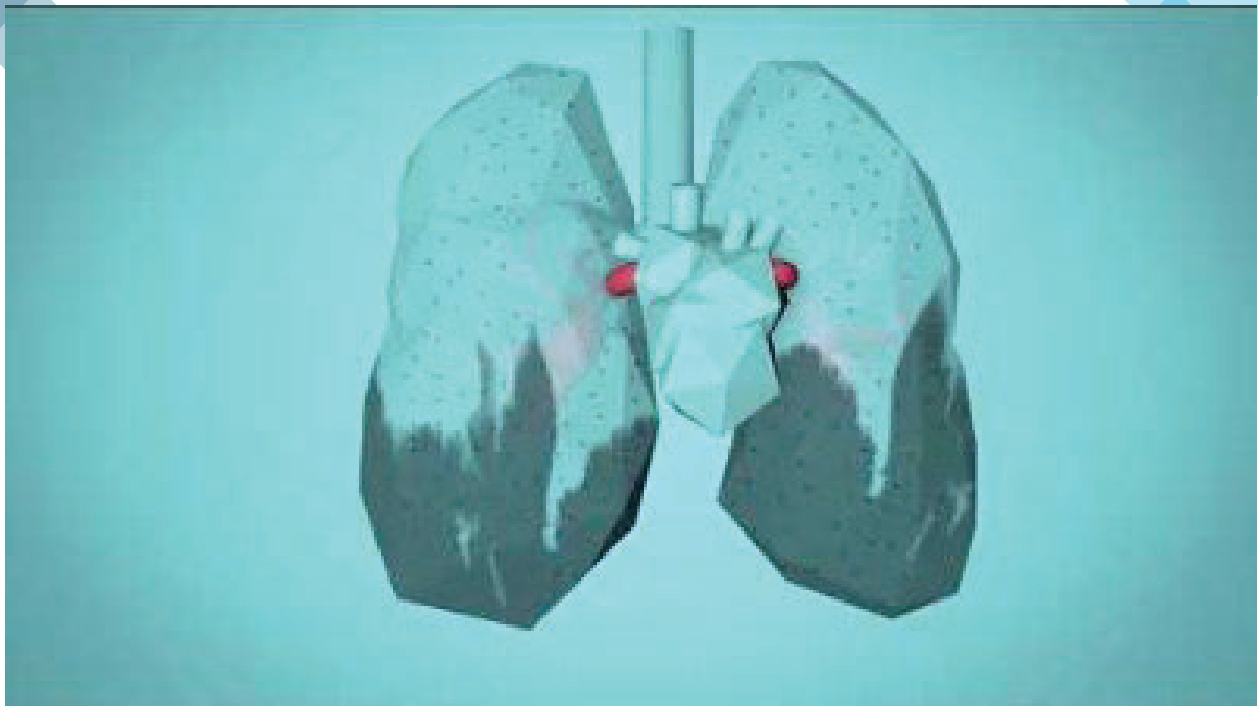
- (Mao et al 2017)

Increase risk of lower birthweight and infant mortality

- (Bell 2003; State of Global Air)
- Nearly 500k newborns died in 2019 as a result of air pollution exposure

Link between prenatal exposure and autism

- (Pagalan et al 2019)



Nationwide City Rankings for Air Pollution Health Impacts



San Diego-Chula Vista-Carlsbad

13th for PM2.5 Mortality



San Diego (Carlsbad), CA

9th for Adverse Birth Outcomes from Air Pollution



San Diego-Chula Vista-Carlsbad, CA

8th for O3 (Ozone) Mortality



San Diego-Chula Vista-Carlsbad, CA

15th for Lung Cancer Incidence (PM2.5)

Research by the Marron Institute of Urban Management at New York University and American Thoracic Society 2023 <https://healthoftheair.org/rankings>



Environmental Justice

- Black, Latino, Indigenous and Pacific Islanders Represent 89% of the Population in the most impacted communities
- Population in the LEAST impacted community is 72% White

<https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

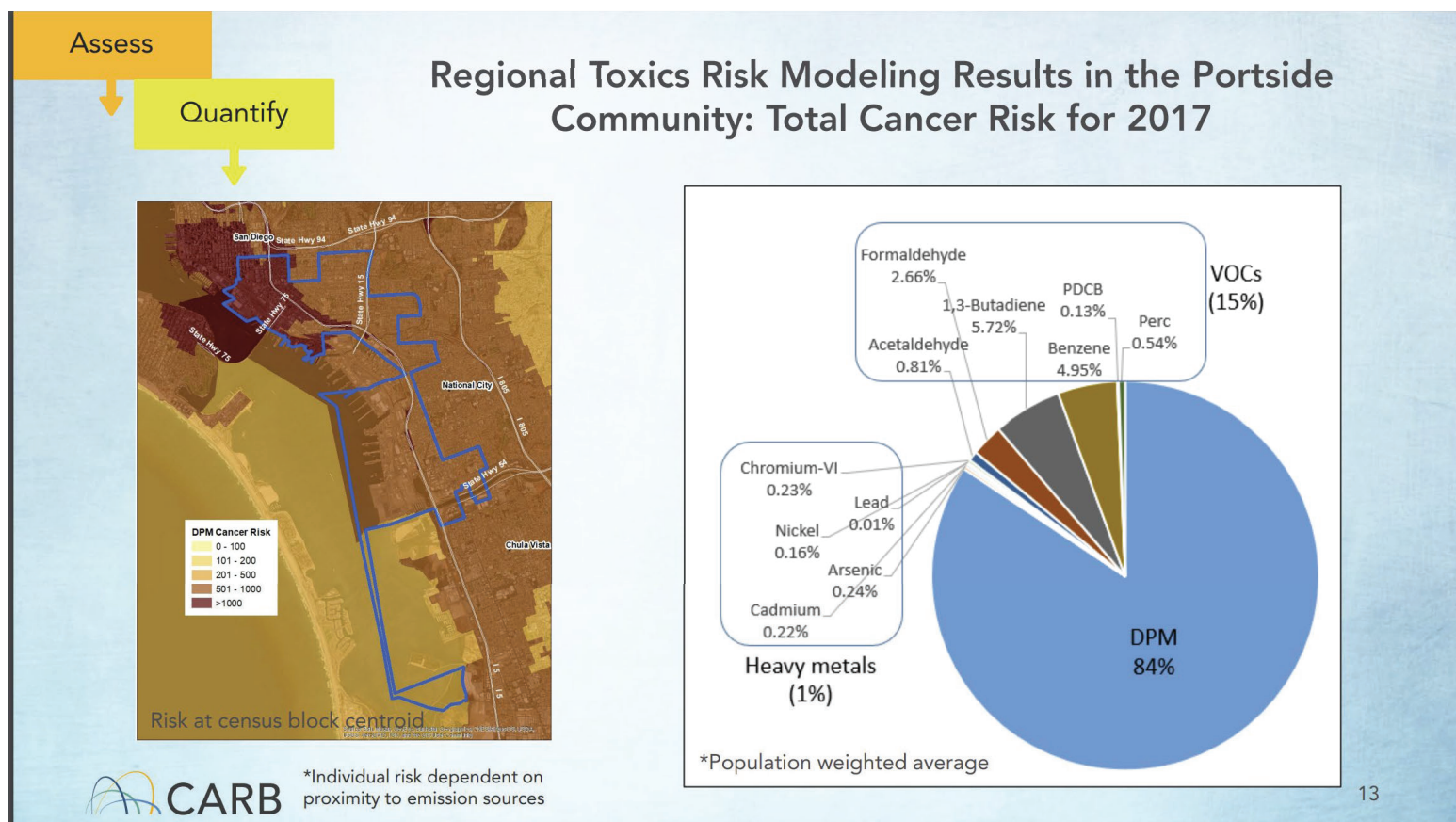


Health Risks from Air Pollution are Higher in Environmental Justice Neighborhoods

Asthma hospitalization and ER visit rates are persistently high in these neighborhoods.

Children's asthma ER visit rates in a recent year, for example, were 2.5 times the regionwide average in 92113, the zip code that includes Barrio Logan, Logan Heights, and Sherman Heights.

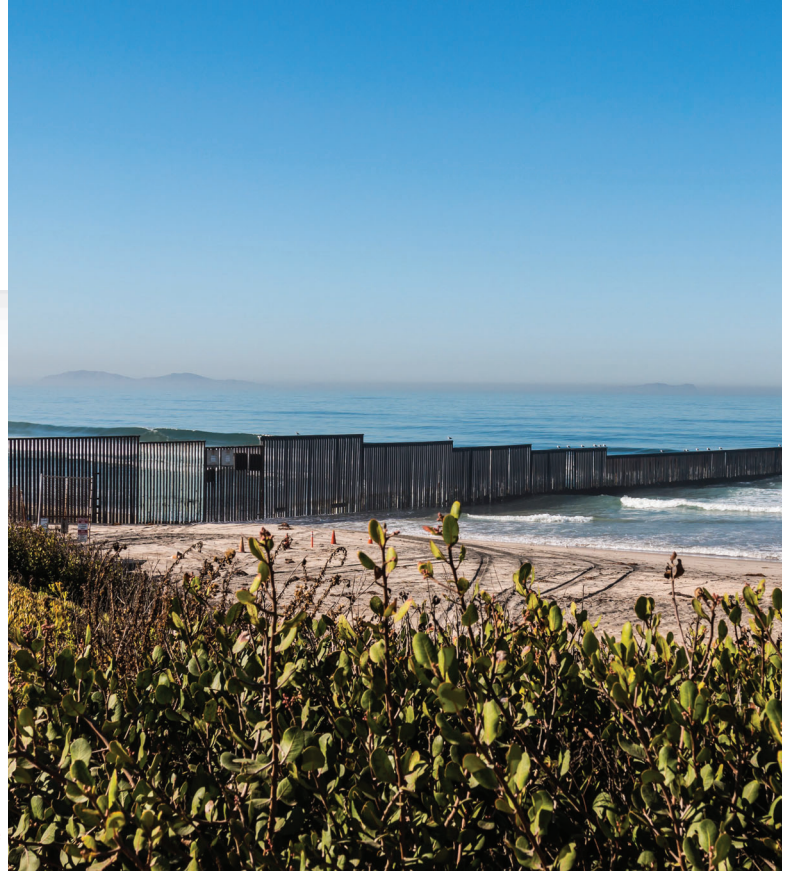
Environmental Health Coalition. "Portside Environmental Justice Neighborhoods: Nomination for AB 617 Monitoring and Emissions Reductions in Year One." San Diego Air Pollution Control District
<https://www.sdapcd.org/content/dam/sdapcd/documents/capp/EHC-Nomination-Portside-Neighborhoods.pdf>



Border Community is at Very High Risk

- The San Ysidro Tiwana border is the busiest land border crossing in the Western Hemisphere
- 41% of the residents that live in San Ysidro are within 500 feet (200 steps for an average adult) of a pollution source
- Asthma Rates are 18 times higher than the National average

<https://www.climateactioncampaign.org/climatechange>



Border Community

- Asthma rate is higher than 68-78% of the census tracts in California
- Cardiovascular disease rate is higher than 68-80% of the census tracts in California
- “Air Toxics Cancer Risk,” a lifetime cancer risk from inhalation of air toxins, are higher than 95-100% of other communities nationwide

<https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>
<https://www.epa.gov/ejscreen>



Thank you

- Vi Nguyen, MD FAAP
- Mariella Ngadi UCSD 2028
- Environmental Health Coalition
- San Diego Air Pollution Control District
- San Diego Pediatricians for Clean Air



Joint Session Transportation Committee with Borders and Regional Planning

Sesión Conjunta del Comité de Transporte con Fronteras y Planificación Regional

June 21, 2024

21 de junio de 2024



San Diego County Air Pollution Control District Distrito de Control de Contaminación del Aire del Condado de San Diego

Regional Air Quality Attainment Status

Estatus de Cumplimiento de la Calidad del Aire Regional

Air Pollutant	Attainment Status for the National Ambient Air Quality Standard
Particulate Matter	Attainment*
Carbon Monoxide	Attainment
Lead	Attainment
Nitrogen Dioxide	Attainment
Sulfur Dioxide	Attainment
Ozone	Nonattainment



San Diego County Air Pollution Control District

Pollution Burden on Communities

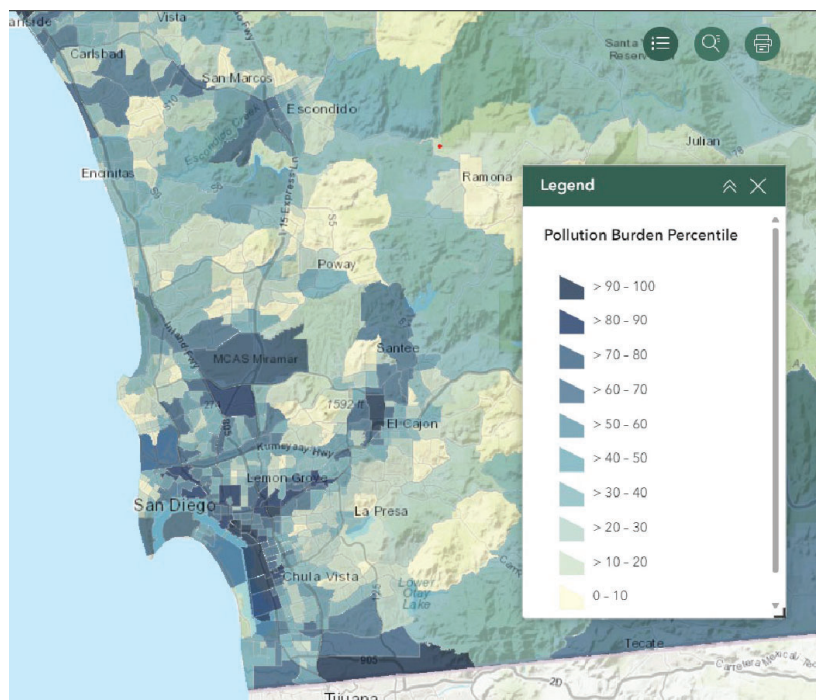
Carga de Contaminación en Comunidades

- CalEnviroScreen

- Developed by the CA Office of Environmental Health Hazard Assessment
- Identifies Disadvantage communities

- CalEnviroScreen

- Desarrollado por la Oficina de Evaluación de Riesgos para la Salud Ambiental de California
- Identifica comunidades desfavorecidas



Overall Pollution Burden from CalEnviroScreen 4.0

San Diego County Air Pollution Control District

International Border Community

Comunidad Fronteriza Internacional



Traffic burden is the **highest** in the State
La carga de **tráfico** es la **más alta** en el Estado.



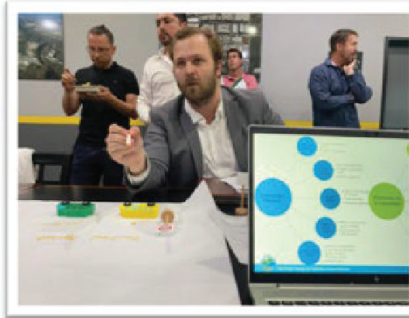
PM2.5 burden is greater than **95%** of other areas in California
La carga de **PM2.5** es un **95%** mayor que en otras áreas de California



San Diego County Air Pollution Control District

International Border Community Steering Committee

Comité Directivo Comunitario de Comunidad Fronteriza Internacional



San Diego County Air Pollution Control District

Community Priorities

Prioridades de la Comunidad



Passenger Vehicle Traffic
Tráfico de vehículos de pasajeros

Heavy Duty Trucks
Camiones de Servicio Pesado

Cross-Border
Transfronterizo

Other Sources
Otras fuentes

Community Care
Cuidado de la comunidad



San Diego County Air Pollution Control District

Community Testimony

Testimonio Comunitario



San Diego County Air Pollution Control District

Contact Us

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Program Coordinator | Office of Environmental Justice

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@sdapcd (Facebook, Instagram, X, and LinkedIn)



San Diego County Air Pollution Control District

June 21, 2024

2025 Regional Plan: Flexible Fleet

Overview

Flexible Fleets are a key strategy in the Regional Plan for improving mobility and access. Flexible Fleets are on-demand shared transportation services that are typically reserved through a mobile application. Staff will share how SANDAG is collaborating with agencies across the region to implement the Flexible Fleet vision in the Regional Plan.

An emerging Flexible Fleet model that SANDAG is evaluating is Advanced Air Mobility (AAM). AAM is a rapidly developing sector of the aerospace industry focused on providing highly autonomous aerial services for goods and passengers. While AAM is regulated by the Federal Aviation Administration, the potential impacts of these services on local communities must be considered. In 2022 SANDAG received a Caltrans Planning Grant to proactively plan for AAM. Staff will provide an update on this effort.

Key Considerations

Flexible Fleets Pilot Program

Over the past few years, SANDAG has partnered with member agencies and Community Based Organizations to implement Flexible Fleets pilots. The Beach Bug is a partnership with the City of San Diego, connecting the beach community to the Mid Coast Trolley Station. The service recently celebrated the milestone of 65,000 riders. In addition, the City of Oceanside, Visit Oceanside, and SANDAG partnered to re-launch the gO'side service, which is serving an average 890 rides per month. SANDAG also successfully partnered with Urban Collaborative Project (UCP) on a grant application that will fund a four-year microtransit pilot in Southeast San Diego using clean air vehicles.

SANDAG also coordinates with member agencies to provide technical assistance and share best practices. The North County Transit District (NCTD) recently launched its new NCTD+ Microtransit service, with the first pilot in San Marcos. Details of the additional proposed services are included in the [February 15, 2024, NCTD Board of Directors Staff Report](#). SANDAG and NCTD staff will provide an overview of current pilots. Additionally, staff will share the proposed approach for the evaluation and selection of Flexible Fleets pilot projects for the programmed \$5 million that the SANDAG Board of Directors approved on [October 27, 2023](#). This funding will be made available through a competitive process with a solicitation for pilot projects expected in late 2024.

A Flexible Fleet [Open Data Portal](#) has also been developed to provide a centralized location for flexible fleet data and enable ongoing monitoring and evaluation as more services are launched.

Action: Information

Flexible fleets are a core component of the 2025 Regional Plan. Staff from SANDAG and NCTD will present on current pilot projects, a new Flexible Fleets funding program that is under development, and efforts to proactively plan for the next generation of flexible fleets: Advanced Air Mobility.

Fiscal Impact:

Development of the 2025 Regional Plan is funded under Overall Work Program Project Nos. 3501000, 3103000 and 3100406. The AAM project is funded by a Caltrans planning grant under the Overall Work Program Project Number: 3401800.

Schedule Impact:

The 2025 Regional Plan is being developed and is expected to be brought to the Board of Directors for consideration in late 2025. The AAM project is expected to be completed with all final deliverables by mid-2025.

Advanced Air Mobility

While AAM is an emerging industry, in the U.S. alone, the market is anticipated to reach \$115 billion annually by 2035¹. Without proper regulatory intervention at the local and regional level, an industry driven deployment could result in poor outcomes for our region's residents. The swift adoption of on-demand shared micromobility (e.g., bikeshare, scootershare, etc.) last decade left little time for public agencies to respond, resulting in safety and accessibility concerns. Similarly, the rapidly growing AAM industry has the potential to significantly impact the built environment and transportation. Planners and policymakers need to prepare for AAM now to maximize the benefits and minimize adverse impacts on communities.

SANDAG is working in coordination with industry experts and regional stakeholders to develop a framework to prepare our region for equitable and responsible AAM integration. The draft guiding principles for the framework are provided as Attachment 1. The framework will provide guidance and tools for jurisdictions to enable a more seamless deployment of AAM infrastructure. This work will also inform how AAM is considered in the next Regional Plan.

Next Steps

Staff will incorporate comments from today's meeting into the Flexible Fleet competitive pilot program. It is anticipated that the proposed guidelines and evaluation criteria will be brought to the Transportation Committee later this year for consideration.

The AAM framework and strategy will be brought periodically to the Mobility Working Group and Sustainable Communities Working Group for local agency input. Staff will return to the Transportation Committee early next year to share key deliverables.

Antoinette Meier, Senior Director of Regional Planning

Attachment: 1. SANDAG AAM Collaborative Guiding Principles

¹ (Aijaz Hussain, 2021)

Guiding Principles

AAM in the San Diego Region
Developing a Comprehensive Framework

Advanced Air Mobility in the San Diego Region: Developing a comprehensive framework

The San Diego region is primarily focused on achieving regional readiness for Advanced Air Mobility (AAM) as opposed to early adoption of the technology. This approach considers AAM as part of a multi-modal network and emphasizes cross-jurisdictional collaboration for infrastructure investments. The framework will focus on achieving a connected, equitable, and safe AAM ecosystem, leveraging the collective insight and expertise of various stakeholders.

Early-Stage Planning

Focus Areas for AAM in San Diego Region

These emerging guiding principles will support the development of a comprehensive and scalable framework for integrating AAM in the region.



Equity, Public Benefit,
and Engagement



Operational
Efficiency



Safety and
Security



Environmental Sustainability
and Economic Viability



Infrastructure, Demand
Capacity, and Technology
Scalability





Equity, Public Benefit, and Engagement

Emergency Services and Public Safety

Utilize AAM for faster and more efficient emergency response, including medical evacuations and wildfire control.

Public Awareness and Acceptance

Conduct public outreach programs with transparency to educate communities about the benefits and challenges of AAM.

Stakeholder Collaboration

Prioritize a community first approach throughout ongoing dialogue with stakeholders.

Inclusive and Equitable Mobility

Develop strategies to make AAM services accessible and affordable for various communities, including low-income and underserved populations.



Safety and Security

Comprehensive Safety and Security Framework

Consider a multi-faceted approach to safety and security that encompasses safe vehicle design and operation, robust physical and digital infrastructure, secure operational protocols, and a strong focus on personal safety for passengers and operators.

Crawl-Walk-Run

Adopt a "Crawl-Walk-Run" methodology in alignment with FAA guidelines to facilitate Entry into Service (EIS) operations building on existing services and infrastructure, while integrating AAM technologies, capabilities, and interoperability throughout regional projects to prepare for increasing scale and automation.



Operational Efficiency

Seamless Multi-modal Connectivity

Integrate with existing transportation modes, offering hassle-free transitions between AAM and ground-based services such as micro-mobility, public transit, and ride sharing.

Optimal Airspace Management

Collaborate with relevant regional authorities and stakeholders to create a shared understanding of airspace management and minimize conflicts with other air traffic.



Environmental Sustainability and Economic Viability

Low Emissions

Promote energy-efficient technologies and practices consistent with climate friendly priorities.

Noise Abatement

Understand potential noise impacts at the source and recommend noise reduction technologies and initial operational procedures.

Financial Sustainability

Consider sustainable business models that attract investments and maintains operational viability over the long term.

Workforce Development

Foster local employment opportunities in various AAM domains, including operations, maintenance, and administrative roles.



Infrastructure, Demand Capacity and Technology Scalability

Vertiport Infrastructure

Update local government land development codes to facilitate a model vertiport permitting process.

Grid and Fuel Sustainability

Address future demand on the electrical grid with infrastructure improvements and supporting policies.

Demand Capacity Building (DCB)

Provide a foundation that can support DCB from market entry to scalable operations and usage.

Flexible and Scalable Technology Development

Prioritize architecture for AAM services that is flexible and scalable with a focus on future-proofing investment.

Collaborative Outcomes

The insights and outcomes generated by the collaborative will inform the following deliverables:

Task 4: Public Outreach and Education Strategy: Develop a comprehensive plan to inform and educate the public about the benefits and challenges of AAM.

Task 5: AAM Regional Policy Framework: Formulate and refine regional policy guidelines that cater to the unique needs and constraints of the San Diego region.

Task 6: Regional AAM Implementation Strategy: Create a roadmap for regional implementation of AAM, keeping in view the broader transportation network.



Regional Plan: Flexible Fleets

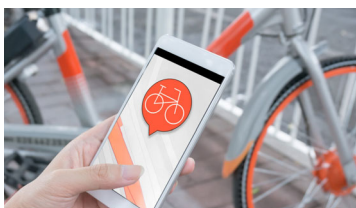
Joint PAC Meeting | Item 10
Jennifer Williamson, Chris Orlando and Katelyn McCauley
June 21, 2024

1

Flexible Fleets



Micromobility: Scootershare



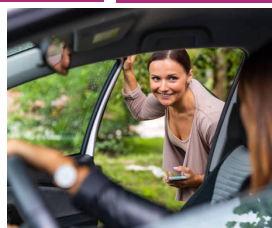
Micromobility: Bikeshare



Microtransit:
Neighborhood Electric Vehicles (NEV)



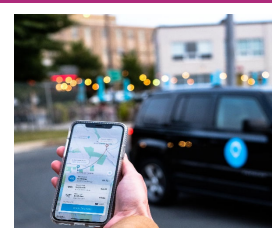
Carshare



Rideshare



Vanpool



Microtransit

SANDAG | 2

2

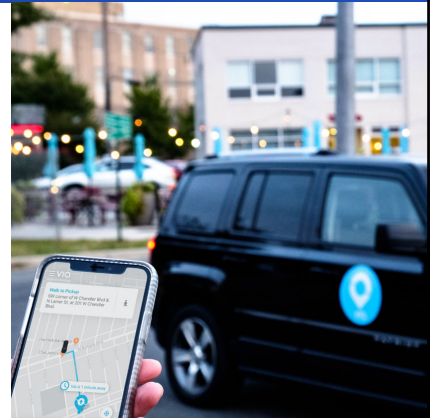
SANDAG Supported Flexible Fleets



Oceanside NEV – gO'side



Pacific Beach NEV – Beach Bug



Southeast San Diego Microtransit

SANDAG | 3

3

Additional Flexible Fleet Services

Neighborhood Electric Vehicle Services:

- FRED (Downtown San Diego)
- FRANC (National City)
- Island Express (Coronado)
- IB Shuffling (Imperial Beach)

Microtransit Services:

- Chula Vista Community Shuttle
- Carlsbad Good Ride
- NCTD+

Coming Soon:

- North Park/City Heights NEV
- El Cajon Microtransit
- Ramona Microtransit



SANDAG | 4

4

NCTD+ Microtransit Pilot

| 5








5



- App-based, on-demand flexible fleet service
- Same day trips anywhere within a defined service zone
- Provides mobility and first/last mile connections to transit

6

Modal Comparison: Moving 60 Passengers

 x60 =	Fixed Route	Microtransit	Neighborhood Electric Vehicle
Vehicle Need	 x1	 x7	 x12
Vehicle Capacity	60 Passengers	9 Passengers	5 Passengers
Operator Need			
Total Operations Cost	\$	\$\$\$	\$\$\$\$

Costs comparison based on NCTD operation cost / driver, FY23

7

Microtransit Zone Selection



Equity

- Minority Population
- Low-Income Communities
- Vulnerable Community Designations
- Population with Disability
- Zero Vehicle Households



Transit Connectivity

- # of Transit Stations and Transit Centers
- Residents not previously served by transit
- Walkability



Efficiency

- Predicted Passengers per Vehicle Hour
- Predicted Average Wait Time



Points of Interest

- Schools
- Business Sites
- Civic Centers/Public Services
- Medical
- Shopping Centers
- Entertainment Destinations

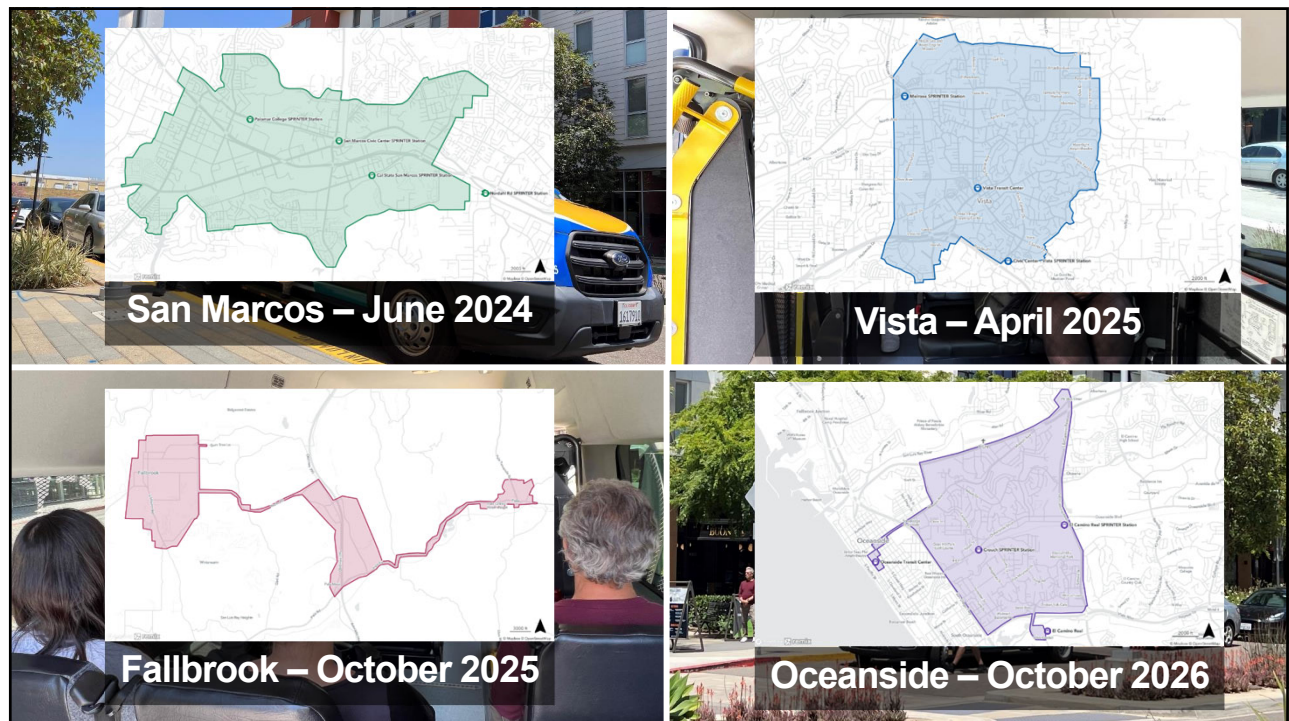
8

Implementation

- **NCTD+ Microtransit Service Zones**
 - 12-month pilots
 - Staggered implementation
 - Flexibility to adjust service
- **Evaluation and Monitoring Period**
 - Learnings from initial pilot zones
 - Transparency
 - Quantify Benefits
- **Pursue Additional Funding**



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Next Steps for Flexible Fleet Program

| 12

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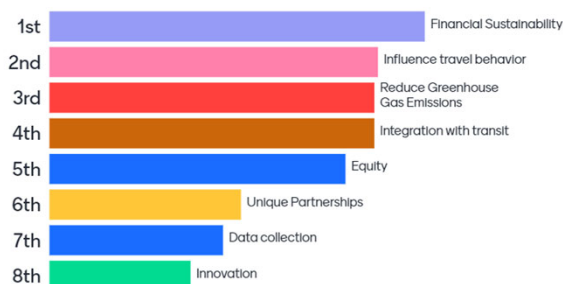
Flexible Fleets Pilot Program

Proposed Requirements

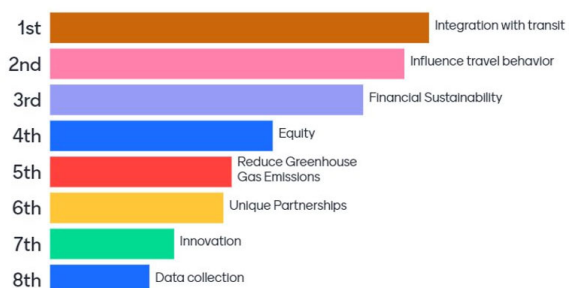
- Eligibility
 - Service Area: San Diego County
 - Applicants: Local jurisdiction must be lead applicant or committed partner, and compliant with federal provisions.
 - Expenses: Vehicle procurement, direct operations of service, contract services, software/hardware, supportive infrastructure
- Pilot Minimum \$100,000 / Pilot Maximum \$700,000
 - Points awarded based on evidence of matching funds
- Project Operations Timeline: one year min / three years max

Flexible Fleets Pilot Project Selection

Mobility Working Group May 9, 2024



Flexible Fleets Task Force April 25, 2024



Flexible Fleets Pilot Program

Milestone Schedule

Deliverable	Anticipated Completion
Draft Goals, Objectives, Eligibility	Spring 2024
• Flexible Fleets Task Force	
• Mobility Working Group	
• Joint Regional Planning Committee / Transportation Committee	
Finalize Guidelines and Evaluation Criteria	Fall 2024
• Flexible Fleets Task Force	
• Mobility Working Group	
• Transportation Committee	
Call for Projects	Late Fall 2024
Project Evaluation and Selection	Spring 2025

SANDAG Advanced Air Mobility

What is Advanced Air Mobility?

Advanced Air Mobility (AAM) future flexible fleet concept using novel aircraft to provide additional aerial transportation for people, freight, and emergency.

Early Deployments:

- Paris 2024 Olympics
- Innovate/LA 28
- State of New York
- San Diego UAS Integration Pilot Program



Source: Joby Aviation

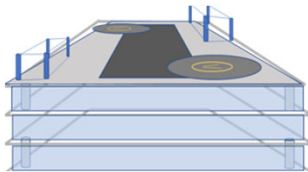


Source: San Diego Integration Pilot Program – Uber Elevate

AAM Components



Land Use and Infrastructure Considerations



Verti-What?

Vertiports, Vertistops, and Vertihubs are infrastructure concepts meant to accommodate vertical take off and landing (VTOL) vehicles.

- A “**Vertihub**” is the largest facility concept and can be equated to a Transportation Investment Zone that accommodate VTOL aircraft as a middle-mile component of a larger network of last-mile modalities.
- Think electrified heliports of the future!

SANDAG AAM Vision for Early-Stage Planning

Guiding Principles:

A **comprehensive, equitable, sustainable, and resilient multi-modal transportation network**, with robust air transport, that extends beyond the San Diego jurisdictional line and enables the **safe, expeditious movement of goods, services, and people**.



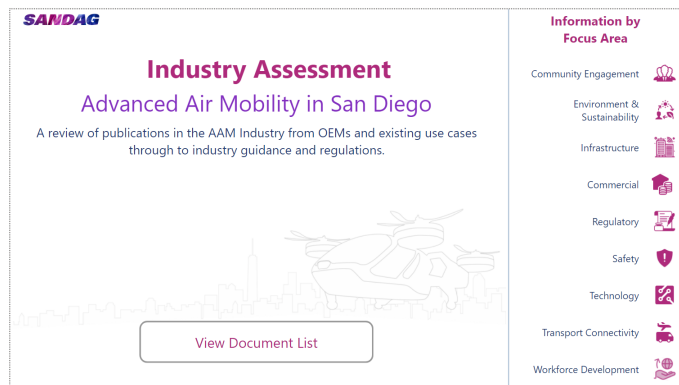
SANDAG AAM Deliverables

Completed Deliverables

- Internal Industry and Market Assessment Repository
- AAM Collaborative (ongoing)
 - Guiding Principles

Next Steps:

- Regional Policy Framework
- Implementation Strategy
- Stakeholder and Public Engagement Strategy



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