



Transportation Committee Agenda

**Friday, September 20, 2024
9 a.m.**

Welcome to SANDAG. The Transportation Committee meeting scheduled for Friday, September 20, 2024, will be held in person in the SANDAG Board Room. While Transportation 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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Public Comments: Members of the public may speak to the Transportation Committee on any item at the time the Transportation Committee is considering the item. Public speakers are generally limited to three minutes or less per person.

Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerkoftheboard@sandag.org (please reference Transportation Committee meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. the business day before the meeting will be provided to members prior to the meeting. All comments received prior to the close of the meeting will be made part of the meeting record.

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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.

SANDAG Board of Directors – Agency Affiliations

The noted affiliations represent reasonably foreseeable applicants under SANDAG’s various grants programs and are to the best of staff’s knowledge. Members should notify the Clerk of the Board if any information is incomplete or incorrect.

Member Agencies ¹	Title	Name	Additional Affiliation
City of Carlsbad	Councilmember	Melanie Burkholder (Primary)	
	Mayor Pro Tem	Priya Bhat-Patel (1st Alt)	North County Transit District (NCTD) ²
	Mayor	Keith Blackburn (2nd Alt)	
City of Chula Vista	Councilmember	Carolina Chavez (Primary)	
	Deputy Mayor	Alonso Gonzalez (1st Alt)	Metropolitan Transit System (MTS) ²
	Councilmember	Jose Preciado (2nd Alt)	
City of Coronado	Councilmember	John Duncan (Primary)	Facilitating Access to Coordinated Transportation (FACT) ³
	Councilmember	Mike Donovan (1st Alt)	Metropolitan Transit System (MTS) ²
	Mayor	Richard Bailey (2nd Alt)	
County of San Diego	Chairwoman	Nora Vargas (Primary)	
	Supervisor	Terra Lawson-Remer (1st Alt)	
	Supervisor	Monica Montgomery Steppe (2nd Alt)	Metropolitan Transit System (MTS) ²
County of San Diego	Supervisor	Joel Anderson (Primary)	
	Supervisor	Terra Lawson-Remer (1st Alt)	
	Supervisor	Monica Montgomery Steppe (2nd Alt)	Metropolitan Transit System (MTS) ²
City of Del Mar	Deputy Mayor	Terry Gaasterland (Primary)	
	Councilmember	Tracy Martinez (1st Alt)	North County Transit District (NCTD) ²

¹ Eligible recipient of salary, per diem, or reimbursement of expenses from the listed member agency

² Eligible recipient of salary, per diem, or reimbursement of expenses from the listed government entity

³ Non-salaried members of the listed nonprofit corporation

Member Agencies¹	Title	Name	Additional Affiliation
	Mayor	Dave Druker (2nd Alt)	
City of El Cajon	Mayor	Bill Wells (Primary)	
	Councilmember	Steve Goble (Alternate)	Metropolitan Transit System (MTS) ²
City of Encinitas	Mayor	Tony Kranz (Primary)	
	Councilmember	Kellie Hinze (1st Alt)	North County Transit District (NCTD) ² Facilitating Access to Coordinated Transportation (FACT) ³
	Deputy Mayor	Joy Lyndes (2nd Alt)	
City of Escondido	Mayor	Dane White (Primary)	
	Councilmember	Michael Morasco (Alt)	
	Councilmember	Joe Garcia (2nd Alt)	North County Transit District (NCTD) ²
City of Imperial Beach	Councilmember	Jack Fisher (Primary)	
	Mayor Pro Tem	Mitch McKay (1st Alt)	
	Councilmember	Matthew Leyba-Gonzalez (2nd Alt)	Metropolitan Transit System (MTS) ²
City of La Mesa	Councilmember	Jack Shu (Primary)	
	Councilmember	Patricia Dillard (1st Alt)	Metropolitan Transit System (MTS) ²
City of Lemon Grove	Mayor	Racquel Vasquez (Primary)	
	Councilmember	George Gastil (1st Alt)	Metropolitan Transit System (MTS) ² Facilitating Access to Coordinated Transportation (FACT) ³
	Councilmember	Alysson Snow (2nd Alt)	
City of National City	Councilmember	Luz Molina (Primary)	
	Councilmember	Jose Rodriguez (1st Alt)	
	Mayor	Ron Morrison (2nd Alt)	
City of Oceanside	Deputy Mayor	Ryan Keim (Primary)	
	Councilmember	Rick Robinson (Alt)	North County Transit District (NCTD) ²

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Member Agencies¹	Title	Name	Additional Affiliation
City of Poway	Mayor	Steve Vaus (Primary)	
	Deputy Mayor	Caylin Frank (1st Alt)	Metropolitan Transit System (MTS) ²
	Councilmember	Brian Pepin (2nd Alt)	
City of San Diego	Mayor	Todd Gloria (Primary)	Metropolitan Transit System (MTS) ²
	Councilmember	Raul Campillo (Alternate)	
	Council President Pro Tem	Joe LaCava (2nd Alt)	
City of San Diego	Vice Chair	Sean Elo-Rivera (Primary)	Metropolitan Transit System (MTS) ²
	Councilmember	Vivan Moreno (Alternate)	Metropolitan Transit System (MTS) ²
	Councilmember	Marni Von Wilpert (2nd Alt)	
City of San Marcos	Mayor	Rebecca Jones (Primary)	
	Councilmember	Ed Musgrove (1st Alt)	
	Deputy Mayor	Sharon Jenkins (2nd Alt)	North County Transit District (NCTD) ²
City of Santee	Mayor	John Minto (Primary)	
	Councilmember	Laura Koval (1st Alt)	
	Councilmember	Ronn Hall (2nd Alt)	Metropolitan Transit System (MTS) ²
City of Solana Beach	Second Vice Chair	Lesa Heebner (Primary)	
	Councilmember	David Zito (1st Alt)	
	Deputy Mayor	Jewel Edson (2nd Alt)	Facilitating Access to Coordinated Transportation (FACT) ³ North County Transit District (NCTD) ²
City of Vista	Deputy Mayor	Katie Melendez (Primary)	
	Councilmember	Dan O'Donnell (1st Alt)	
	Mayor	John Franklin (2nd Alt)	

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Advisory Agencies ¹	Title	Name	Additional Affiliation
Caltrans	Director	Everett Townsend	
	Deputy Director	Roy Abboud (1st Alt)	
Metropolitan Transit System	Councilmember	Matthew Leyba-Gonzalez (Primary) ²	Metropolitan Transit System (MTS) ²
	Councilmember	Patricia Dillard (Alternate) ²	Metropolitan Transit System (MTS) ²
	Councilmember	Ronn Hall (Alternate) ²	Metropolitan Transit System (MTS) ²
North County Transit District	Deputy Mayor	Jewel Edson (Primary) ²	Facilitating Access to Coordinated Transportation (FACT) ³ North County Transit District (NCTD) ²
	Mayor Pro Tem	Priya Bhat-Patel (1st Alt) ²	North County Transit District (NCTD) ²
	Councilmember	Sharon Jenkins (2nd Alt) ²	North County Transit District (NCTD) ²
Imperial County	Supervisor	Jesus Eduardo Escobar	
U.S. Department of Defense	Executive Director	Dennis Keck (Primary)	
		Anna Shepherd (Alternate)	
Port of San Diego	Commissioner	Dan Malcolm (Primary)	
		Job Nelson (Alternate)	
San Diego County Water Authority	Director	Mel Katz (Primary)	
		Nick Serrano (1st Alt)	
		Consuelo Martinez (2nd Alt)	
SDCRAA	Director	Gil Cabrera (Primary)	
		James Sly (Alt)	
Mexico	Consul General	Alicia Kerber (Primary)	
	Deputy Consul General	Gilberto Luna (Alternate)	
SCTCA	Chairman	Cody Martinez (Primary)	

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Advisory Agencies ¹	Title	Name	Additional Affiliation
	Chairwoman	Erica Pinto (Alt)	
Association of Planning Groups	Chairwoman	Robin Joy Maxson (Primary)	
		Eileen Delaney (Alt)	

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Transportation Committee

Friday, September 20, 2024

Comments and Communications

1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Transportation 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 Committee members and SANDAG staff also may present brief updates and announcements under this agenda item.

Consent

+2. Approval of Meeting Minutes

Approve

Francesca Webb, SANDAG

The Transportation Committee is asked to approve the minutes from its July 19, 2024, meeting.

[Meeting Minutes.pdf](#)

+3. Master Agreement for State-Funded Transit Projects with Caltrans

Recommend

Adrian Paniagua, SANDAG

The Transportation Committee is asked to recommend that the Board of Directors adopt Resolution No. 2024-04, authorizing the Chief Financial Officer to execute the Master Agreement for State-Funded Transit Projects with Caltrans.

[Master Agreement for State-Funded Transit Projects with Caltrans.pdf](#)

[Att. 1 - Resolution No. 2025-04.pdf](#)

[Att. 2 - Master Agreement for State-Funded Transit Projects.pdf](#)

+4. Regional Active Transportation Program Call for Projects

Information

Jenny Russo, SANDAG

This report provides an update on the Cycle 7 Regional Active Transportation Program Call for Projects.

[Regional ATP Call for Projects.pdf](#)

[Att. 1 - Addendum to Regional Call for Projects.pdf](#)

Reports

+5. SANDAG Grant Programs: Quarterly Status Update and Amendment Requests

Approve

Goldy Herbon, Aly Vazquez, SANDAG

The Transportation Committee is asked to approve:

1. The early termination of Renewing Life's Section 5310 vehicle grant agreement;
2. The early termination of MTS's Section 5310 vehicle grant agreement;
3. A seven-month extension for the City of Lemon Grove's Connect Main Street Smart Growth Incentive Program (SGIP) project;

4. A two-year extension for the City of San Diego's Downtown Mobility Cycleway Improvement Phase 1 & 2 SGIP project; and
5. A two-year extension for the City of El Cajon's Main Street-Green Street Gateway SGIP project.

[SANDAG Grant Pgrms Grants Quarterly Status.pdf](#)

[Att. 1 - Glossary of Terms.pdf](#)

[Att. 2 - Discussion Memo.pdf](#)

[Att. 3 - City of Lemon Grove Amend Request.pdf](#)

[Att. 4 - SDRV ROSP JPA Amendment Request.pdf](#)

[Att. 5 - MTS Early Termination Request Letter.pdf](#)

[Att. 6 - Renewing Life Early Termination Req Letter.pdf](#)

[Supporting Materials.pdf](#)

6. Proposed Final 2025 Regional Transportation Improvement Program
[Supporting Materials.pdf](#)

+6A. Public Hearing for Proposed Final 2025 Regional Transportation Improvement Program

Richard Radcliffe, SANDAG

Conduct
Public
Hearing

The Transportation Committee is asked to hold a public hearing to receive testimony on the proposed final 2025 Regional Transportation Improvement Program, including its air quality conformity analysis and air quality conformity redetermination of the revenue constrained Amended San Diego Forward: The 2021 Regional Plan.

[Public Hearing for Prop Final 2025 RTIP.pdf](#)

+6B. Proposed Final 2025 Regional Transportation Improvement Program
Richard Radcliffe, SANDAG

Recommend

The Transportation Committee is asked to recommend that the Board of Directors approve the final 2025 Regional Transportation Improvement Program, including its air quality conformity analysis and air quality conformity redetermination of the revenue-constrained Amended San Diego Forward: The 2021 Regional Plan.

[Prop Final 2025 RTIP Program.pdf](#)

[Att. 1 - Resolution RTC-2025-03.pdf](#)

[Att. 2 - 2025 RTIP Federal Requirements Analysis.pdf](#)

[Att. 3 - 2025 RTIP Program Summary Report.pdf](#)

[Att. 4 - 2025 RTIP Projects by Mode.pdf](#)

[Att. 5 - Public Cmts and Resps on Draft 2025 RTIP.pdf](#)

[Att. 6 - Changes Between Draft and Final 2025 RTIP.pdf](#)

[Att. 7 - Ch 5 Air Quality Conform Analysis.pdf](#)

[Att. 8 - 2025 RTIP Fact Sheet.pdf](#)

+7. TransNet Major Corridor Projects Update
Allan Kosup, Caltrans

Information

[Supporting Materials.pdf](#)

+7A. TransNet Major Corridor Projects Update: North Coast Corridor

Caltrans staff will present an update on the North Coast Corridor projects.

[TransNet MCP Update NCC.pdf](#)

[Att. 1 - Build NCC Project Fact Sheet.pdf](#)

[Att. 2 - Discussion Memo NCC Prgm Update Sept 2024.pdf](#)

+7B. TransNet Major Corridor Projects Update: State Route 78

Caltrans staff will present an update on the State Route 78 Corridor program of projects.

[TransNet MCP Update State Route 78.pdf](#)

[Att. 1 - SR-78 Active Project Underway Fact Sheet.pdf](#)

[Att. 2 -Discussion Memo SR 78 Prgm Update Sept 2024.pdf](#)

+8. Regional Zero-Emission Vehicle Incentive Program Development Overview

Discussion

Samaya Elder, Susan Freedman, SANDAG

Staff will present an overview of the development of a regional incentive program for zero-emission vehicles and request feedback on program considerations.

[Reg ZEV Incentive Prgm Dev Overview.pdf](#)

[Supporting Materials.pdf](#)

Adjournment

9. Adjournment

The next Transportation Committee meeting is scheduled for Friday, October 18, 2024.

+ next to an agenda item indicates an attachment

September 20, 2024

July 19, 2024, Meeting Minutes

[View Meeting Video](#)

Transportation Committee Chair Jack Shu (East County) called the Transportation Committee meeting to order at 9:05 a.m.

1. Public Comments/Communications/Member Comments

Public Comments: Alex Wong, Blair Beekman, Alan C., Ryan Stock, The Original Dra.

Member Comments: None.

Consent

2. Approval of Meeting Minutes

The Transportation Committee was asked to approve the minutes from its June 21, 2024, meeting.

3. FY 2025 Transit Agency Operating Budgets

The Transportation Committee was asked to approve the North County Transit District and the Metropolitan Transit System's FY 2025 operating budgets for funding.

4. 2023 Regional Transportation Improvement Program Amendment No. 14

The Transportation Committee was asked to recommend that the Board of Directors, acting as the Regional Transportation Commission, adopt Resolution No. RTC- 2025-01 approving 2023 RTIP Amendment No. 14.

5. 2024 Federal Transit Administration Title VI Program Update

The Transportation Committee was asked to recommend that the Board of Directors approve SANDAG's 2024 Federal Transit Administration Title VI Program Update:

Public Comments: Daniella Kennedy, Souha Omar, The Original Dra, Blair Beekman, Alan C.

Action: Upon a motion by Councilmember John Duncan (South County) and a second by Chairman Frank Urtasun (Port of San Diego), the Transportation Committee voted to approve the Consent Agenda.

The motion passed.

Yes: Chair Shu, Vice Chair Tony Kranz (North County Coastal), Councilmember Raul Campillo (City of San Diego), Supervisor Monica Montgomery Steppe (County of San Diego), Councilmember Vivian Moreno (Metropolitan Transit System), and Councilmember Priya Bhat-Patel (NCTD), Chairman Urtasun, Councilmember Duncan.

No: None.

Abstain: None.

Absent: San Diego County Regional Airport Authority, North County Inland.

Reports

6. FY 2025 Proposed Program Budget Amendment: TransNet Regional Bike Early Action Program

Acting Director of Engineering and Construction Omar Atayee and Manager of Financial Programming and Project Control Michelle Smith presented the item.

Public Comments: Michael Donovan, Benjamin Nicholls, Gerrie Trussel, Stephan Vance, Alan C., The Original Dra, Blair Beekman, Chloe Lauer.

Action: Upon a motion by Councilmember Campillo and a second by Vice Chair Kranz, the Transportation Committee voted to recommend that the Board of Directors, acting as the Regional Transportation Commission:

- 1) approve the borrowing of Commercial Paper up to \$20 million for eight projects in the Bike Early Action Program to support near-term budget needs for projects funded with TransNet Bicycle, Pedestrian, and Neighborhood Safety funds; and
- 2) approve the corresponding FY 2025 Program Budget Amendment.

The motion passed.

Yes: Chair Shu, Vice Chair Kranz, Councilmember Campillo, Supervisor Montgomery Steppe, Councilmember Moreno, and Councilmember Bhat-Patel, Chairman Urtasun, Councilmember Duncan.

No: None.

Abstain: None.

Absent: San Diego County Regional Airport Authority, North County Inland.

7. SANDAG Grant Programs: Quarterly Status Update and Amendment Requests

Grants Program Manager Jenny Russo, Senior Regional Planner Kim Smith, and Associate Grants Program Analyst Aly Vazquez presented the item.

The following committee members who were present at the meeting are nonsalaried members of the listed nonprofit corporation, FACT: Councilmember Duncan.

Public Comments: Arun Prem, Alan C., The Original Dra.

Action: Upon a motion by Councilmember Moreno and a second by Vice Chair Kranz, The Transportation Committee voted to:

1. Approve a 16-month schedule extension for the City of Escondido's General Plan Amendments and Environmental Review Smart Growth Incentive Program.
2. Recommend that the Board of Directors deny a scope of work change to FACT's RideFACT Section 5310 award.

The motion passed.

Yes: Chair Shu, Vice Chair Kranz, Councilmember Campillo, Supervisor Montgomery Steppe, Councilmember Moreno, and Councilmember Bhat-Patel, Chairman Urtasun.

No: Councilmember Duncan.

Abstain: None.

Absent: San Diego County Regional Airport Authority, North County Inland.

8. Draft 2025 Regional Transportation Improvement Program

Associate Financial Analyst Richard Radcliffe and Michelle Smith presented the item.

Public Comments: Alan C., The Original Dra, Blair Beekman.

Action: Upon a motion by Councilmember Bhat-Patel and a second by Chairman Urtasun, the Transportation Committee was asked to recommend that the Board of Directors accept the draft 2025 Regional Transportation Improvement Program, including its air quality conformity analysis and draft air quality conformity redetermination of the revenue constrained San Diego Forward: The 2021 Regional Transportation Plan, for distribution for a 30-day public review and comment period.

The motion passed.

Yes: Chair Shu, Vice Chair Kranz, Councilmember Campillo, Councilmember Moreno, and Councilmember Bhat-Patel, Chairman Urtasun, Councilmember Duncan.

No: None.

Abstain: None.

Absent: San Diego County Regional Airport Authority, County of San Diego, North County Inland.

9. Smart Growth Incentive Program Criteria

Jenny Russo and Senior Regional Planner Stacey Cooper presented present an overview of Smart Growth Incentive Program and request feedback on evaluation criteria for the Cycle 6 Call for Projects

Public Comments: Alan C., The Original Dra, Blair Beekman.

Action: Discussion.

Continued Non-Agenda Public Comments: Robert Germann.

10. Adjournment

The next Transportation Committee meeting is scheduled for Friday, September 20, 2024, at 9 a.m.

Vice Chair Kranz adjourned the meeting at 11:40 a.m.

Attendance at Transportation Meeting

Jurisdiction	Name	Member/ Alternate	Attend
San Diego County Regional Airport Authority	Mayor Esther Sanchez	Member	No
	Rafael Perez	Alternate	No
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
	Councilmember Alysson Snow	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	No
	Councilmember Ed Musgrove	Alternate	No
North County Transit District	Councilmember Priya Bhat-Patel	Member	Yes
	Deputy Mayor Jewel Edson	Alternate	No
	Councilmember Corinna Contreras	Alternate	No
Port of San Diego	Chairman Frank Urtasun	Member	Yes
	Job Nelson	Alternate	No
South County	Councilmember John Duncan	Member	Yes
	Councilmember Jose Rodriguez	Alternate	No
Advisory Members			
Caltrans	Everett Townsend	Member	
	Ann Fox	Alternate	
	Roy Abboud	Alternate	Yes
Southern California Tribal Chairmen's Association	Erica Pinto	Member	
	James Hill	Member	

September 20, 2024

Master Agreement for State-Funded Transit Projects with Caltrans

Overview

The Caltrans Master Agreement for State-Funded Transit Projects with Caltrans is a comprehensive guide for managing state-funded transit projects under a Master Agreement. It details the administrative procedures for initiating and amending project-specific agreements, outlines the types of costs that are eligible for funding, and describes the payment process. The document also establishes general provisions regarding funding, audits, and reporting, along with specific compliance requirements related to legal and environmental standards. Additionally, it includes special provisions for handling bonds and other project-specific scenarios, ensuring that all parties adhere to standardized protocols and regulations.

Caltrans has requested that SANDAG execute a revised Master Agreement to replace the current ten-year agreement. This agreement covers the transfer of state funds, Senate Bill 1, and other state funds for SANDAG transit projects. Generally, the agreements are for capital projects such as the LOSSAN Corridor Double Track projects.

Key Considerations

Projects that are funded with state funds or federal funds that are passed through by the state require a Program Supplement, which identifies the project scope, timeframe, and total funding as well as authorizes the state to reimburse SANDAG. The Program Supplement falls under the Master Agreement, which acts as the umbrella covenant. With the expiration of the current agreement, a new agreement is necessary.

Next Steps

Pending the Board's adoption of Resolution No. 2025-04, and execution of the Master Agreement, the revised Master Agreement will replace the current ten-year agreement and is scheduled to expire in September 2034.

Susan Huntington, Director of Financial Plannings, Budgets & Grants

Attachments: 1. Resolution No. 2025-04
2. Master Agreement for State-Funded Transit Projects

Action: **Recommend**

The Transportation Committee is asked to recommend that the Board of Directors adopt Resolution No. 2025-04, authorizing the Chief Financial Officer to execute the Master Agreement for State-Funded Transit Projects with Caltrans.

Fiscal Impact:

This Master Agreement enables SANDAG to continue accessing and utilizing state funds, providing a structure for their effective and efficient use. It establishes a framework for strategic financial management.

Schedule/Scope Impact:

By renewing this agreement, SANDAG ensures that projects remain eligible for state funding, thereby avoiding any funding disruptions. This renewal enables the optimal utilization of funds, greatly benefiting regional projects and maximizing their impact.

Authorization for the Execution of a Master Agreement and Program Supplements for State-Funded Transit Projects

WHEREAS, the San Diego Association of Governments (SANDAG) may receive state funding from the California Department of Transportation (Caltrans) now or sometime in the future for transit projects; and

WHEREAS, substantial revisions were made to the programming and funding process for the transportation projects programmed in the State Transportation Improvement Program, by Chapter 622 of the Statutes of 1997; and

WHEREAS, the statutes related to State-Funded Transit Projects require a local or regional implementing agency to execute an agreement with Caltrans before it can be reimbursed for project expenditures; and

WHEREAS, Caltrans utilizes Master Agreements for State-Funded Transit Projects, along with associated Program Supplements, for the purpose of administering and reimbursing state transit funds to local agencies; and

WHEREAS, SANDAG wishes to delegate authorization to execute these agreements and any amendments thereto the Chief Executive Officer (CEO), Chief Financial Officer, and Director of Financial Planning, Budgets, and Grants; and

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of SANDAG that the fund recipient agrees to comply with all conditions and requirements set forth in this agreement and applicable statutes, regulations, and guidelines for all-state funded transit projects.

NOW THEREFORE BE IT FURTHER RESOLVED, by the Board of Directors of SANDAG that the CEO, CFO, and Director of Financial Planning, Budgets, and Grants each be authorized to execute the Master Agreement and all Program Supplements for State-Funded Transit Projects and any Amendments thereto with Caltrans.

PASSED AND ADOPTED this 27th of September 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.

Master Agreement State Funded Transit Projects



California Department of Transportation

Division of Local Assistance
1120 N STREET, ROOM 3300
P. O. BOX 942874, MS-39
SACRAMENTO, CA 94274-0001
PHONE (916) 654-8012

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
Division of Local Assistance**

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**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
Division of Local Assistance**

**MASTER AGREEMENT
STATE FUNDED TRANSIT PROJECTS**

Effective Date of this Agreement: September 2, 2024

Termination Date of this

Agreement: September 2, 2034

Recipient: San Diego Association of Governments

**APPLICABLE FUNDING SOURCES COVERED BY THIS AGREEMENT WILL BE IDENTIFIED
IN EACH SPECIFIC PROGRAM SUPPLEMENT
ADOPTING THE TERMS OF THIS AGREEMENT**

- ◆ **General Fund**
- ◆ **State Highway Account**
- ◆ **Public Transportation Account**
- ◆ **Clean Air and Transportation Improvement Act of 1990 (PROP. 116) Bond Fund**
- ◆ **Traffic Congestion Relief Fund (TCR), GC 14556.40**
- ◆ **Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act**
- ◆ **Road Repair and Accountability Act of 2017, Senate Bill 1**
- ◆ **2018 Local Partnership Program**
- ◆ **Other State Funding Sources (Existing and Future)**

This AGREEMENT, entered into effective as of the date set forth above, is between the signatory public entity identified hereinabove, hereinafter referred to as **RECIPIENT**, and the STATE OF CALIFORNIA, acting by and through its Department of Transportation, hereinafter referred to as **STATE**.

ARTICLE I - PROJECT ADMINISTRATION

Section 1. Program Supplement

A. General

- (1) This AGREEMENT shall have no force and effect with respect to any PROJECT unless and until a separate PROJECT specific "PROGRAM SUPPLEMENT – STATE FUNDED TRANSIT PROJECT(S)," hereinafter referred to as "PROGRAM SUPPLEMENT," adopting all of the terms and conditions

of this AGREEMENT has been fully executed by both **STATE** and **RECIPIENT**.

- (2) **RECIPIENT** agrees to complete each defined PROJECT, or the identified PROJECT Phase/Component thereof, described in the PROGRAM SUPPLEMENT adopting all of the terms and conditions of this AGREEMENT.
- (3) A financial commitment of actual PROJECT funds will only occur in each detailed and separate PROGRAM SUPPLEMENT. No funds are obligated by the prior execution of this AGREEMENT alone.
- (4) **RECIPIENT** further agrees, as a condition to the release and payment of the funds encumbered for the PROJECT described in each PROGRAM SUPPLEMENT, to comply with the terms and conditions of this AGREEMENT and all the agreed-upon Special Covenants and Conditions attached to or made a part of the PROGRAM SUPPLEMENT identifying and defining the nature of that specific PROJECT.
- (5) The PROGRAM SUPPLEMENT shall include: a detailed Scope of Work conforming to the included Project Description, a Project Schedule, an Overall Funding Plan, and a Project Financial Plan as required by the applicable Program Guidelines.
 - a. The Scope of Work shall include a detailed description of the PROJECT and will itemize the major tasks and their estimated costs.
 - b. The Project Schedule shall include major tasks and/or milestones and their associated beginning and ending dates and duration.
 - c. The Overall Funding Plan shall itemize the various PROJECT Components, the committed funding program(s) or source(s), and the matching funds to be provided by **RECIPIENT** and/or other funding sources, if any [these Components include Environmental and Permits; Plans, Specifications and Estimates (PS&E); Right-of-Way (ROW); and Construction (including transit vehicle acquisition)].
 - d. The Project Financial Plan shall identify estimated expenditures for each PROJECT Component by funding source.
- (6) Adoption and execution of the PROGRAM SUPPLEMENT by **RECIPIENT** and **STATE**, incorporating the terms and conditions of this AGREEMENT into the PROGRAM SUPPLEMENT as though fully set forth therein, shall be sufficient to bind **RECIPIENT** to these terms and conditions when performing the PROJECT. Unless otherwise expressly delegated to a third-party in a resolution by **RECIPIENT**'s governing body, which delegation must be expressly assented to and concurred in by **STATE**, the PROGRAM SUPPLEMENT shall be managed by **RECIPIENT**.

- (7) The estimated cost and scope of each PROJECT will be as described in the applicable PROGRAM SUPPLEMENT. **STATE** funding participation for each PROJECT is limited to those amounts actually encumbered by **STATE** as evidenced in that applicable PROGRAM SUPPLEMENT. A contract awarded by **RECIPIENT** for PROJECT work in an amount in excess of said approved estimate or the PROGRAM SUPPLEMENT funding limit may exceed any said PROGRAM SUPPLEMENT cost estimate and the limits of **STATE**'s participation provided:
- a. **RECIPIENT** provides the necessary additional funding, or
 - b. A cost increase in **STATE**'s share of PROJECT funding is first requested by **RECIPIENT** (before the cost overrun occurs) and that increase is approved by **STATE** in the form of an Allocation Letter comprising the encumbrance document for that increased **STATE** funding level.
- (8) State programmed fund amounts may be increased to cover PROJECT cost increases only if:
- a. Such funds are available;
 - b. **STATE** concurs with that proposed increase; and
 - c. **STATE** issues an approved Allocation Letter, Fund Shift Letter, or a Time Extension Letter with additional funding as stated in an executed amendment to that PROGRAM SUPPLEMENT.
- (9) When additional State programmed funds are not available, **RECIPIENT** agrees that reimbursements of invoiced PROJECT costs paid to **RECIPIENT** will be limited to, and shall not exceed, the amounts already approved in the PROGRAM SUPPLEMENT containing the **STATE** approved encumbrance documents and that any increases in PROJECT costs above that **STATE** supported funding level must be defrayed by **RECIPIENT** with non-State funds.
- (10) For each approved PROGRAM SUPPLEMENT, **RECIPIENT** agrees to contribute at least the statutorily or other required local contribution of appropriate matching funds (other than State funds) if any matching funds are specified within the PROGRAM SUPPLEMENT, or any attachment thereto, toward the actual cost of the PROJECT or the amount, if any, specified in an executed SB 2800 (Streets and Highways Code section 164.53) Agreement for local match fund credit, whichever is greater. **RECIPIENT** shall contribute not less than the required match amount toward the cost of the PROJECT in accordance with a schedule of

payments as shown in a Project Financial Plan prepared by **RECIPIENT** as part of a PROGRAM SUPPLEMENT.

- (11) Upon the stated expiration date of this AGREEMENT, any PROGRAM SUPPLEMENTS executed under this AGREEMENT for a PROJECT with work yet to be completed pursuant to the approved Project Schedule shall be deemed to extend the term of this AGREEMENT only to conform to the specific PROJECT termination or completion date contemplated by the applicable PROGRAM SUPPLEMENT to allow that uncompleted PROJECT to be administered under the extended terms and conditions of this AGREEMENT.
- (12) Total project cost includes the cost of a project for all phases (Plans, Specifications, and Estimates (PS&E), Project Approval and Environmental Document (PA&ED) Right-of-Way (ROW), and Construction (CON) including rolling stock) of a Project from start to finish.

B. *Project Overrun*

- (1) If **RECIPIENT** and **STATE** determine, at any time during the performance of a PROJECT, that the PROJECT budget may be exceeded, **RECIPIENT** shall take the following steps:
 - a. Notify the designated **STATE** representative of the nature and projected extent of the overrun and, within a reasonable period thereafter, identify and quantify potential cost savings or other measures which **RECIPIENT** will institute to bring the Project Budget into balance; and
 - b. Schedule the projected overrun for discussion at the next Quarterly Review meeting; and
 - c. Identify the source of additional **RECIPIENT** or other third party funds that can be made available to complete PROJECT.

C. *Scope of Work*

- (1) **RECIPIENT** shall be responsible for complete performance of the work described in the approved PROGRAM SUPPLEMENT for the PROJECT related to the commitment of encumbered funds. All work shall be accomplished in accordance with the applicable provisions of the Public Utilities Code, the Streets and Highways Code, the Government Code, and other applicable statutes and regulations.

- (2) **RECIPIENT** acknowledges and agrees that **RECIPIENT** is the sole control and manager of each PROJECT and its subsequent employment, operation, repair and maintenance for the benefit of the public. **RECIPIENT** shall be solely responsible for complying with the funding and use restrictions established by (a) the statutes from which these funds are derived, (b) the California Transportation Commission (CTC), (c) the State Treasurer, (d) the Internal Revenue Service, (e) the applicable PROGRAM SUPPLEMENT, and (f) this AGREEMENT.

D. Program Supplement Amendments

PROGRAM SUPPLEMENT amendments will be required whenever there are CTC-approved changes to the cost, scope of work, or delivery schedule of a PROJECT from those specified in the original PROJECT Application and the original PROGRAM SUPPLEMENT. Those changes shall be mutually binding upon the Parties only following the execution of a PROGRAM SUPPLEMENT amendment.

Section 2. Allowable Costs and Payments

A. Allowable Costs and Progress Payment Vouchers

- (1) Not more frequently than once a month, but at least quarterly, **RECIPIENT** will prepare and submit to **STATE** (directed to the attention of the appropriate State District Transit Representative) signed Progress Payment Vouchers for actual PROJECT costs incurred and paid for by **RECIPIENT** consistent with the Scope of Work document in the PROGRAM SUPPLEMENT and **STATE** shall pay those uncontested allowable costs once the voucher is approved. If no costs were incurred during any given quarter, **RECIPIENT** is exempt from submitting a signed Progress Payment Voucher; but is still required to present a progress report at each Quarterly Review.
- (2) **STATE** shall not be required to reimburse more funds, cumulatively, per quarter of any fiscal year greater than the sums identified and included in the PROJECT Financial Plan. However, accelerated reimbursement of PROJECT funds in excess of the amounts indicated in the Project Financial Plan, cumulatively by fiscal year, may be allowed at the sole discretion of **STATE** if such funds are available for encumbrance to fulfill that need.
- (3) Each such voucher will report the total of PROJECT expenditures from all sources (including those of **RECIPIENT** and third parties) and will specify the percent of State reimbursement requested and the fund source. The

voucher should also summarize State money requested by PROJECT component (environmental and permits, plans specifications, and estimates (PS&E); right of way; construction; rolling stock; or--if bond funded--private activity usage) and phase, and shall be accompanied by a report describing the overall work status and progress on PROJECT tasks. If applicable, the first voucher shall also be accompanied by a report describing any tasks specified in the PROGRAM SUPPLEMENT which were accomplished prior to the Effective Date of this AGREEMENT or the PROGRAM SUPPLEMENT with costs to be credited toward any required local contribution described in Article II, Section 1 of this Agreement (but only if expended pursuant to any applicable prior executed Agreement for Local Match Fund Credit between **RECIPIENT** and **STATE**).

- (4) An Indirect Cost Rate Proposal and/or Central Service Cost Allocation plan and related documentation approved under cognizant agency regulations are to be provided to **STATE** (Caltrans Audits & Investigations) annually for their review, and approval and filing prior to ADMINISTERING AGENCY seeking reimbursement of indirect costs incurred within each fiscal year being claimed for reimbursement.

B. Advance Payments (TCR Projects Only)

- (1) Advance reimbursements or payments by **STATE** are not allowed except in the case of TCR funded Projects, and only then when expressly authorized by the CTC.
- (2) In order to receive a CTC approved TCR payment advance, **RECIPIENT** must provide duplicate signed invoices to **STATE** requesting payment of that authorized advance.
- (3) For TCR Projects approved for advanced payment allocation by the CTC, said advance payment shall be deposited by **RECIPIENT** in an interest bearing account held by institutions with long-term credit ratings of "AA" or better from at least two nationally recognized credit rating agencies, or in instruments issued by and secured by the full faith and credit of the U.S. Government or by an agency of the U.S. Government. No TCR interest earnings may be spent on the PROJECT. Interest earned shall be recorded and documented from the time the TCR funds are first deposited in **RECIPIENT**'s account until all the approved TCR advance funds have been expended or returned to **STATE** together with all accrued interest. Interest earned shall be reported to **STATE**'s Project Coordinator on an annual basis and upon the final PROJECT payment when interest earnings, overpayments, and unexpended advanced TCR

funds shall be returned to **STATE** no later than thirty (30) days after PROJECT completion or termination of the PROGRAM SUPPLEMENT, whichever is first in time.

- (4) Advanced funds are to be expended only as indicated in the approved TCR Application. **RECIPIENT** must be able to document the expenditures/disbursement of funds advanced to only pay for actual allowable PROJECT costs incurred.
- (5) Except as expressly allowed hereinbelow, non-TCR funds and TCR project funds not authorized for advance payment can only be released by **STATE** as reimbursement of actual allowable PROJECT costs already incurred and paid for by **RECIPIENT** no earlier than the effective date of this AGREEMENT and not incurred beyond the AGREEMENT/PROGRAM SUPPLEMENT Termination Date.
- (6) Where advance payments are authorized in a PROGRAM SUPPLEMENT, **RECIPIENT** must report and document the expenditure/disbursement of funds advanced to pay for actual eligible PROJECT costs incurred, at least quarterly, using a Progress Payment Voucher to be approved by **STATE's** District Project Administrator.

C. Expedited Payments

Should **RECIPIENT** have a valid Memorandum of Understanding (MOU) for "Expedited Payment" on file with **STATE's** Accounting Service Center, **RECIPIENT** will, not more frequently than as authorized by that MOU, prepare and submit to **STATE** an Expedited Payment Invoice for reimbursements that are consistent with that MOU, this AGREEMENT, and the applicable PROGRAM SUPPLEMENT. Expedited Payments are subject to policies established in the Caltrans Accounting Manual. One time payments and final payments eligible for expedited pay pursuant to this Section will have ten percent (10%) of each invoice amount withheld until PROJECT completion and **STATE** has evaluated **RECIPIENT's** performance and made a determination that all requirements assumed under this AGREEMENT and the relevant PROGRAM SUPPLEMENT have been satisfactorily fulfilled by **RECIPIENT**.

D. Advance Expenditure of Local Funds

Government Code section 14529.17 (AB 872) allows public agencies to expend their own funds on certain programmed projects prior to the CTC's allocation of funds, and, upon receipt of CTC approval, to then seek reimbursement for those allowable prior expenditures following execution of a PROGRAM SUPPLEMENT wherein **STATE** acknowledges and accepts those statutorily authorized prior

expenditures as a credit towards a required **RECIPIENT** match, (if any) or as eligible PROJECT expenditures for reimbursement.

E. Travel Reimbursement

Payments to **RECIPIENT** for PROJECT related travel and subsistence expenses of **RECIPIENT** forces and its subcontractors claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid rank and file State employees under current State Department of Personnel Administration (DPA) rules. If the rates invoiced by **RECIPIENT** are in excess of those authorized DPA rates, then **RECIPIENT** is responsible for the cost difference, and any overpayments inadvertently paid by **STATE** shall be reimbursed to **STATE** by **RECIPIENT** on demand.

F. Final Invoice

The PROGRAM SUPPLEMENT Termination Date refers to the last date for **RECIPIENT** to incur valid PROJECT costs or credits and is the date that the PROGRAM SUPPLEMENT expires. **RECIPIENT** has one hundred and eighty (180) days after that Termination Date to make already incurred final allowable payments to PROJECT contractors or vendors, prepare the PROJECT Closeout Report, and submit the final invoice to **STATE** for reimbursement of allowable PROJECT costs before those remaining State funds are unencumbered and those funds are reverted as no longer available to pay any PROJECT costs. **RECIPIENT** expressly waives any right to allowable reimbursements from **STATE** pursuant to this AGREEMENT for costs incurred after that termination date and for costs invoiced to **RECIPIENT** for payment after that one hundred and eightieth (180th) day following the PROJECT Termination Date.

ARTICLE II – GENERAL PROVISIONS

Section 1. Funding

A. Local Match Funds

Subparagraphs “(1) and (2)” within this Section 1.A. apply only to those PROJECTS where the PROJECT funding is programmed to require a local match. (See individual Program Guidelines for specific funding requirements).

- (1) Except where specifically allowed by the applicable PROGRAM SUPPLEMENT, reimbursement of and credits for local matching funds will be made or allowed only for work performed after the Effective Date of a PROGRAM SUPPLEMENT and prior to the Termination Date unless permitted

as local match PROJECT expenditures made prior to the effective date of the PROGRAM SUPPLEMENT pursuant to Government Code section 14529.17 or by an executed SB 2800 Agreement for Local Match Fund Credit.

- (2) **RECIPIENT** agrees to contribute at least the statutorily or other required local contribution of matching funds (other than State or federal funds), if any is specified within the PROGRAM SUPPLEMENT or any attachment thereto, toward the actual cost of the PROJECT or the amount, if any, specified in any executed SB 2800 (Streets and Highways Code Section 164.53) Agreement for local match fund credit, whichever is greater. **RECIPIENT** shall contribute not less than its required match amount toward the PROJECT cost in accordance with a schedule of payments as shown in the Project Financial Plan prepared by **RECIPIENT** and approved by **STATE** as part of a PROGRAM SUPPLEMENT.

B. Funding Contingencies

Delivery by **STATE** of all funds encumbered to reimburse allowable PROJECT costs pursuant to this AGREEMENT is contingent upon prior budget action by the Legislature, fund allocation by the CTC or the United States Department of Transportation, and submittal by **RECIPIENT** and approval by **STATE** of all PROJECT documentation, including, without limitation, that required by Government Code section 14085. In the event of the imposition of additional conditions, delays, or a cancellation or reduction in funding, as approved by the Legislature, the CTC or the United States Department of Transportation, **RECIPIENT** shall be excused from meeting the time and expenditure constraints set forth in the Project Financial Plan and the Project Schedule to the extent of such delay, cancellation or reduction and the PROGRAM SUPPLEMENT will be amended to reflect the resultant necessary changes in PROJECT funding, scope, or scheduling.

C. Funds Movement

RECIPIENT shall not make any proposed changes in any of the four PROJECT expenditure Components (Environmental and Permits, PS&E, Right-of-Way and Construction), including major equipment acquisitions without prior written **STATE** approval. **STATE** will also determine whether those proposed changes are significant enough to warrant CTC review. Specific rules and guidelines regarding this process may be detailed in the applicable CTC Resolutions, including, but not limited to, numbers G-06-04 and G-06-20 or their successors.

Section 2. Audits and Reports

A. Cost Principles

- (1) **RECIPIENT** agrees to comply with Title 2 Code of Federal Regulations 200 (2 CFR 200), Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards.
- (2) **RECIPIENT** agrees, and will assure that its contractors and subcontractors will be obligated to agree to follow 2 CFR 200 and it shall be used to determine the allowability of individual Project cost items. Every sub-recipient receiving Project funds as a contractor or sub-contractor under this agreement shall comply with 2 CFR 200.
- (3) Any PROJECT costs for which **RECIPIENT** has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR 200, are subject to repayment by **RECIPIENT** to **STATE**. Should **RECIPIENT** fail to reimburse moneys due **STATE** within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, **STATE** is authorized to intercept and withhold future payments due **RECIPIENT** from **STATE** or any third-party source, including but not limited to, the State Treasurer, the State Controller and the CTC.

B. Record Retention

- (1) **RECIPIENT** agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred PROJECT costs and matching funds by line item for the PROJECT. The accounting system of **RECIPIENT**, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of **RECIPIENT**, its contractors and subcontractors connected with PROJECT performance under this AGREEMENT and each PROGRAM SUPPLEMENT shall be maintained for a minimum of three (3) years from the date of final payment to **RECIPIENT** under a PROGRAM SUPPLEMENT and shall be held open to inspection, copying, and audit by representatives of **STATE**, the California State Auditor, and auditors representing the federal government. Copies thereof will be furnished by **RECIPIENT**, its contractors, and subcontractors upon receipt of any request made by

STATE or its agents. In conducting an audit of the costs and match credits claimed under this AGREEMENT, **STATE** will rely to the maximum extent possible on any prior audit of **RECIPIENT** pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by **RECIPIENT**'s external and internal auditors may be relied upon and used by **STATE** when planning and conducting additional audits.

- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of **RECIPIENT**'s contracts with third parties pursuant to Government Code section 8546.7, **RECIPIENT**, **RECIPIENT**'s contractors and subcontractors and **STATE** shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such AGREEMENT and PROGRAM SUPPLEMENT materials available at their respective offices at all reasonable times during the entire PROJECT period and for three (3) years from the date of final payment to **RECIPIENT** under any PROGRAM SUPPLEMENT. **STATE**, the California State Auditor, or any duly authorized representative of **STATE** or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent to a PROJECT for audits, examinations, excerpts, and transactions, and **RECIPIENT** shall furnish copies thereof if requested.
- (3) **RECIPIENT**, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by **STATE**, for the purpose of any investigation to ascertain compliance with this AGREEMENT.

C. Quarterly Review

- (1) Subject to the discretion of **STATE**, **RECIPIENT** and **STATE** agree to conduct, on a quarterly basis, on-site reviews of all aspects of the progress of each PROJECT. **RECIPIENT** agrees, during each quarterly progress review, to inform **STATE** regarding:
 - a. Whether the PROJECT is proceeding on schedule and within budget;

- b. Any requested changes to the Project Description, Scope of Work, Project Schedule, Overall Funding Plan, or Project Financial Plan contained in a PROGRAM SUPPLEMENT;
 - c. Major construction accomplishments during the quarter;
 - d. Any actual or anticipated problems which could lead to delays in schedule, increased costs or other difficulties;
 - e. The status of the PROJECT budget; and
 - f. The status of critical elements of PROJECT.
- (2) Quarterly reviews of **RECIPIENT** progress will include consideration of whether reported implementation activities are within the scope of the PROJECT PROGRAM SUPPLEMENT and in compliance with State laws, regulations, and administrative requirements.

Section 3. Special Requirements

A. California Transportation Commission (CTC) Resolutions

- (1) **RECIPIENT** shall adhere to applicable CTC policies, as may be adopted or amended from time to time, governing eligibility, project management, use of funds including, but not limited to the "Timely Use of Funds" as stated in Resolution G-06-04, adopted April 26, 2006, addressing the expenditure and reimbursement of TCR funds and Resolution G-09-11, adopted October 14, 2009, to provide guidance for the use of Proposition 116 and STIP funds. All CTC resolutions, and/or successor resolutions in place at the time a PROGRAM SUPPLEMENT is executed, shall be applicable to all state funded projects including, but not limited to Prop 116, STIP, TCR funds, Proposition 1A, and the Road Repair and Accountability Act of 2017, respectively.
- (2) **RECIPIENT** shall be bound to the terms and conditions of this AGREEMENT; the PROJECT application contained in the PROGRAM SUPPLEMENT (as applicable); and CTC Resolutions G-06-04, G-09-11 and/or their respective successors in place at the time the PROGRAM SUPPLEMENT is signed (as applicable) and all restrictions, rights, duties and obligations established therein on behalf of **STATE** and CTC shall accrue to the benefit of the CTC and shall thereafter be subject to any necessary enforcement action by CTC or **STATE**. All terms and conditions stated in the aforesaid CTC Resolutions and CTC-approved Guidelines in place at the time the PROGRAM SUPPLEMENT is signed (if applicable) shall also be considered to be binding provisions of this AGREEMENT.

- (3) **RECIPIENT** shall conform to any and all permit and mitigation duties associated with PROJECT as well as all environmental obligations established in CTC Resolution G-91-2 and/or its successors in place at the time a PROGRAM SUPPLEMENT is signed, as applicable, at the expense of **RECIPIENT** and/or the responsible party and without any further financial contributions or obligations on the part of **STATE** unless a separate PROGRAM SUPPLEMENT expressly provides funding for the specific purpose of hazardous materials remediation.
- (4) **RECIPIENT** acknowledges when the PROGRAM SUPPLEMENT is executed the **RECIPIENT** is to comply with all CTC resolutions as adopted or currently amended as well as the guidelines, and policies applicable to state funded programs (or projects) including, but not limited to, Prop 116, STIP, TCR, Proposition 1A, and the Road Repair and Accountability Act of 2017.

B. RECIPIENT Resolution

- (1) **RECIPIENT** has executed this AGREEMENT pursuant to the authorizing **RECIPIENT** resolution, attached as Attachment II to this AGREEMENT, which empowers **RECIPIENT** to enter into this AGREEMENT and which may also empower **RECIPIENT** to enter into all subsequent PROGRAM SUPPLEMENTS adopting the provisions of this AGREEMENT.
- (2) If **RECIPIENT** or **STATE** determines that a separate Resolution is needed for each PROGRAM SUPPLEMENT, **RECIPIENT** will provide information as to who the authorized designee is to act on behalf of the **RECIPIENT** to bind **RECIPIENT** with regard to the terms and conditions of any said PROGRAM SUPPLEMENT or amendment and will provide a copy of that additional Resolution to **STATE** with the PROGRAM SUPPLEMENT or any amendment to that document.

C. Termination

- (1) **STATE** reserves the right to terminate funding for any PROGRAM SUPPLEMENT upon written notice to **RECIPIENT** in the event that **RECIPIENT** fails to proceed with PROJECT work in accordance with the PROGRAM SUPPLEMENT, the bonding requirements, if applicable, or otherwise violates the conditions of this AGREEMENT and/or the PROGRAM SUPPLEMENT or the funding allocation such that substantial performance is significantly endangered.

- (2) No such termination shall become effective if, within thirty (30) days after receipt of a Notice of Termination, **RECIPIENT** either cures the default involved or, if not reasonably susceptible of cure within said thirty (30)-day period, **RECIPIENT** proceeds thereafter to complete the cure in a manner and timeline acceptable to **STATE**. Any such termination shall be accomplished by delivery to **RECIPIENT** of a Notice of Termination, which notice shall become effective not less than thirty (30) days after receipt, specifying the reason for the termination, the extent to which funding of work under this AGREEMENT is terminated and the date upon which such termination becomes effective, if beyond thirty (30) days after receipt. During the period before the effective termination date, **RECIPIENT** and **STATE** shall meet to attempt to resolve any dispute.
- (3) Following a fund encumbrance made pursuant to a PROGRAM SUPPLEMENT, if **RECIPIENT** fails to expend TCR/GENERAL FUND monies by June 30 of any applicable Fiscal Year that those funds would revert, those funds will be deemed withdrawn and will no longer be available to reimburse PROJECT work unless those funds are specifically made available beyond the end of that Fiscal Year through re-appropriation or other equivalent action of the Legislature and written notice of that action is provided to **RECIPIENT** by **STATE**.
- (4) In the event **STATE** terminates a PROGRAM SUPPLEMENT for convenience and not for a default on the part of **RECIPIENT** as is contemplated in C (1) and (2) above of this Section 3, **RECIPIENT** shall be reimbursed its authorized costs up to **STATE**'s proportionate and maximum share of allowable PROJECT costs incurred to the date of **RECIPIENT**'s receipt of that notice of termination, including any unavoidable costs reasonably and necessarily incurred up to and following that termination date by **RECIPIENT** to effect such termination following receipt of that termination notice.

D. Third Party Contracting

- (1) **RECIPIENT** shall not award a construction contract over \$10,000 or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed under this AGREEMENT without the prior written approval of **STATE**. Contracts awarded by **RECIPIENT**, if intended as local match credit, must meet the requirements set forth in this AGREEMENT regarding local match funds.

- (2) Any subcontract entered into by **RECIPIENT** as a result of this AGREEMENT shall contain the provisions of ARTICLE II – GENERAL PROVISIONS, Section 2. Audits and Reports and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as PROJECT costs only after those costs are incurred and paid for by the subcontractors.
- (3) To be eligible for local match credit, **RECIPIENT** must ensure that local match funds used for the PROJECT meet the General Provisions requirements outlined in this ARTICLE II in the same manner as required of all other PROJECT expenditures.
- (4) In addition to the above, the preaward requirements of third party contractor/consultants with local transit agencies should be consistent with Local Program Procedures (LPP-00-05).

E. Change in Funds and Terms/Amendments

This AGREEMENT and the resultant PROGRAM SUPPLEMENTS may be modified, altered, or revised only with the joint written consent of **RECIPIENT** and **STATE**.

F. Project Ownership

- (1) Unless expressly provided to the contrary in a PROGRAM SUPPLEMENT, subject to the terms and provisions of this AGREEMENT, **RECIPIENT**, or a designated subrecipient acceptable to **STATE**, as applicable, shall be the sole owner of all improvements and property included in the PROJECT constructed, installed or acquired by **RECIPIENT** or subrecipient with funding provided to **RECIPIENT** under this AGREEMENT. **RECIPIENT**, or subrecipient, as applicable, is obligated to continue operation and maintenance of the physical aspects of the PROJECT dedicated to the public transportation purposes for which PROJECT was initially approved unless **RECIPIENT**, or subrecipient, as applicable, ceases ownership of such PROJECT property; ceases to utilize the PROJECT property for the intended public transportation purposes; or sells or transfers title to or control over PROJECT and **STATE** is refunded the Credits due **STATE** as provided in paragraph (4) herein below.
- (2) Should State bond funds be encumbered to fund any part of a PROJECT under this AGREEMENT, then, at **STATE**'s option, before **RECIPIENT** will be permitted to make any proposed change in use, **RECIPIENT** shall be required to first obtain a determination by Bond Counsel acceptable to the State Treasurer's Office and **STATE** that a change in the operation,

proportion, or scope of PROJECT as originally proposed by **RECIPIENT** will not adversely affect the tax exempt status of those bonds.

- (3) PROJECT right-of-way, PROJECT facilities constructed or reconstructed on a PROJECT site and/or PROJECT property (including vehicles and vessels) purchased by **RECIPIENT** (excluding temporary construction easements and excess property whose proportionate resale proceeds are distributed pursuant to this AGREEMENT) shall remain permanently dedicated to the described public transit use in the same proportion and scope, and to the same extent as mandated in the PROGRAM SUPPLEMENT and related Bond Fund Certification documents, if applicable, unless **STATE** agrees otherwise in writing. Vehicles acquired as part of PROJECT, including, but not limited to, buses, vans, rail passenger equipment and ferry vessels, shall be dedicated to that public transportation use for their full economic life cycle, which, for the purpose of this AGREEMENT, will be determined in accordance with standard national transit practices and applicable rules and guidelines, including any extensions of that life cycle achievable by reconstruction, rehabilitation or enhancements.
- (4) (a) Except as otherwise set forth in this Section 4, **STATE**, or any other **STATE**-assignee public body acting on behalf of the CTC, shall be entitled to a refund or credit (collectively the Credit), at **STATE**'s sole option, equivalent to the proportionate PROJECT funding participation received by **RECIPIENT** from **STATE** if **RECIPIENT**, or a sub-recipient, as applicable, (i) ceases to utilize PROJECT for the original intended public transportation purposes or (ii) sells or transfers title to or control over PROJECT. If federal funds (meaning only those federal funds received directly by **RECIPIENT** and not federal funds derived through or from the State) have contributed to the PROJECT, **RECIPIENT** shall notify both **STATE** and the original federal source of those funds of the disposition of the PROJECT assets or the intended use of those sale or transfer receipts.
- (b) **STATE** shall also be entitled to an acquisition Credit for any future purchase or condemnation of all or portions of PROJECT by **STATE** or a designated representative or agent of **STATE**.
- (c) The Credit due **STATE** will be determined by the ratio of **STATE**'s funding when measured against the **RECIPIENT**'s funding participation (the Ratio). For purposes of this Section 4, the State's funding participation includes federal funds derived through or from **STATE**. That Ratio is to be applied to the then present fair market

value of PROJECT property acquired or constructed as provided in (d) and (e) below.

- (d) For Mass Transit vehicles, this Credit [to be deducted from the then remaining equipment value] shall be equivalent to the percentage of the full extendable vehicle economic life cycle remaining, multiplied by the Ratio of funds provided for that equipment acquisition. For real property, this same funding Ratio shall be applied to the then present fair market value, as determined by **STATE**, of the PROJECT property acquired or improved under this AGREEMENT.
- (e) Such Credit due **STATE** as a refund shall not be required if **RECIPIENT** dedicates the proceeds of such sale or transfer exclusively to a new or replacement **STATE** approved public transit purpose, which replacement facility or vehicles will then also be subject to the identical use restrictions for that new public purpose and the Credit ratio due **STATE** should that replacement project or those replacement vehicles cease to be used for that intended described pre-approved public transit purpose.
 - (1) In determining the present fair market value of property for purposes of calculating **STATE**'s Credit under this AGREEMENT, any real property portions of a PROJECT site contributed by **RECIPIENT** shall not be included. In determining **STATE**'s proportionate funding participation, **STATE**'s contributions to third parties (other than **RECIPIENT**) shall be included if those contributions are incorporated into the PROJECT.
 - (2) Once **STATE** has received the Credit as provided for above because **RECIPIENT**, or a sub-recipient, as applicable, has (a) ceased to utilize the PROJECT for the described intended public transportation purpose(s) for which **STATE** funding was provided and **STATE** has not consented to that cessation of services or (b) sold or transferred title to or control over PROJECT to another party (absent **STATE** approval for the continued transit operation of the PROJECT by that successor party under an assignment of **RECIPIENT**'s duties and obligations), neither **RECIPIENT**, subrecipient, nor any party to whom **RECIPIENT** or subrecipient, as applicable, has transferred said title or control shall have any further obligation under this AGREEMENT to continue operation of PROJECT and/or PROJECT facilities for those described public transportation purposes, but may then use PROJECT and/or any of its facilities for any lawful purpose.

- (3) To the extent that **RECIPIENT** operates and maintains Intermodal Transfer Stations as any integral part of PROJECT, **RECIPIENT** shall maintain each station and all its appurtenances, including, but not limited to, restroom facilities, in good condition and repair in accordance with high standards of cleanliness (Public Utilities Code section 99317.8). Upon request of **STATE**, **RECIPIENT** shall also authorize State-funded bus services to use those stations and appurtenances without any charge to **STATE** or the bus operator. This permitted use will include the placement of signs and informational material designed to alert the public to the availability of the State-funded bus service (for the purpose of this paragraph, "State-funded bus service" means any bus service funded pursuant to Public Utilities Code section 99316).
- (4) Special conditions apply to any proposed sale or transfer or change of use as respects PROJECT property, facilities or equipment acquired with tax free State bond funds and **RECIPIENT** shall conform to those restrictions as set forth herein and in said bonds.

G. Disputes

STATE and **RECIPIENT** shall deal in good faith and attempt to resolve potential disputes informally. If the dispute persists, **RECIPIENT** shall submit to the **STATE's** District Contract Manager or designee a written demand for a decision regarding the disposition of any dispute arising under this agreement. The District Contract Manager shall make a written decision regarding the dispute and will provide it to the fund **RECIPIENT**. The fund **RECIPIENT** shall have an opportunity to challenge the District Contract Manager's determination but must make that challenge in writing within ten (10) working days to the Contract Manager or his/her designee. [If the fund **RECIPIENT** challenge is not made within the ten (10) day period, the District Contract Manager's decision shall become the final decision of the **STATE**.] **STATE** and **RECIPIENT** shall submit written, factual information and supporting data in support of their respective positions. The decision of the Contract Manager or his/her designee shall be final, conclusive, and binding regarding the dispute, unless **RECIPIENT** commences an action in a court of competent jurisdiction to contest the decision in accordance with Division 3.6 of the California Government Code.

H. Hold Harmless and Indemnification

- (1) Neither **STATE** nor any officer or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by **RECIPIENT**, its agents, and contractors under or in

connection with any work, authority, or jurisdiction delegated to **RECIPIENT** under this AGREEMENT or any PROGRAM SUPPLEMENT or as respects environmental cleanup obligations or duties of **RECIPIENT** relative to PROJECT. It is also understood and agreed that, **RECIPIENT** shall fully defend, indemnify, and hold the CTC and **STATE** and their officers and employees harmless from any liability imposed for injury and damages or environmental obligations or duties arising or created by reason of anything done or imposed by operation of law or assumed by, or omitted to be done by **RECIPIENT** under or in connection with any work, authority, or jurisdiction delegated to **RECIPIENT** under this AGREEMENT and all PROGRAM SUPPLEMENTS.

- (2) **RECIPIENT** shall indemnify, defend, and hold harmless **STATE**, the CTC, and the State Treasurer relative to any misuse by **RECIPIENT** of State funds, PROJECT property, PROJECT generated income, or other fiscal acts or omissions of **RECIPIENT**.

I. Labor Code Compliance

RECIPIENT shall include in all subcontracts awarded using PROJECT funds, when applicable, a clause that requires each subcontractor to comply with California Labor Code requirements that all workers employed on public works aspects of any project (as defined in California Labor Code §§ 1720-1815) be paid not less than the general prevailing wage rates predetermined by the Department of Industrial Relations as effective the date of Contract award by the **RECIPIENT**.

J. Non-Discrimination

- (1) In the performance of work under this AGREEMENT, **RECIPIENT**, its contractor(s) and all subcontractors, shall not unlawfully discriminate, harass or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (cancer), age, marital status, family and medical care leave, pregnancy leave, and disability leave. **RECIPIENT**, its contractor(s) and all subcontractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. **RECIPIENT**, its contractor(s) and all subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900 et seq.), and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, section 11000 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code section 12990 (a-f), set forth in Chapter

5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this AGREEMENT by reference and made a part hereof as if set forth in full. Each of **RECIPIENT**'s contractors and all subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreements, as appropriate.

- (2) Should federal funds be constituted as part of PROJECT funding or compensation received by **RECIPIENT** under a separate Contract during the performance of this AGREEMENT, **RECIPIENT** shall comply with this AGREEMENT and with all federally mandated contract provisions as set forth in that applicable federal funding agreement.
- (3) **RECIPIENT** shall include the non-discrimination and compliance provisions of this clause in all contracts and subcontracts to perform work under this AGREEMENT.

K. State Fire Marshal Building Standards Code

The State Fire Marshal adopts building standards for fire safety and panic prevention. Such regulations pertain to fire protection design and construction, means of egress and adequacy of exits, installation of fire alarms, and fire extinguishment systems for any State-owned or State-occupied buildings per section 13108 of the Health and Safety Code. When applicable, **RECIPIENT** shall request that the State Fire Marshal review PROJECT PS&E to ensure PROJECT consistency with State fire protection standards.

L. Americans with Disabilities Act

By signing this Master Agreement, **RECIPIENT** assures **STATE** that **RECIPIENT** shall comply with the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA (42 U.S.C. 12101 et seq.).

M. Access for Persons with Disabilities

Disabled access review by the Department of General Services (Division of the State Architect) is required for all publicly funded construction of buildings, structures, sidewalks, curbs, and related facilities. **RECIPIENT** will award no construction contract unless **RECIPIENT**'s plans and specifications for such facilities conform to the provisions of sections 4450 and 4454 of the California Government Code, if applicable. Further requirements and guidance are provided in Title 24 of the California Code of Regulations.

N. Disabled Veterans Program Requirements

- (1) Should Military and Veterans Code sections 999 et seq. be applicable to **RECIPIENT**, **RECIPIENT** will meet, or make good faith efforts to meet, the 3% Disabled Veterans Business Enterprises goals (or **RECIPIENT**'s applicable higher goals) in the award of every contract for PROJECT work to be performed under these this AGREEMENT.
- (2) **RECIPIENT** shall have the sole duty and authority under this AGREEMENT and each PROGRAM SUPPLEMENT to determine whether these referenced code sections are applicable to **RECIPIENT** and, if so, whether good faith efforts asserted by those contractors of **RECIPIENT** were sufficient as outlined in Military and Veterans Code sections 999 et seq.

O. Environmental Process

Completion of the PROJECT environmental process ("clearance") by **RECIPIENT** (and/or **STATE** if it affects a State facility within the meaning of the applicable statutes) is required prior to requesting PROJECT funds for right-of-way purchase or construction. No State agency may request funds, nor shall any State agency, board, or commission authorize expenditures of funds for any PROJECT effort, except for feasibility or planning studies, which may have a significant effect on the environment unless such a request is accompanied with all appropriate documentation of compliance with or exemption from the California Environmental Quality Act (CEQA) (including, if as appropriate, an environmental impact report, negative declaration, or notice of exemption) under California Public Resources Code section 21080(b) (10), (11), and (12) provides an exemption for a passenger rail project that institutes or increases passenger or commuter services on rail or highway rights-of-way already in use.

P. Force Majeure

Each party will be excused from performance of its obligations where such non-performance is caused by any extraordinary event beyond its reasonable control, such as any non-appealable order, rule or regulation of any federal or state governmental body, fire, flood, earthquake, storm, hurricane or, other natural disaster, epidemic, pandemic, war, invasion, act of foreign enemies, hostilities (regardless of whether war is declared), civil war, rebellion, revolution, insurrection, military or usurped power or confiscation, terrorist activities, nationalization, government sanction, blockage, embargo, labor dispute, strike, lockout or interruption, provided that the party excused hereunder shall use all reasonable efforts to minimize its non-performance and to overcome, remedy or remove such event in the shortest practical time.

Should a force majeure event occur which renders it impossible for a period of forty-five (45) or more consecutive days for either party to perform its obligations hereunder, the Parties agree to negotiate in good faith to amend the existing Master Agreement or Supplemental Agreement to deal with such event and to seek additional sources of funding to continue the operation of the Service.

ARTICLE III – SPECIAL PROVISIONS

Section 1. Bond Provisions (Applicable only to State Bond Funding encumbered against a specific Program Supplement).

A. General Bond Provisions

- (1) If **RECIPIENT** enters into a management contract with a private party (including AMTRAK) for operation of rail, ferry, or other transportation services in connection with PROJECT, **RECIPIENT** will obtain prior approval from Bond Counsel acceptable to **STATE** that the terms of that management contract meet the requirements of Internal Revenue Service Revenue Procedure 97-13 (as supplemented or amended) or any successor thereto (dealing generally with guidelines for when management contracts may be deemed not to create a "private use" of bond-financed property) or are otherwise acceptable. **RECIPIENT** must also be prepared to certify, upon request of **STATE**, that the revenues which **RECIPIENT** (or its manager) will receive directly from the operation of transportation services in connection with PROJECT (but not including any subsidy of the transportation operation from taxes or other outside fund sources) are, for any fiscal year, less than the ordinary and necessary expenses directly attributable to the operation and maintenance of the transportation system (excluding any overhead or administrative costs of **RECIPIENT**).
- (2) Except as provided in this Article III, A (1), **STATE** and **RECIPIENT** agree that any costs of PROJECT acquired or constructed by **RECIPIENT** allocable to portions of PROJECT which are subject to any property interests held by a non-governmental person(s) in connection with business activities, such as easements, leases, or fee interests, not generally enjoyed by the public (hereinafter referred to as "Non-Governmentally Used Property" or "NUP") shall require the prior approval of **STATE** and the State Treasurer, as applicable. If **RECIPIENT** receives any revenues or profits from any NUP activities allowed pursuant to this Article (whether approved at this time or hereafter approved by **STATE**), **RECIPIENT** agrees that such revenues or profits shall be used exclusively

for the public transportation services for which PROJECT was initially approved, either for capital improvements or operating costs. If **RECIPIENT** does not so dedicate those revenues or profits, a proportionate share shall (unless disapproved by Bond Counsel) be paid to **STATE** equivalent to the Ratio of **STATE**'s percentage of participation in PROJECT.

- (3) Notwithstanding the foregoing, **RECIPIENT** may be authorized to receive an allocation of bond proceeds for NUP activity, in an amount not to exceed the amount specified in the PROGRAM SUPPLEMENT, if **RECIPIENT** submits a certified bond certification questionnaire to the **STATE**, and both the **STATE** and the State Treasurer approve the private activities contained therein.
- (4) **RECIPIENT** shall not loan any portion of bond proceeds funding PROJECT to any private (including nonprofit) person or business. For this purpose, a "loan" includes any arrangement that is the economic equivalent of a loan, regardless of how it is named.
- (5) Delivery by **STATE** of any bond funds is contingent on the sale of bonds by the State Treasurer. **STATE** shall not be held liable for any resulting damage or penalty to **RECIPIENT** in the event bond sales are delayed, canceled, or downsized or other AGREEMENT funds are restricted, limited or otherwise conditioned by acts of Congress, the Internal Revenue Service, the United States Department of Transportation, the Legislature, or the CTC.
- (6) **RECIPIENT** shall, for the purposes of any State bond funded right of way acquisition which will become a permanent part of PROJECT (such acquisitions exclude temporary construction easements, property allocated to matching funds, and excess property purchased with State funds whose resale proceeds are returned or credited to **STATE**), maintain ownership of such PROJECT property for a minimum of twenty years or until the bonds have matured, whichever occurs first, before transferring or selling such property (subject to all refunds or Credits due **STATE** as provided hereinabove).
- (7) Where **RECIPIENT**'s PROJECT includes a commuter rail PROJECT within the meaning of Proposition 116, **RECIPIENT** shall coordinate and share with other public transit operators any rail rights-of-way, common maintenance services and station facilities used for intercity and commuter rail. Intercity and commuter rail services shall be coordinated with each other, with other providers and with freight traffic to provide integrated rail passenger and freight services with minimal conflict.

- (8) **RECIPIENT** agrees that all passenger vehicles, rail, and water borne ferry equipment, and all facilities acquired or constructed with Proposition 116 bond funds shall be accessible to persons with physical disabilities, including wheelchair users, at all stops, stations and terminals, whether or not staffed.
- (9) NUP shall, for accounting and bookkeeping purposes, first be allocated to funding sources other than the State bond funds. For purposes of making such allocations, the costs attributable to NUP involving a sale, easement, lease or similar arrangement shall be determined on the basis of a fair allocation of value, which may include determinations based upon square meters/feet of the area encumbered by the NUP lease or easement relative to the total area acquired or constructed if all such area is of approximately equal value.
- (10) NUP will include, but is not limited to, property which is sold (including sales of air and subsurface rights), and property subject to easements, leases, or similar rights. A rail right of way will not be treated as NUP solely as a result of a Freight Use Easement retained by the seller of the right of way to **RECIPIENT**, provided that the sales agreement appropriately excludes the Freight Use Easement from the property or rights being acquired. Further, notwithstanding anything in this Article III to the contrary, **RECIPIENT** may allocate grant funds to the cost of any NUP if (a) neither **RECIPIENT** nor any other governmental entity will receive, directly or indirectly, any payments from or on behalf of the non-governmental user of the NUP, or (b) the payment from such user does not exceed the operation and maintenance costs fairly attributable or allocable to the non-governmental use of the NUP.
- (11) **RECIPIENT** shall request, in writing, **STATE's** advance approval if PROJECT funds are to be allocated to any NUP except "incidental use" property described below. If property, the costs of which have previously been allocated to PROJECT funds, is to become NUP before the State bond funds are fully paid or redeemed, then **RECIPIENT** may allocate the costs of such property to another funding source as provided or obtain **STATE's** approval that the allocation of the costs of such property to the bond funds may remain. It is anticipated that **STATE's** approval will be granted if, taking into account the existing and expected uses of the proceeds of the State bonds, **STATE** determines that the continued tax-exempt status of the State bonds will not be adversely affected and that the use of the property is consistent with PROJECT and its described purpose.

- (12) For purposes of these fund source allocations, **RECIPIENT** does not have to consider NUP as including those "incidental uses" of PROJECT (for example, advertising billboards, vending machines, telephones, etc.) which meet the applicable requirements of federal tax regulations (IRS Notice 87-69 or any successor thereto). In general, such Notice requires that the incidental use not be physically separated from the rest of PROJECT and not comprise, in the aggregate, more than 2-1/2% of the total costs of PROJECT.

Section 2. TCRP PROJECTS

The TRAFFIC CONGESTION RELIEF (TCR) ACT OF 2000 (the "ACT"), was added (in Chapter 4.5, commencing with section 14556) to part 5.3 of Division 3 of Title 2 of the Government Code by AB 2928 and SB 406, as amended by SB 1662 and AB 1705. As directed by the ACT and the CTC established Guidelines (as set out in CTC Resolution G-06-04), and as those Guidelines may be amended prior to the execution of a future PROGRAM SUPPLEMENT, said Guidelines shall apply to each TCRP funded PROJECT. By this reference, those Guidelines are made an express part of this AGREEMENT and shall apply to each TCRP funded PROJECT. **RECIPIENT** will cause its specific TCRP mandated Resolution to be attached as part of any TCRP funded PROGRAM SUPPLEMENT as a condition precedent to the acceptance of TCR ACT funds for that PROJECT.

Section 3. PROJECT MANAGEMENT

- (1) **STATE's** PROJECT administrator for this AGREEMENT shall be the chief of the State Transit Grants Branch of the Division of Local Assistance. **RECIPIENT's** General Manager, Executive Director, or a Designee as named in writing to **STATE** following the execution of this AGREEMENT shall be the administrator acting for **RECIPIENT**.
- (2) PROGRAM SUPPLEMENT administrators for **STATE** shall be the applicable District Division Chief for Planning and for **RECIPIENT**, the designee named in the applicable PROGRAM SUPPLEMENT.

IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT by their duly authorized officers.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
Division of Local Assistance

BY: _____
Dee Lam
Chief, Division of Local Assistance

RECIPIENT NAME

BY: _____
Dawn Vettese
Chief Financial Officer ,
San Diego Association of
Governments (SANDAG)

APPROVED AS TO FORM AND PROCEDURE

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

BY: _____
Attorney, California Department of
Transportation

ATTACHMENT I

CTC RESOLUTION G-91-2

Passed by the CTC on February 21, 1991

**CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION G-91-2**

**Commission Policy Resolution for Hazardous Waste Identification
and Cleanup for Rail Right-of-Way**

WHEREAS, the Commission has programmed funding for rail right-of-way acquisition in the 1990 State Transportation Improvement Program and may allocate funds for rail right-of-way acquisition from the Clean Air and Transportation Improvement Act; and

WHEREAS, hazardous wastes, based upon federal and state statutes and regulations, include but are not limited to such categories as heavy metals, (e.g., lead), inorganic (e.g., excessive mineral levels) and organic compounds (e.g., petroleum products), and can occur on a property's surface and subsurface; and

WHEREAS, rail properties often have hazardous wastes exceeding State of California and federal hazardous waste standards; and

WHEREAS, such properties contaminated with hazardous wastes require mitigation prior to using them for rail purposes; and

WHEREAS, hazardous wastes discovered on rail property may significantly impact property value, project scheduling and future liability for the grant applicant; and

WHEREAS, the Commission must be assured that acquisition of rail properties have been fully reviewed by the grant applicant, and if warranted, the grant applicant has tested for hazardous wastes; and

WHEREAS, if hazardous wastes exist, the Commission must be assured that the hazardous wastes identified has either been cleaned up, or financial responsibility for the cleanup has been determined prior to title transfer to the grant applicant, or easement has been secured in lieu of purchasing the property, and the subsurface rights and liability for hazardous wastes remain with the property seller; and

WHEREAS, hazardous wastes identified subsequent to title transfer to the grant applicant will be cleaned up by the seller or a mechanism to recover clean-up-costs is established and executed as a condition prior to title transfer; and

WHEREAS, full due diligence is necessary in discovering hazardous waste and is an essential element in acquiring rail right-of-way properties by the grant applicant; and

NOW THEREFORE BE IT RESOLVED, that acquisition of all rail right-of-way properties will be fully investigated by the grant applicant to determine the absence/presence of hazardous wastes. Investigations shall be conducted in accordance to the standards and practices of the local, state and/or federal regulatory agencies having jurisdiction and by personnel adequately trained in hazardous waste investigation; and

BE IT FURTHER RESOLVED, that all properties, discovered with hazardous wastes, which exceed the federal/state standards, will be cleaned up to the satisfaction of the responsible local, state and/or federal regulatory agency. The appropriate regulatory agency shall certify to grant applicant that the cleanup has been completed; and

BE IT FURTHER RESOLVED, that the grant applicant will certify by formal resolution to the Commission that all reasonable steps have been completed to assure full due diligence in the discovery of hazardous waste has been achieved during the acquisition of rail right-of-way and the state is held harmless from cleanup liability or damages, both present and future; and

BE IT FURTHER RESOLVED, that the grant applicant will certify by formal resolution that it will not seek further state funding, for cleanup, damages, or liability cost associated with hazardous wastes on or below acquired property's surface; and

BE IT FURTHER RESOLVED, that the grant applicant will certify to the Commission:

- that all rail right-of-way acquisition properties have been investigated and have been found clean;
- or that the cleanup of discovered hazardous waste has been completed prior to acquisition of the property;
- or that the grant applicant has obtained permanent easement and the subsurface rights and liability and full responsibility to pay for and remove such hazardous waste remains with the seller in conformance with applicable State and Federal law;
- or if hazardous wastes are known to exist prior to acquisition and if the applicant determines that time is of the essence for acquisition, then and in that event, an enforceable agreement will be entered into requiring the responsible party(ies) to clean all hazardous wastes by a date certain, with the option of funds sufficient for the clean-up costs deposited in escrow by the seller.

In the event of failure to clean up by the date determined, the recipient of the grant will make full restitution to the **STATE** for its participation. This resolve does not preclude the recipient from requesting re-allocation not to exceed the refunded amount after the hazardous waste(s) have been fully removed from the subject site; and

BE IT FURTHER RESOLVED, that the grant applicant will certify to the Commission that the seller from whom properties have been acquired retain liability for any hazardous waste investigation and/or cleanup, and damages discovered subsequent to the transfer of title; and

BE IT FURTHER RESOLVED, the Commission declares all future liability resulting from hazardous wastes remain with the seller or the grant applicant, not the state, and the

grant applicant has been indemnified by the seller for any costs resulting from failure to eliminate hazardous wastes; and

BE IT FURTHER RESOLVED, no state funds will be made available for any future costs associated with cleanup; damages, or liability costs associated with hazardous wastes on or below the acquired property's surface.

ATTACHMENT II

(INSERT Agency Board Resolution)

See Sample at

<http://www.dot.ca.gov/drmf/spstip.html>

under Forms

September 20, 2024

Regional Active Transportation Program Call for Projects

Overview

The Active Transportation Program (ATP) is a biennial grant program provided by the California Transportation Commission (CTC) to distribute funding for active transportation projects that increase biking, walking, and safe routes to schools. Funding is competitively awarded in two stages, beginning with a statewide competition led by the CTC, followed by a regional competition conducted by the Metropolitan Planning Organization (MPO) of each region.

Action: Information

This report provides an update on the Cycle 7 Regional Active Transportation Program Call for Projects.

Fiscal Impact:

None

Schedule/Scope Impact:

None

Key Considerations

The CTC adopted the fund estimate and opened the statewide competition at its [March 21-22, 2024](#) meeting. The estimate indicated that \$568.7 million would be available through the entire Cycle 7 program, including \$284.3 million for the statewide component and \$20.6 million for the San Diego regional competition. The SANDAG Board of Directors approved the Regional ATP Call for Projects at its meeting on [May 24, 2024 \(Item 8\)](#), and the CTC subsequently approved the SANDAG Regional Call for Projects at its meeting on [June 27-28, 2024](#). The SANDAG Call for Projects was released on July 8, 2024.

The statewide competition closed on June 17, 2024, and 277 applications were received, including 16 from the San Diego region. The total amount requested through the statewide component was \$2.5 billion, with \$103.95 million requested from the San Diego region.

In June 2024, Governor Gavin Newsom signed the Budget Act of 2024 and the accompanying trailer bill (Assembly Bill [AB] 107 and AB 173), which removed \$400 million in state general funds that had been provided to the ATP in the 2021 Budget Act. The budget agreement stipulates that the reduced funding may be appropriated through legislative action in future years, although the funding sources and timeline for any future action are undetermined. In response to the reduction of funding, the CTC approved a [revised fund estimate](#) at its August 15-16, 2024 meeting, indicating that \$168.7 million would now be available through the entire Cycle 7 program, including \$84.35 million for the statewide component and \$6.137 million for the San Diego regional competition.

Along with the changes in available funding, CTC also approved changes to the ATP Guidelines to provide additional criteria to determine which projects would be funded in the case of a tie in the statewide component. The CTC also gave MPOs greater flexibility in funding regional projects, including allowing the funding of individual project phases when an applicant requests funding for multiple phases of the same project and allowing the project to remain eligible to receive additional ATP funding in the future.

In August, SANDAG staff issued an Addendum (Attachment 1) to the Regional Call for Projects to include the reduced amount of available funding and to provide the additional changes in the amended CTC ATP Guidelines. Staff also provided this information to all statewide applicants from our region.

Next Steps

Applications submitted for the statewide component are currently in the evaluation stage, and CTC staff will release those funding recommendations on November 1. Projects not funded through the statewide component will be considered in the regional competition.

The San Diego Regional ATP Call for Projects will close on September 13, 2024. Applications submitted through the Regional Call for Projects will be combined with the applications submitted from our region through the statewide component, and all applications will be evaluated using the criteria approved by the Board of Directors at its [May 24, 2024 \(Item 8\)](#) meeting. Staff will present the Regional ATP funding recommendations to the Transportation Committee at its March 2025 meeting and request a recommendation to have the proposed funding recommendations approved by the Board at its March 2025 meeting. The funding recommendations will then be provided to the CTC for adoption consideration at their June 2025 meeting. Projects could start work as soon as July 1, 2025.

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

Attachment: 1. Addendum to Regional Call for Projects



ADDENDUM TO CALL FOR PROJECTS SOLICITATION

Addendum Number: 1
Solicitation Name: Regional Active Transportation Program (ATP) Cycle 7
Issued: August 13, 2024

A revised Call for Projects has been posted to BidNet that includes the following changes in [pink underlined font](#).

1. Corrections have been made to reduce the amount of funding available. This change has been made to align the Call for Projects with the revised ATP Fund Estimate provided by the CTC at their August meeting. The changes are summarized below.

- a. On page 1, under Overview, the “Amount of Funding Available”, is revised by deleting the stricken text and adding the underlined text as follows:

Amount of Funding Available: ~~\$20,689,000~~ \$6,137,000

- b. On page 10, Section No. V. A. entitled “Available Funding”, is revised by deleting the stricken text and adding the underlined text as follows:

~~\$20,689,000~~ \$6,137,000 is available through this CFP. SANDAG reserves the right to partially fund applications. See the section entitled “Partial Awards”.

2. References to the CTC ATP Application Portal have been updated to provide the Regional ATP portals that CTC staff have created for our use, as summarized below.

- a. On page 2, under the Section entitled “Glossary of Key Terms”, this section is revised to add the underlined text as follows:

CTC ATP Application Portal is the web-based portal where applicants will submit their applications for consideration. Applicants will use the portal that aligns with their proposed project's type and size. The portals are available here:

- [Large Infrastructure Project Application](#)
- [Large Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Medium Infrastructure Project Application](#)
- [Medium Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Small Infrastructure Project Application](#)
- [Small Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Non-Infrastructure Project Application](#)
- [Plan Project Application](#)

- b. On page 6, under the Section entitled “List of Resources”, this section is revised by deleting the stricken text and adding the underlined text as follows:

ATP Application Portal
(Submittable)

- Large Infrastructure Project Application
- Large Infrastructure/Non-Infrastructure Combination Project Application
- Medium Infrastructure Project Application
- Medium Infrastructure/Non-Infrastructure Combination Project Application
- Small Infrastructure Project Application
- Small Infrastructure/Non-Infrastructure Combination Project Application
- Non-Infrastructure Project Application
- Plan Project Application

Use ~~this~~ these online application portals, hosted by the CTC, to access the ATP application templates and related forms and submit your application for consideration. Applicants will utilize the Portal that matches the type and size of their proposed project.

- c. On page 10, Section VI. A. entitled “Application Materials”, is revised by deleting the stricken text and adding the underlined text as follows:

Applications must be submitted using the CTC’s ATP Application Portal. Different applications and portals are available depending on the project type and size. The applicant is responsible for completing the appropriate application for their project. Applicants with infrastructure projects must utilize the application type based on the entire project cost, not the ATP request amount. The CTC ATP Application Portals are available here:

- Large Infrastructure Project Application
- Large Infrastructure/Non-Infrastructure Combination Project Application
- Medium Infrastructure Project Application
- Medium Infrastructure/Non-Infrastructure Combination Project Application
- Small Infrastructure Project Application
- Small Infrastructure/Non-Infrastructure Combination Project Application
- Non-Infrastructure Project Application
- Plan Project Application

3. The CTC has amended its ATP Guidelines to allow projects to receive partial awards or to be placed on the Contingency List in additional situations. Several changes to the Regional Call for Projects have been made to incorporate the updated guidance, as summarized below.

- a. On page 15, Section VII. B. 6. entitled “Funding Recommendations and Geographic Funding Distribution” Materials”, is revised by adding the underlined text as follows:

In addition, SANDAG will include a list of contingency projects, listed in descending order based on the project’s Total Application Score. SANDAG intends to fund projects on the contingency list should there be any project failures or savings in the San Diego Regional ATP or if additional ATP funding becomes available. This will ensure that all ATP funds allotted to the San Diego region are utilized. The contingency list is valid until the adoption of the next Statewide ATP cycle (the 2027 ATP).

- b. On page 15, Section VII. B. 7. entitled “Partial Awards”, is revised by deleting the stricken text and adding the underlined text as follows:

Given the competitive nature of this grant program and the finite amount of funds available through this CFP, Applicants may receive partial awards in one of two ways:

- Applicants with an Infrastructure project that requested funding for pre-construction phases (PA&ED, PS&E, and Right of Way) may be offered a partial award where one or more of the pre-construction phases are funded by the ATP, up to the amount of funding available. The Applicant will be required to contribute Matching Funds to allow each ATP-funded phase of the project to be fully funded. The Application will also be added to the Contingency List so that the remaining unfunded phases can be considered should additional ATP funding become available.
- ~~Applicants whose projects are recommended for partial award~~ with an Infrastructure project that did not request funding for pre-construction phases, a Non-Infrastructure project, or a Plan project will be asked if they would like to accept the partial funding award with the condition that the entire project, as proposed in the Application, must be completed. Applicants will be required to contribute Matching Funds to “make the project whole”. The project will not be placed on the Contingency list.

If an Applicant cannot provide the necessary Matching Funds requested by SANDAG and declines the partial funding award, the award will be offered to the project with the next highest Total Application Score. (See the section entitled “Application Evaluation Process”.) If no Applicant accepts the funding, it will be returned to the CTC.

September 20, 2024

SANDAG Grant Programs: Quarterly Status Update and Amendment Requests

Overview

The [TransNet Extension Ordinance and Expenditure Plan](#) provides funding for various regional competitive grant programs available to local jurisdictions, transit agencies, and nonprofit organizations that help implement the 2021 Regional Plan. Grant programs include the Environmental Mitigation Program Land Management Grant Program (EMP LMG), Smart Growth Incentive Program (SGIP), Active Transportation Grant Program (ATGP), and Senior Mini-Grant (SMG) Program. Additionally, SANDAG receives Federal Transit Administration Section 5310 funding that it distributes through the Section 5310 Grant Program, and Access for All funding from the California Public Utilities Commission that it distributes through the Access for All (AFA) grant program.

[SANDAG Board Policy No. 035](#) applies to all competitive grant programs administered through SANDAG and outlines competitive grant program procedures. SANDAG awards grant funds on a competitive basis that considers the grantees' ability to perform their proposed projects on time. SANDAG intends to hold grantees accountable for completing the project to ensure fairness in the competitive process and to encourage grantees toward implementation for public benefit on project deliverables as soon as possible. Projects are placed on a watch list if a grantee has not made timely progress toward its milestones or key project deliverables or has not implemented any SANDAG-issued corrective actions.

Status reporting on the grant projects is provided biannually to the Independent Taxpayer Oversight Committee (ITOC) and quarterly to one or more policy advisory committees based on which bodies provide oversight for each grant program. For a listing of policy advisory committees and grant project oversight, see "Policy Committee Oversight" in Attachment 1. This status update provides an overview of the progress and performance of projects funded through these grant programs.

[TransNet Environmental Mitigation Program Land Management Grants](#)

Through the EMP LMG, SANDAG provides land managers with funding to help maintain and enhance the integrity and size of regional habitat preserves and protect endangered species. Eligible applicants include land managers from private nonprofit organizations, local jurisdictions, and other government agencies. Examples of land management projects include habitat restoration, habitat preservation, and non-native plant species eradication. As of the end of the reporting period, SANDAG has awarded more

Action: Approve

The Transportation Committee is asked to approve:

1. The early termination of Renewing Life's Section 5310 vehicle grant agreement;
2. The early termination of MTS's Section 5310 vehicle grant agreement;
3. A seven-month extension for the City of Lemon Grove's Connect Main Street Smart Growth Incentive Program (SGIP) project;
4. A two-year extension for the City of San Diego's Downtown Mobility Cycleway Improvement Phase 1 & 2 SGIP project; and
5. A two-year extension for the City of El Cajon's Main Street-Green Street Gateway SGIP project.

Fiscal Impact:

None.

Schedule/Scope Impact:

If approved by the Transportation Committee, the projects will be complete as noted in the Next Steps section of this report.

than \$18 million to 136 projects throughout the San Diego region, and 119 grant-funded projects have been completed and closed out.

TransNet Smart Growth Incentive Program

The SGIP provides funding to local jurisdictions for transportation-related infrastructure improvements and planning efforts that support smart growth and transit-oriented development in Smart Growth Opportunity Areas. As of the end of the reporting period, SANDAG has awarded approximately \$59 million to 72 projects throughout the San Diego region, with 59 projects completed.

TransNet Active Transportation Grant Program

The ATGP supports local efforts to increase the region's walking, biking, and transit use. The ATGP encourages local jurisdictions to plan and build facilities that promote multiple travel choices and increase biking and walking. The ATGP also is funded with Transportation Development Act funds. As of the end of the reporting period, SANDAG has awarded over \$29 million to 88 projects throughout the San Diego region, with 86 projects completed.

Specialized Transportation Grant Program

The Specialized Transportation Grant Program is funded by the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) and the *TransNet* SMG Program. The funds are used for operating, mobility management, and capital expenses associated with providing transportation services for older adults and individuals with disabilities. As of the end of the reporting period, SANDAG has awarded over \$24 million in SMGs and over \$40 million in federal funds, with 233 grants completed.

Access for All

The California Public Utilities Commission funds the AFA Grant Program through a ten-cent fee imposed on each Transportation Network Company ride completed in the region. The program funds projects and programs that expand on-demand Wheelchair Accessible Vehicle service for individuals with disabilities. SANDAG has awarded \$2.5 million in funding to one project as of the end of the reporting quarter.

Key Considerations

During the reporting period (April 1 to June 30, 2024), 16 projects were completed, nine were on the watch list, two requested to terminate their award early, and four requested amendments. Attachment 1 includes a glossary of key terms for the grant programs. Attachment 2 is a discussion memo containing status highlights for each grant program and additional details on the items under consideration below.

- The City of Lemon Grove is requesting a 7-month time extension for its Connect Main Street Phase I & II Project. Details of the request and the reason for the extension are included in Attachment 3.
- Grants staff requests a two-year extension for the City of San Diego's Downtown Mobility Cycle Way Improvement Phase I & II Project to keep the grant open while the Department of Industrial Relations (DIR) completes its investigation.
- Grants staff requests a two-year extension for the City of El Cajon's Main Street Gateway Project to keep the grant open while the DIR completes its investigation.
- The San Dieguito River Valley Regional Open Space Park Joint Powers Authority (JPA) is requesting a scope of work amendment change for their West Bernardo Mountain HMA Enhancement & Restoration Project. Details of the request and the reason for the extension are included in Attachment 4.
- The San Diego Metropolitan Transit System (MTS) requested an early termination and the return of fourteen wheelchair-accessible vehicles to SANDAG. Details on the request and the reason for the requested termination are included in Attachment 5.

- Renewing Life is requested an early termination and the return of one wheelchair-accessible vehicle to SANDAG. Details on the request and the reason for the extension are included in Attachment 6.

Next Steps

The next quarterly status update on these grant programs is scheduled to be provided to the TC and RPC in January 2025, and the next biannual report to the ITOC will be in January 2025.

If the Transportation Committee approves requests:

- The City of Lemon Grove will complete the construction of its Connect Main Street Phase I project by March 20, 2025.
- SANDAG will continue to monitor the progress of the DIR's investigation of the City of El Cajon's Main Street-Green Street Gateway project through October 2, 2026, and the City of San Diego's Downtown Mobility Cycle Way Improvement Phase I & II Project through October 25, 2026.
- The San Dieguito River Valley Regional Open Space Park JPA will complete its West Bernardo Mountain Habitat Management Area Enhancement & Restoration Project by March 2, 2028.

Grants staff would continue to provide quarterly status updates on these and other grant projects to the relevant Policy Advisory Committees and a biannual report to the ITOC.

If the Transportation Committee does not approve the requests:

- Lemon Grove's grant agreement would terminate and the city would not be eligible to receive reimbursement for any project expenses incurred after August 20, 2024, or any other unexpended grant funds. Additionally, the ITOC and Transportation Committee would be asked whether any previously reimbursed funding would need to be returned to SANDAG.
- SANDAG will no longer have an active contract with the City of El Cajon or the City of San Diego, and SANDAG will have no contractual relationship with the cities to be able to impose or respond to any remedy imposed by the DIR.
- The San Dieguito River Valley Regional Open Space Park JPA will plant on the site originally proposed. The original site contains dense coastal sage scrub habitat, which benefits the overall preserve; however, it is unsuitable for additional cactus planting and would not significantly benefit the coastal cactus wren.

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

- Attachments:
1. Glossary of Terms
 2. Discussion Memo
 3. City of Lemon Grove Amendment Request
 4. San Dieguito River Valley Regional Open Space Park JPA Amendment Request Letter
 5. MTS Early Termination Request Letter
 6. Renewing Life Early Termination Request Letter

Glossary of Terms

Term	Applicable Grant Program(s)	Definition
Active Project	All	An ongoing project that is neither complete nor pending and will continue being funded and reported on during the next quarter.
Actual Performance	All	Refers to the grantee's performance of the project during the project term, which contrasts with the proposed performance (see definition below).
AFA	AFA	Acronym for the Access for All Program.
Amendment (AM)	All	Refers to no-cost, schedule-only extensions and scope modifications brought about by extenuating circumstances such as COVID-19. The Chief Executive Officer can approve time extension requests of up to twelve months aggregate or that do not miss Project Milestones (see definition). All such amendments are subsequently reported as a delegated action to the SANDAG Board of Directors. Amendments exceeding twelve months aggregate or that miss Project Milestones are considered by the following Policy Advisory Committees: <ul style="list-style-type: none"> • SGIP, HAP, and EMP - Regional Planning Committee (RPC) • ATGP, SGIP, STGP, EMP, AFA - Transportation Committee (TC)
Americans with Disabilities Act (ADA)	All	A federal law that prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, state and local government services, public accommodations, commercial facilities, and transportation.
ATGP	ATGP	Acronym for the TransNet Active Transportation Grant Program.
Capital Project	All	A project to purchase or construct real or personal property such as vehicles, computers, software, sidewalks, bulb-outs, and bike lanes that provide or enhance transportation services.
Closed Project	All	A project has been closed when SANDAG staff has processed the final invoice, retention has been released, and the project closeout checklist has been completed and signed. This marks the end of SANDAG's administration of the project.

Completed Project	All	<p>A grantee has completed its project after providing all required deliverables in the grant agreement. Board Policy No. 035 further defines completion as:</p> <ul style="list-style-type: none"> • Capital Project: the prime construction contractor has been relieved from its maintenance responsibilities • Planning Project: the grantee has approved the final project deliverable <p>A project that is shaded blue in the quarterly status report connotes a project that was completed in the reporting quarter.</p>
Consolidated Transportation Services Agency (CTSA)	STGP	<p>CTSAs were created under the Social Service Transportation Improvement Act of 1979 to promote the consolidation of state social service transportation. In 2006, SANDAG selected Facilitating Access to Coordinated Transportation (FACT) as the CTSA for the San Diego region after a competitive selection process. In 2020, the SANDAG Board of Directors approved the dedication of 25% of STGP Cycle 11 funding to the CTSA for mobility management activities.</p>
Cost per Trip	STGP	<p>Used as a performance measure for Operating and some Capital STGP Projects. Cost Per Trip refers to the Net Project Cost (grant plus required matching funds) divided by the number of One-Way Passenger Trips provided in the reporting period.</p>
Cost per Unit	STGP	<p>Used as a performance measure for Mobility Management projects. Cost per Unit is the Net Project Cost (grant plus required matching funds) divided by the number of Units provided in the reporting period, such as the number of ride referrals.</p>
Education Encouragement and Awareness (EEA)	ATGP	<p>Refers to a Non-Capital ATGP Project Category. These projects or programs raise awareness about biking and walking as viable transportation alternatives for trips to work, school, shopping, and other daily activities.</p>
EMP	EMP	<p>Acronym for the TransNet Environmental Mitigation Program.</p>
HAP	HAP	<p>Acronym for the Housing Acceleration Program.</p>
Individuals with Disabilities	All	<p>Individuals with disabilities as defined by the Americans with Disabilities Act.</p>
Minimum Match Requirement	STGP	<p>The minimum matching funds required of a grantee is represented as a percentage of the total project cost. The Minimum Match requirement varies by funding source (e.g., Section 5310 or SMG) and by project type (e.g., Capital, Operating, or Mobility Management).</p>
Mobility Management Project	STGP	<p>A project that improves coordination among public transportation and other transportation service providers. Mobility Management does not include operating a public transportation service and is measured in Units of Service.</p>

Older Adult	STGP	For SMG-funded projects, refers to individuals 60 years or older. For Section 5310-funded projects, refers to individuals 65 years or older.
On-Demand Transportation	AFA	A transportation service that does not follow a fixed route or schedule, and the provider can fulfill trip requests within twelve hours.
One-Way Passenger Trip (OWPT)	STGP	Refers to one rider making a one-way trip from origin to destination, calculated each time a passenger boards a vehicle.
Operating Project	STGP	Refers to an STGP Project Category. The project operates a transportation service that provides trips to seniors and individuals with disabilities.
Performance Threshold	STGP	Refers to 130% of the proposed Cost per Trip or Cost per Unit.
Policy Committee Oversight	All	<ul style="list-style-type: none"> • Independent Taxpayer Oversight Committee (ITOC): TransNet-funded grant programs. • Regional Planning Committee (RPC): EMP, SGIP, and HAP grant programs. • Transportation Committee (TC): ATGP, SGIP, EMP, AFA, and STGP grant programs.
Pre-Scheduled Transportation	AFA	A transportation service where the provider can only fulfill trip requests over 12 hours.
Project Milestone and Completion Deadlines	All	<p>Refers to milestone and completion deadlines following the issuance of the Notice to Proceed on the project that are required per Board Policy No. 035 and vary based on project type:</p> <ul style="list-style-type: none"> • Capital Projects: completed within three and a half years if a construction contract is necessary; or open to the public within eighteen months if no construction contract is necessary. • Planning Projects: completed within three years if a consultant contract is necessary; or completed within two years if no consultant contract is necessary. • Operations Projects: operations commence within eighteen months if a service contract is necessary, or operations commence within one year if no service contract is necessary. • Equipment or Vehicle Projects: purchase contract awarded within six months and use of the equipment or vehicles for public benefit within three months of acceptance of the equipment or vehicles from the supplier.
Proposed Performance	STGP	Refers to the level of performance a grantee proposed in its application and is required to maintain through its grant agreement.
REAP	HAP	Acronym for the Regional Early Action Program, the funding source for the HAP program.

Recovery Plan	STGP	A detailed plan and implementation schedule submitted by a grantee whose project is on a Watch List or is otherwise not in compliance with its grant agreement. The Recovery Plan includes how the grantee intends to achieve the Performance Threshold or comply with the grant agreement. If performance does not improve, SANDAG staff notifies the relevant Policy Advisory Committee, which may decide to discontinue project funding.
Section 5310	STGP	Refers to the Federal Transit Administration Section 5310 Program: Enhanced Mobility of Seniors & Individuals with Disabilities.
SGIP	SGIP	Acronym for the TransNet Smart Growth Incentive Program.
SMG	STGP	Acronym for the TransNet Senior Mini-Grant Program.
Specialized Transportation Grant Program	STGP	Refers to the SMG and Section 5310 grant programs collectively.
TransNet-Funded Grant Programs	All	Competitive grant programs funded through the TransNet Extension Ordinance and Expenditure Plan . The status of these grant programs is reported to the Independent Taxpayer Oversight Committee on a biannual basis. Grant programs funded through TransNet include ATGP, EMP, SGIP, and SMG.
Transportation Brokerage	STGP	A member organization that provides negotiated competitive rates to facilitate trips based on the lowest price.
Units of Service	STGP	Used as a performance measure for Mobility Management projects. Examples of units of Service include web hits, referrals, and training provided to inform riders of their transportation options or facilitate coordination among specialized transportation providers.
Watch List	All	SANDAG places a project on the Watch List if the grantee is failing to comply with the terms of their grant agreement, for example, if a grantee is not able to fully draw down funds or complete the project scope of work without the approval of an extension request by a Policy Advisory Committee.
WAV	STGP/AFA	Acronym for Wheelchair Accessible Vehicle, which provides a lift or ramp to help transport individuals with disabilities with mobility devices such as a non-foldable wheelchair or mobility scooter.

Discussion Memo

This Discussion Memo highlights grant project status changes during the reporting period. The detailed status of each program's projects is located on the SANDAG Grants webpage. For this report, please view the table entitled FY2024 Grant Reporting, Q4.

Environmental Mitigation Program – Land Management Grant Program

Completed Projects

- San Diego Audubon Society - Silverwood-Anstine
 - The Grantee was awarded \$34,311, and the grant began on October 30, 2018.
 - This project was placed on the Watch List and reported to the DIR in March 2022 due to potential Labor Code violations. In February 2024, the Department of Industrial Relations (DIR) provided a letter closing out the project and investigation. The DIR noted that they closed the case because there was insufficient evidence to confirm that California Public Work Law was violated. The subconsultants who were reported to the DIR received courtesy warnings and have been noted in the DIR system.
 - The Project constructed approximately 935 feet of wire fence and 225 feet of lodge pole fencing. The project also replaced a degraded fence, limited unauthorized access to the property, and reduced illegal dumping onto the preserve.
 - The Grantee has completed all project tasks and provided all project deliverables. The total grant funding the Grantee received was \$34,294.29.
- City of San Diego - Lower Otay Reservoir
 - The Grantee was awarded \$243,142, and the grant began on February 25, 2019.
 - This Grantee provided weed management and planted over 5,382 cacti at a minimum density of 40 cacti per acre to restore 12 acres of habitat for coastal cactus wren.
 - The Grantee has completed all project tasks and provided all project deliverables. The total grant funding the Grantee received was \$ 117,130.81.

Projects on the Watch List & Reasoning

- None

Grant Agreement Amendment Requests

- San Dieguito River Valley Regional Open Space Park Joint Powers Authority (JPA) - West Bernardo Mountain Habitat Management Area Enhancement & Restoration Project
 - The Grantee was awarded \$82,714 in EMP LMG funding on [October 28, 2022 \(Item 7\)](#). The current grant expiration date is March 2, 2028.
 - This project enhances and restores suitable coastal sage scrub and cactus scrub habitat for Coastal Cactus Wren by creating an additional territory by installing 2,775 1-gallon cacti.
 - The Grantee is requesting a scope of work amendment to change the project site to include a nearby site for a better cactus installation. Details of the request and the location of the original and new project sites are included in Attachment 4. The amendment was brought to the ITOC for consideration on [September 11, 2024 \(item 3\)](#).

Smart Growth Incentive Program

Completed Projects

- City of National City – Sweetwater Road Protected Bikeway (Capital Project)
 - The Grantee was awarded \$2,500,000, and the grant began on February 14, 2019.
 - The project constructed 1.2 miles of protected bike facilities along Sweetwater Road and extended the Class I bike path on Plaza Bonita Road 0.4 miles to Sweetwater Road.
 - The Grantee has completed all project tasks and provided all project deliverables. A site visit was performed on August 8, 2024 to verify that the entire project was completed.
 - The Grantee has submitted grant reimbursement requests up to the total grant award amount.
- City of San Diego – Downtown San Diego Wayfinding Signage-Cycle Network (Capital Project)
 - The Grantee was awarded \$220,000, and the grant began on March 12, 2019.
 - The project delivered directional and destination signage for residents, visitors, and workers to access the City of San Diego's new cycle network.
 - The Grantee has completed all project tasks and provided all project deliverables. A site visit was performed on August 1, 2024 to verify the entire project was completed.
 - The Grantee received the total grant award of \$220,000.
- City of National City – Together We Plan National City (Planning Project)
 - The Grantee was awarded \$294,477, and the grant began on August 18, 2022.
 - The project produced a Focused General Plan Update, including Land Use and Community Character, Circulation (transportation), Safety, and Housing elements. The project also included a Climate Action Plan Update.
 - The Grantee has completed all project tasks and provided all project deliverables. The total grant funding received by the Grantee was the total grant award of \$294,477.

Projects on the Watch List & Reasoning

- City of El Cajon - Main Street - Green Street Gateway Project (Capital Project)
 - The Grantee was awarded \$2,500,000, and the grant began on August 2, 2019.
 - The project was placed on the Watch List in June 2024 due to potential Labor Code violations. SANDAG has been working with the City to try to resolve the matter with the City's contractor, but the contractor has not been responsive to the City. On July 30, 2024, a third party filed a Public Works Complaint with the DIR.
 - It typically takes approximately two years for the DIR to complete its investigation and close the matter.
- City of San Diego - Downtown Mobility Cycle Way Improvement Phase I & II (Capital Project)
 - The Grantee was awarded \$2,500,000, and the grant began on March 5, 2019.
 - This project was placed on the Watch List in December 2021 due to the Grantee's contractor not meeting prevailing wage requirements. The Grantee filed a complaint with the DIR in August 2022 and received a case assignment by the DIR in November 2022. The investigation is ongoing, and the DIR has not indicated a timeline for resolution.
 - This project is complete and will be closed once the DIR resolves the labor compliance issues.

Grant Agreement Amendment Request

- City of El Cajon - Main Street - Green Street Gateway Project (Capital Project)
 - The grant agreement has a current expiration date of October 2, 2024, and the work is nearly complete.

- Due to potential Labor Code violations by the City's prime contractor, the Public Works Complaint that was filed with the California Department of Industrial Relations (DIR), and the anticipated two-year resolution timeframe for the DIR, SANDAG staff are requesting an administrative amendment to extend the grant agreement for two years to keep the grant open while the DIR completes its investigation. The amendment was brought to the ITOC for consideration on [September 11, 2024 \(item 3\)](#).
- City of San Diego - Downtown Mobility Cycle Way Improvement Phase I & II (Capital Project)
 - The project construction was completed in November 2024 and improved bicycle infrastructure in downtown San Diego by resurfacing streets, traffic striping, and constructing 2.67 miles of Class IV Cycle Track, including curb ramps, raised medians, angled parking conversions, and signal modifications for bicycle signals.
 - Due to the ongoing DIR investigation and the current grant expiration date of October 25, 2024, SANDAG staff are requesting a two-year administrative amendment to allow the grant to remain open while the DIR completes its investigation. The amendment was brought to the ITOC for consideration on [September 11, 2024 \(item 3\)](#).
- City of Lemon Grove – Connect Main Street Phase I & II (Capital Project)
 - On [October 26, 2018 \(Item 9\)](#), the City of Lemon Grove was awarded \$2.5 million in SGIP funding for its Connect Main Street Phase I and II Project, which will construct pedestrian and bicycle facilities on Main Street from Broadway to San Miguel. This project includes improvements that impact the at-grade rail crossings at San Miguel and Central Avenue, which require authorization from the California Public Utilities Commission (CPUC). In June 2022, due to additional coordination and improvement requests made by CPUC that were not part of the original schedule or budget, the city requested a 14-month schedule extension and scope of work change (Amendment 1) to revise the limits of the project to eliminate the need for a CPUC authorization. Amendment 1 was presented to ITOC on [July 13, 2022 \(Item 9\)](#), who recommended a six-month extension be approved. The Board of Directors subsequently approved the scope of work change and a seven-month extension on [October 28, 2022 \(Item 12\)](#), which extended the project termination date to August 20, 2024.
 - In early August 2024, the City requested a second amendment to extend their expiration date by another seven months to March 20, 2025 (Attachment 3). The extra time is needed due to long lead times for electrical equipment and an MTS backlog for right-of-entry permits that the City could not have reasonably foreseen. The City's contractor ordered the electrical equipment (i.e. electrical controller box) as far in advance as possible, but the current backup that is faced by the supplier of the equipment will delay its delivery beyond the initially expected timeline and the grant term. The project is in active construction and is nearing 80% completion. The amendment was brought to the ITOC for consideration on [September 11, 2024 \(item 3\)](#).

Active Transportation Grant Program

Completed Projects

- None

Projects on the Watch List & Reasoning

- City of Carlsbad – Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project
 - The Grantee was awarded \$1,054,000, and the grant began in December 2015.
 - This project was placed on the Watch List in October 2023 because the project was falling behind in meeting the milestones listed in the project schedule.

- The Grantee continues to work with State Parks to reconcile right-of-way needs and has indicated it will be requesting another 36-month time extension in 2024. The amendment request will be brought to the ITOC and Transportation Committee for consideration when it is submitted by the City.

Specialized Transportation Grant Program

Completed Projects

- **FACT - Cycle 11 CTSA Mobility Management - Mobility Management- Senior Mini-Grant**
 - The Grantee was awarded \$1,054,344, and the grant began in June 2024.
 - This project delivered 42,893 brokerage one-way passenger trips, 3,024 referrals, and provided 41 technical assistance responses on specialized transportation coordination.
 - The Grantee completed all project deliverables, and the total grant funding the Grantee received was \$1,054,344.
- **FACT - Cycle 11 CTSA Mobility Management - Mobility Management - Section 5310**
 - The Grantee was awarded \$790,758, and the grant began in June 2024.
 - This project delivered 42,893 brokerage one-way passenger trips, 3,024 referrals, and provided 41 technical assistance responses on specialized transportation coordination.
 - The Grantee completed all project deliverables, and the total grant funding the Grantee received was \$790,758.
- **St. Madeleine Sophie's Center - Mileage Reimbursement – Operating - Section 5310**
 - The Grantee was awarded \$353,320, and the grant began in October 2021.
 - The Grantee delivered 379,088 one-way passenger trips out of the 384,000 trips proposed.
 - The grant was completed in June 2024, and the total grant funding received was \$353,320.
- **Arc of San Diego - MCRD Transportation - Contracted Transportation - Section 5310**
 - The Grantee was awarded \$350,400, and the grant began in September 2022.
 - The Grantee delivered 32,440 one-way passenger trips, exceeding the 20,384 trips proposed.
 - The Grant was completed in May 2024, and the total grant funding received was \$350,400.
- **Noah Homes - Cycle 8 Vehicle Procurement (2 vehicles) - Capital - Section 5310**
 - The Grantee was awarded \$80,000, and the grant began in March 2018.
 - SANDAG ordered the vehicles in September 2018, and they were put into service in March 2019.
 - The Grant was retroactively closed in March 2024, with an amendment executed in June 2024.
 - The Grantee delivered 4,674 one-way passenger trips.
- **FACT- Cycle 8 Vehicle Procurement (2 vehicles) - Capital - Senior Mini-Grant**
 - The Grantee was awarded \$60,000, and the grant began in October 2017.
 - SANDAG ordered the vehicles in December 2017, and they were put into service in January 2018.
 - The Grant was completed in May 2024, and the Grantee provided 15,721 one-way passenger trips.
- **FACT - Cycle 8 Vehicle Procurement (2 vehicles) - Capital - Section 5310**
 - The Grantee was awarded \$240,000, and the grant began in March 2018.
 - SANDAG ordered the vehicles in December 2017, and they were put into service in January 2018.
 - The Grant was completed in May 2024, and the Grantee provided 15,721 one-way passenger trips.
- **Sharp Healthcare Foundation - Cycle 9 Vehicle Procurement (2 Vehicles) - Capital - Section 5310**
 - The Grantee was awarded \$120,000, and the grant began in April 2018.
 - SANDAG ordered these vehicles in May 2018, and they were put into service in January 2019.
 - The Grant was completed in April 2024, and the Grantee provided 38,232 one-way passenger trips.

- MTS - Cycle 9 Vehicle Procurement (10 vehicles) - Capital - Section 5310
 - The Grantee was awarded \$570,892, and the grant began in April 2018.
 - SANDAG ordered these vehicles in May 2018, and the Grantee put the vehicles into service in January 2019.
 - The Grant was completed in April 2024, and the Grantee provided 94,431 one-way passenger trips.
- Sharp Healthcare Foundation - Cycle 8 Vehicle Procurement (5 vehicles) - Capital - Section 5310
 - The Grantee was awarded \$151,770, and the grant began in March 2016.
 - SANDAG ordered these vehicles in August 2017, and the Grantee put the vehicles into service in October 2017.
 - The Grant was completed in April 2024 and the Grantee provided 58,888 one-way passenger trips.

Projects on the Watch List & Reasoning

- FACT - Cycle 12 CTSA Mobility Management - Mobility Management - Senior Mini-Grant
 - The project is on the Watch List because the Grantee submitted their invoice and progress report late. This is the first time this project has been on the Watch List.
- FACT - Cycle 12 CTSA Mobility Management - Mobility Management - Section 5310
 - The project is on the Watch List because the Grantee submitted their invoice and progress report late. This is the first time this project has been on the Watch List.
- FACT - RideFACT - Operating - Section 5310
 - The project is on the Watch List because the Grantee submitted their invoice and progress report late. This is the first time this project has been on the Watch List.
- Arc of San Diego - Cycle 11 MCRD Transportation - Capital - Section 5310 Grant
 - The project is on the Watch List because the Grantee submitted their invoice and progress report late. This is the second time this project has been on the Watch List for the same reason.
- Arc of San Diego - Cycle 12 MCRD Transportation - Capital - Section 5310 Grant
 - The project is on the Watch List because the Grantee submitted their invoice and progress report late. This is the first time this project has been on the Watch List.
- San Diego Center for the Blind - Cycle 10 Vehicle Procurement (1 vehicle) - Capital - Section 5310
 - The Grantee was awarded \$67,260 to purchase one wheelchair-accessible vehicle, and the vehicle was purchased and went into service on April 1, 2022.
 - The project is on the Watch List because the Grantee is operating their vehicles under the minimum required service hours of 20 hours per week. This is the third time this project has been on the Watch List for the same reason. A Recovery Plan was submitted on January 11, 2024, and indicated they plan to increase vehicle usage by June 2024 by adjusting their routes and adding passengers. They have already increased their average weekly service hours from 16 hours last quarter to 18 hours this quarter.

Early Termination Grant Agreement Amendments

- MTS - Cycle 10 Vehicle Procurement (14 vehicles) - Capital - Section 5310
 - The Grantee was awarded \$590,437 for seven Class B wheelchair-accessible vehicles (cutaway buses) on [March 22, 2019 \(item 8\)](#).
 - On November 18, 2020, MTS requested to purchase 14 Class D wheelchair-accessible minivans instead of the seven Class B cutaway buses originally awarded due to COVID-19 and MTS transitioning their paratransit services to single-rider trips to protect the health and safety of their passengers and drivers.

- On [January 22, 2021 \(item 9\)](#), the SANDAG Board of Directors approved the award amendment to change their Class B vehicle awards to Class D vehicles.
- Since MTS started service of the vehicles in July 2021, this grant has experienced challenges. From July to September 2021, six of these vehicles were removed from service due to a failed propane blend study. From April to June 2023, these vehicles were removed from service again due to a labor strike. Since then, MTS has struggled to operate the vehicles because they are less efficient than their Class B cutaway buses.
- In December 2023, MTS was placed on the watch list for failing to operate their vehicles under the minimum required average service hours of 20 hours per week. A Recovery Plan was submitted on December 6, 2023, and MTS indicated they planned to increase vehicle usage by June 2024 by prioritizing these vehicles over other vehicles in their fleet after their operators receive the required certification.
- MTS did improve their performance, but on July 22, 2024, MTS requested to terminate their grant early because the vehicles were not a good fit for their agency. See Attachment 5 for more information.
- MTS was also awarded \$599,999 through the STGP Cycle 11 call for projects to purchase seven Class B vehicles on [March 26, 2021 \(item 6\)](#), and \$952,861 through the STGP Cycle 12 call for projects to purchase seven additional Class B vehicles on [February 24, 2023 \(item 8\)](#). The Cycle 11 vehicles have been ordered but have not been delivered yet, and the Cycle 12 vehicles have not yet been ordered.
- The early termination of this grant may affect their past performance adjustment, which is considered during future STGP funding recommendations.
- MTS has agreed to store and operate the minivans until SANDAG can re-award these vehicles to other agencies for operation.
- **Renewing Life - Cycle 10 Vehicle Procurement (1 vehicle) - Capital - Section 5310**
 - The Grantee was awarded \$37,364 to purchase one Class D wheelchair-accessible minivan on March 22, 2019, and the Grantee started service in October 2020.
 - The Grantee requested to terminate this grant early because the non-profit is dissolving. See Attachment 6 for more information.
 - This vehicle will be returned to SANDAG in September 2024.
 - This vehicle was combined with the MTS vehicles, and the competitive solicitation for all 15 used vehicles was issued on August 30. The solicitation uses the relevant evaluation criteria the Board of Directors approved for the Cycle 13 call for projects at their [June 28, 2024 meeting \(item 16\)](#). Applications are due on December 6, and the award recommendations will be brought to the Transportation Committee in January 2025.

Access for All

On [May 26, 2023 \(item 6\)](#), the Board of Directors approved the release of the AFA Cycle 2 call for projects. The Transportation Committee then recommended that staff change how the competitive process is conducted at its [July 21, 2023 meeting \(item 9\)](#), which delayed the release of the call for projects until March 15, 2024. Applications were received on June 14, 2024, and the evaluation process is underway. The funding recommendations will be brought to the Transportation Committee in November 2024.

Completed Projects

- **FACT - RideFACTNOW**
 - The Grantee was awarded \$2,530,004, and the grant began on May 12, 2023.

- Five unique WAVs provided on-demand service, with an additional 12 unique WAVs providing additional service as needed. The Grantee delivered 10,779 Wheelchair Accessible Vehicle (WAV) trips compared to a baseline of 3,833 WAV trips, with an 88% Trip Completion rate.
- The Grantee has completed all project tasks and provided all project deliverables.
- The total grant funding the Grantee received to date has been \$2,155,405.67.

Projects on the Watch List & Reasoning

- None

**CITY OF LEMON GROVE***"Best Climate On Earth"***Office of the City Manager**

August 8, 2024

Goldy Herbon
SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Dear Ms. Herbon,

The City of Lemon Grove is requesting an amendment to agreement No. 5005490 for Connect Main Street Phases I and II (Project). The requested seven (7) month extension will allow for completion of construction.

The following address three specific issues from Policy 35 of the grant program requirements:

Previous efforts undertaken to maintain the project schedule.

The City, along with the Consultant design team and the Consultant construction management team, have worked closely with the project contractor to try to complete construction within the current project schedule. The City originally requested a 14-month extension as part of Amendment No. 1, but was only given seven (7) additional months. The grant-related schedule constraints were communicated to the Contractor during the initial kickoff meeting. To date, the construction is approximately 55% complete. It is anticipated that by the end of the current grant schedule, the construction will be approximately 80% complete.

A detailed explanation on the reason for delay, and how it was unavoidable.

The most significant reason for the delay is a long lead-time related to the electrical equipment that services the lighting and irrigation. Despite efforts to initiate the process as early as possible, the suppliers of the equipment are experiencing a backup that will delay delivery beyond the current grant schedule. Another reason for delay was the MTS right of entry permit such permits typically take about 4 weeks, however an MTS backlog extended the process to 10 weeks for this project.

Demonstrate the ability to succeed in the timeframe proposed.

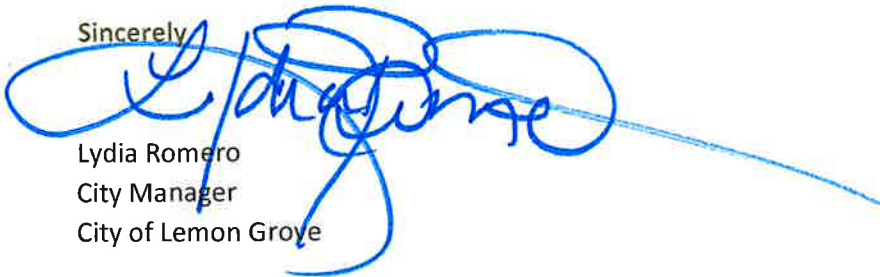
The City is fully committed to completing this critical project, which is the first step towards the ultimate goal for the corridor. Additional grant funding has already been secured to

3232 Main Street Lemon Grove California 91945-1705

619.825.3800 FAX: 619.825.3804 www.ci.lemon-grove.ca.us

implement the improvements, which were originally intended to be funded through this grant, but were removed due to unforeseen costs and delays from the CPUC. Between this grant and the others already secured, the City has the necessary funding to fully design and construct Phases 1-6 of the project, fully connecting the City's two transit stations.

Sincerely



Lydia Romero
City Manager
City of Lemon Grove

Scope, Schedule, and Budget Worksheet

Grant Program: Smart Growth Incentive Program - Capital Project

Jurisdiction: City of Lemon Grove

Part I: Project Overview

Project Title: Connect Main Street

Project Limit: The project is located along Main Street between Broadway and Burnell Ave.

Project Summary: The project will implement Phase 1 and Phase 2 of the SGIP funded Connect Main Street Plan, construction pedestrian and bicycle facilities from Broadway to Burnell Ave. It will enhance the north/south movement of people walking/biking by implementing a D.G. pedestrian trail, lighting, and landscape features.

Part II: Scope of Work, Schedule, and Budget

All dates are shown in months from the Notice to Proceed

Task No.	Task Description	Deliverables	Start Date	Completion Date	Revised Completion Date	Total Project Cost
1	Collect Baseline Data (REQUIRED)	Baseline Data Collection Plan; Raw Bike/Ped Data	Notice to Proceed (NTP)	3	3	\$ 5,000.00
2	Final Design	See Below:				
2.1	Project Management	Status Reports	3	32	32	\$ 34,000.00
2.2	Contract Designer	Design Contract; 100% Specifications	3	35	35	\$ 325,000.00
3	Complete Project Construction	See Below:				
3.1	Award Construction Contract	Bid Documents; Contract	35	38		\$ 35,000.00
3.2	Construction Management	Notice of Completion	38	49	56	\$ 200,000.00
3.3	Complete Project Construction	Notice of Completion	38	49	56	\$ 1,902,000.00
TOTAL PROJECT COST (grant request funds + matching funds):						\$ 2,501,000.00

Part III: Summary of Funding

Total project cost:

Total grant amount requested from SANDAG:

Total match amount that will be contributed:

\$	2,501,000.00
\$	2,500,000.00
\$	1,000.00

SANDAG grant % contribution:

Match % contribution:

99.96%
0.04%

Will the matching funds include TransNet Local Streets and Road (LSI)?

No



San Dieguito River Park
Joint Powers Authority
18372 Sycamore Creek Road
Escondido, CA 92025
(858) 674-2270 Fax (858) 674-2280
www.sdrp.org

August 27, 2024

Kim Smith, Senior Regional Planner
SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Dear Kim,

The San Dieguito River Park Joint Powers Authority (JPA) is requesting a minor amendment to the Scope of Work (SOW) for the West Bernardo Mountain HMA Enhancement & Restoration Project (SANDAG Contract Number: S1125508). The purpose for this request is to amend the original SOW to respond to conditions that have changed at the project site by adjusting the approach to better address benefits to the coastal cactus wren and other important wildlife in the Preserve. The underlying goal of the project is to provide an additional CACW territory and move the location of the cactus component of the project to better achieve that objective.

Robust coastal sage scrub plant species at the project site are now occupying space originally identified for container cactus installation. We are proposing to move the location of the bulk of the container cactus to an adjacent site within the Bernardo Mountain Preserve. This will result in a better project without affecting the CSS recovery in the original site.

The new cactus planting site is preferred because it is more heavily disturbed and, once planted, will be an expansion of cactus scrub in an area that is lacking in this habitat. The adjacent site is more accessible and a safer location to work for maintenance and could be expanded in the future as part of ongoing habitat management work.

The proposed amendment fulfills the original intent of the EMP project. The *Performance Measures* and *Scope of Work* will be met or expanded, and the project will be delivered on time and on budget.

Please contact Jason Lopez of my staff at jason@sdrp.org should you have any questions about our request and for next steps. We appreciate your consideration.

Sincerely,

Shawna Anderson
Executive Director

Exhibit A - Project Scope of Work

Brief Project Description: Enhance and restore suitable coastal sage scrub and cactus scrub habitat for Coastal Cactus Wren (*Campylorhynchus brunneicapillus sandiegensis*). Create an additional territory by installing 2775 1-gallon cacti. Provide immediate benefits including foraging by wrens from the occupied territory adjacent to the site. Effectively eradicated non-native annual weeds from the work area (12.5 acres). Design project to mimic other projects in the area that have resulted in CACW use for foraging and breeding.

Task #	Task Name	Task Description	Quantifiable Results/Deliverables
1	Invasive Species Control	5 years of comprehensive herbicide treatments and hand pulling of weeds near native plants. Additional weed control where cactus is installed in the "West Site".	95% reduction of invasive plants in the 12.5 acre boundary
2	Harvest, Grow, Deliver Cactus	Harvest prickly pear cactus from adjacent plants and grow cuttings in a nursery	2775 opuntia littoralis delivered to Bernardo Mountain
3	Install Rooted Prickly Pear Cactus	Install 400 prickly pear cactus in the planting sites (.40 acre) within the 12.5-acre invasive species control boundary. Install 2375 in the 2.74-acre "West Site" (2024 project amendment). Water if needed	2775 opuntia littoralis installed
4	Maintain and Monitor	Monitor site for invasive species and cactus health	Timely control of invasive plants. · 75% survival of installed cactus after year 5. · 2,081 live cacti.
5	Reporting	Report results to SANDAG and SDMMP	Quarterly reporting on the status of the grant project and a final report

Exhibit A - Project Scope of Work

Brief Project Description: Enhance and restore suitable coastal sage scrub and cactus scrub habitat for Coastal Cactus Wren (*Campylorhynchus brunneicapillus sandiegensis*). Create an additional territory by installing 2775 1-gallon cacti. Provide immediate benefits including foraging by wrens from the occupied territory adjacent to the site. Effectively eradicated non-native annual weeds from the work area (12.5 acres). Design project to mimic other projects in the area that have resulted in CACW use for foraging and breeding.

Task #	Task Name	Task Description	Quantifiable Results/Deliverables
1	Invasive Species Control	5 years of comprehensive herbicide treatments and hand pulling of weeds near native plants.	95% reduction of invasive plants in the 12.5 acre boundary
2	Harvest, Grow, Deliver Cactus	Harvest prickly pear cactus from adjacent plants and grow cuttings in a nursery	2775 opuntia littoralis delivered to Bernardo Mountain
3	Install Rooted Prickly Pear Cactus	Install 2775 prickly pear cactus in the 3.14 acre planting site. Water if needed	2775 opuntia littoralis installed
4	Maintain and Monitor	Monitor site for invasive species and cactus health	Timely control of invasive plants. · 75% survival of installed cactus after year 5. · 2,081 live cacti.
5	Reporting	Report results to SANDAG and SDMMP	Quarterly reporting on the status of the grant project and a final report

TransNet Environmental Mitigation Program

Land Management Grant Program 10th cycle

Species and Habitat Recovery Grant

West Bernardo Mountain HMA

Enhancement & Restoration

SANDAG Contract Number: S1125508

Jason Lopez, San Dieguito River Park JPA

August 7, 2024

SUBJECT: Recommendation to Adjust Project

Overview:

The SDRP JPA (San Dieguito River Park) project is progressing as scheduled. Weed control has started and progress was made. The entire site was treated with herbicide before March 15th, 2024 and some areas were treated twice. Areas for cactus planting were identified and cactus was delivered and some installed. Techniques to move cactus to planting sites were tested. CSS (coastal sage scrub) species are flourishing, both new seedlings and existing plants. Because of the success of the CSS on the site, SDRP is proposing an adjustment in the project, specifically the location of the cactus installation.

Site History:

In 2021, when the EMP grant application was written, the site was covered in weeds, and lagging in recovery from the 2007 wildfires. The 2022/2023 and 2023/2024 winters provided normal or above normal rain fall and this combined with herbicide and dethatch work has resulted significant CSS recovery.

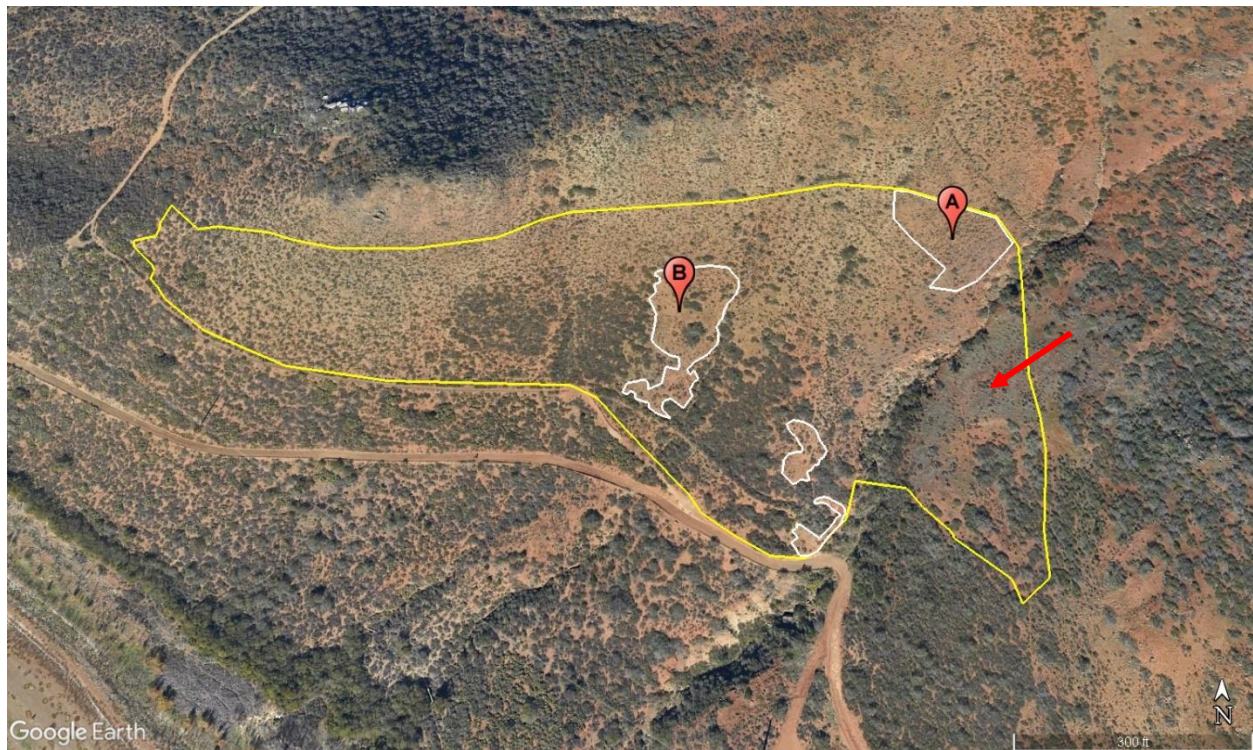
The area originally identified in 2021 for much of the cactus planting was excluded due to regular grazing by resident mule deer. The alternative site ("A" on the map below) was chosen because it contained a thick canopy of invasive weeds, generally south facing, good distance from public use, and when the cactus was mature it would help to provide an additional cactus wren territory. Currently, CSS is regenerating well and many CSS seedlings were observed.

Site "B" is also regenerating well and in addition to more comprehensive herbicide work, this area was dethatched. There appears to be more herbaceous cover than the non-dethatched sites. Site B and the other smaller white polygons on the map were to be planted as part of the original plan.

In 2024/2025 there are opportunities for cactus to be installed for habitat diversity and to enhance and expand adjacent cactus scrub habitat. Although, the planting of cactus in large quantities may now be more impactful then beneficial because of the success of CSS species. Site A is very steep. The act of

transporting cactus to the planting site caused an impact to the soil and seedlings enroute to the planting site. When cactus was installed, there was impact to the soils and seedlings at the planting site.

In addition, the cactus planted now could be overtaken by CSS species which has been observed in adjacent restoration projects. Although the habitat would be enhanced by adding some cactus, the goal of establishing enough cactus scrub habitat on the sites identified in the original grant for a suitable cactus wren territory is unlikely. An adjustment to the project design including moving the planting area to an adjacent site is proposed as described below.



West Bernardo Mountain HMA Enhancement & Restoration site boundary is in yellow. This is also the boundary for invasive plant species control. The white polygons are the planting sites. The red arrow shows the original planting site that was excluded due to consistent mule deer activity.

SDRP proposes the following:

1. To meet the goal of establishing an additional cactus wren territory, SDRP proposes to move the bulk of the cactus planting to an adjacent site located approximately .40 miles away. (See Map Below). The new planting site is in the same general area as the original site within the San Dieguito River Park's Bernardo Mountain Preserve.
2. No changes in the invasive species control component to the project are recommended as the invasive annual weed control will continue to accelerate the CSS recovery in the original site. Additional invasive species control would be applied at the new site inside the area to be planted.

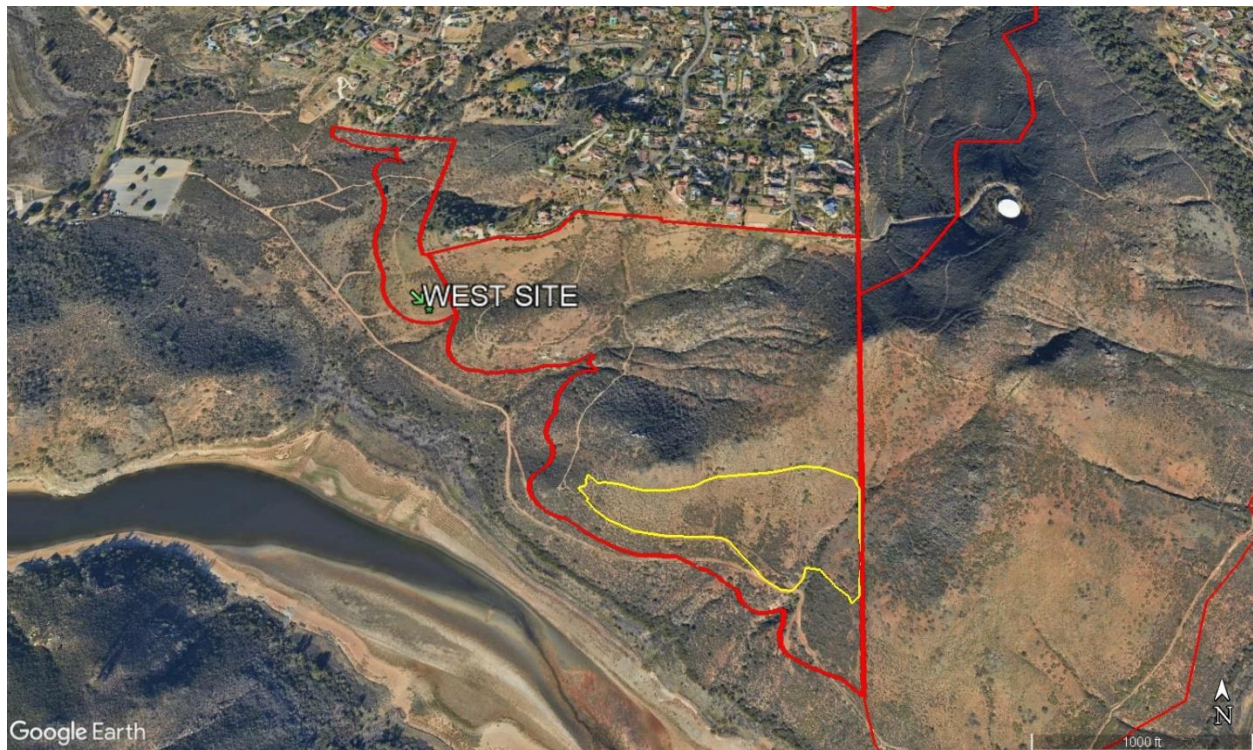
3. At the original site, install cactus where existing cactus scrub is located nearby, specifically in the south restoration sites and the bottom of site B.
4. Plant cactus in the new “West Site” for the purpose of helping to create an additional cactus wren territory.

West Site

The new planting site is in the same general area as the original site within the San Dieguito River Park’s Bernardo Mountain Preserve on land controlled by SDRP (See Map Below, APN 272-111-1300) This parcel is also known as the “Lake Hodges Boat Dock Preserve”. Both properties are in the County of San Diego. The SDRP’s 11-acre habitat preserve adjoins the West Bernardo Mountain Habitat Management Area where the original restoration site is located. Both properties are managed by SDRP JPA as one preserve with a focus on protecting habitat for Coastal California Gnatcatcher and Coastal Cactus Wren. Management activities on and adjacent to the proposed restoration site include habitat restoration (periodic), ranger patrols for trespassing, and communications with neighbors. The Bernardo Mountain Lake View Trail passes through the preserve, but the other areas of the preserve are off limits. The trail will be used for access for the restoration activities. The City of San Diego manages much of the adjacent open space land, not managed by SDRP JPA, and they have similar goals for habitat preservation.

The West Site was chosen for the following reasons:

1. Proximity to the original site.
2. Fulfills the original intent of the EAP project.
3. South facing aspect.
4. Heavy disturbance at the planting site.
5. Existing cactus in the area indicating previous cactus scrub.
6. More accessible.
7. More likely to be maintained and expanded as part of general and ongoing SDRP habitat management work.
8. Safety for staff, volunteers, and paid crews. Site A is very steep and in the proximity of 2 large bee hives.
9. New site will still help to provide an additional CACW territory and meet the goals of the original project proposal
10. There is an additional benefit being near “hill 506” which is a place just to the west that once had CACW and currently does not have cactus scrub habitat.



Red lines demonstrate the SDRP Bernardo Mountain Preserve and lands controlled by SDRP. The Yellow polygon is the original restoration site. "West Site" is the location of the proposed cactus planting site (see below for closeup).



WEST SITE – Yellow polygon represents the area where cactus would be installed. The denser planting area would be on the south side of site where the “west site” label is located on the image.



August 14, 2024

Aly Vazquez, Associate Grants Analyst
 San Diego Association of Governments
 401 B Street, Suite 800
 San Diego, CA 92101

Subject: Specialized Transportation Grant Program Cycle 10 – Early Termination Request

Ms. Vazquez,

The San Diego Metropolitan Transit System (MTS) is seeking to return 14 Class D vehicles (minivans) via early termination of its SANDAG Specialized Transportation Grant Program (STGP) Cycle 10 grant (#5005914). In March 2019, SANDAG awarded MTS \$590,437 in Section 5310 Federal Transit Administration funds for this grant. The vehicles were purchased by SANDAG in April 2021, and MTS began placing them into service in August 2021.

In mid-2023, MTS's Access provider, Transdev, which operates minibuses and paratransit services on behalf of MTS, faced a work stoppage and service disruption due to labor contract negotiations. During this period, Transdev subcontracted paratransit services to six different providers across MTS's service area. After the negotiations concluded, and with an increasing ridership and resolution of the driver shortage, MTS began utilizing larger E450 cutaway vehicles for paratransit trips. This shift provided operational efficiencies, with a key focus on improving passengers per hour by using the larger E450 cutaways instead of the STGP-funded minivans.

In December 2023, MTS submitted a recovery plan to SANDAG due to the STGP-funded vehicles not meeting the 20-hour average service minimum outlined in the Program Management Plan (PMP). In the recovery plan, MTS detailed how Transdev's safety and operations departments were working together to ensure the effective utilization of the 14 minivans. Transdev assigned these vehicles to trainee operators who had obtained all necessary credentials but were awaiting their Vehicle for Developmentally Disabled Persons (VDDP) clearance from the Department of Motor Vehicles (DMV) prior to being authorized to operate a larger E450 cutaway vehicle. While these trainee operators could still drive and transport certain passengers, vehicle assignments were based on their certification status. As Transdev operators providing MTS Access service are no longer required to obtain VDDP clearance from the CA DMV, there is no additional waiting period for those operators to begin driving the larger E450 vehicles. Therefore, all eligible operators were immediately assigned to the larger E450 cutaway vehicles for operational efficiencies, which in turn resulted in Transdev not being able to meet the vehicle usage hour requirements stipulated in the STGP Cycle 10 grant for the 14 minivans.

MTS will collaborate with SANDAG to promptly resolicit the 14 minivans to other grantees. Despite the current inefficiency of these smaller vehicles, MTS remains committed to providing this essential service to its patrons. MTS will continue to seek STGP grant funding support for future procurements of larger vehicles to enhance its Access paratransit service.

Sincerely,

A handwritten signature in black ink that reads 'Sharon Cooney'.

Sharon Cooney
 Chief Executive Officer

1255 Imperial Avenue, Suite 1000, San Diego, CA 92101-7490 • (619) 231-1466 • sdmts.com

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





RENEWING LIFE

August 30, 2024

To Whom this may Concern

Renewing Life would like to return the minivan we have on agreement, the Dodge Grand Caravan VIN# ending in R8088228.

The reason for this is that Renewing Life (RL) has been struggling for lack of funding in 2023 and attempted to create a arm to provide for-profit business. We were unable to produce enough income to stay afloat. Due to this problem Renewing Life has closed its business on July 15, 2024

Renewing Life has held on to the minivan but we need to remove the insurance as it is costing us money.

Renewing Life apologies for all the inconvenience that this has caused SANDAG.

Cordially,

Tony San Nicolas/Director

Website-renewinglife4sd.com



SANDAG Grant Programs: Quarterly Status Update and Amendment Requests

Transportation Committee | Item 5
Goldy Herbon and Aly Vazquez,
September 20, 2024

Grant Programs Summary



Active Projects: 63



Completed Projects: 16



Watch List: 9



Amendments: 4



Withdrawals: 2

Environmental Mitigation Program – Land Management Grant Program (EMP LMG)



Active Projects: 17



Completed Projects: 2



Watch List: 0



Amendments: 1

- San Dieguito River Valley Regional Open Space Park Joint Powers Authority (JPA) - West Bernardo Mountain Habitat Management Area Enhancement & Restoration Project

SANDAG | 3

Project Showcase EMP Land Management Grant Program

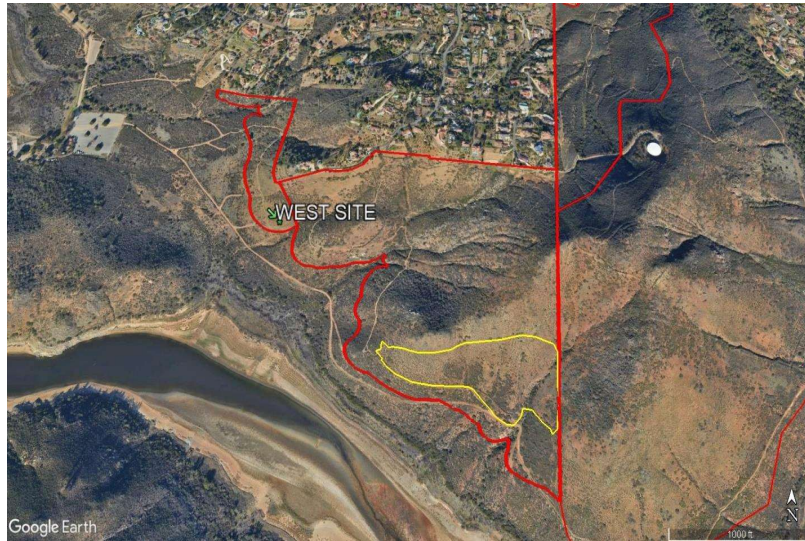
- City of San Diego
- Lower Otay Reservoir



SANDAG | 4

EMP LMG Amendment Request

San Dieguito River Valley Regional Open Space Park Joint Powers Authority (JPA) - West Bernardo Mountain Habitat Management Area Enhancement & Restoration Project



SANDAG | 5

Specialized Transportation Grant Program (STGP)

Section 5310 and
Senior Mini-Grant
(SMG)



Active Projects: 36



Completed Projects: 10



Watch List: 6

- **San Diego Center for the Blind** - Section 5310 Vehicle Project
- **Arc of San Diego** - Section 5310 Contract Transportation Projects
- **FACT** - Mobility Management and Operating Projects



Amendments: 0



Withdrawals: 2

SANDAG | 6

Project Showcase

Specialized Transportation Grant Program (STGP)

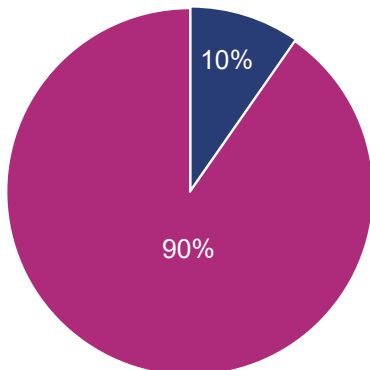
- Jewish Family Service of San Diego
- On the Go Transportation Program



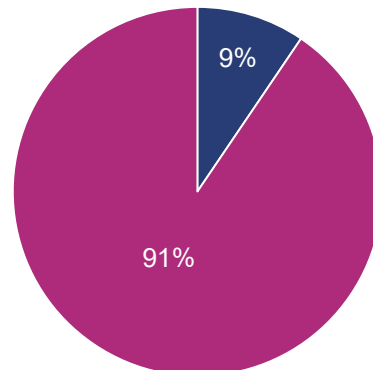
SANDAG | 7

Vehicle Grant Withdrawals

Renewing Life Scope of Work % Complete



MTS Scope of Work % Complete



■ Actual One-Way Passenger Trips

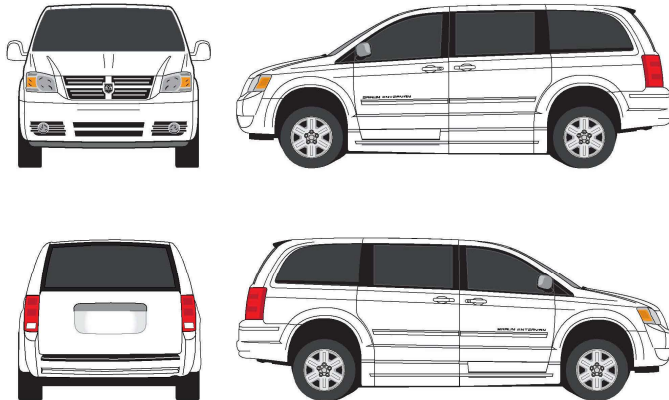
■ Remaining One-Way Passenger Trips

SANDAG | 8

Used Minivans Notice

- 15 used 2019 Dodge Grand Caravans
- Under 48,000 miles
- No match required
- Applications due **December 6, 2024**

Dodge Commercial Entervan – Braun Corporation



SANDAG | 9

Active Transportation Grant Program (ATGP)



Active Projects: 1



Completed Projects: 0



Watch List: 1

- **City of Carlsbad** – Carlsbad Boulevard & Tamarack Avenue Pedestrian Improvement Project



Amendments: 0

SANDAG | 10

Smart Growth Incentive Program (SGIP)



Active Projects: 9



Completed Projects: 3



Watch List: 2

- **City of El Cajon** – Main Street – Green Street Gateway Project
- **City of San Diego** - Downtown Mobility Cycle Way Improvement Phase I & II



Amendments: 3

- **City of Lemon Grove** – Connect Main Street Phase I and II
- **City of El Cajon** – Main Street – Green Street Gateway Project
- **City of San Diego** - Downtown Mobility Cycle Way Improvement Phase I & II

SANDAG | 11

Project Showcase

Smart Growth Incentive Program

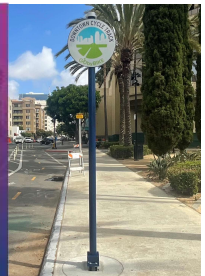
City of San Diego

- Downtown Wayfinding Signage

Pedestrian Kiosk



Emblem on New Post



Vehicular Directional (top)



Pedestrian Directional (bottom)

Pedestrian Directional



SANDAG | 12

Lemon Grove Amendment Request

Connect Main Street
Phase I & II Project



SANDAG | 13

Access for All Grant Program (AFA)



Active Projects: 0



Completed Projects: 1



Watch List: 0



Amendments: 0

SANDAG | 14

Project Showcase

Access for All Grant Program

FACT

- RideFACTNOW
- 10,779 completed WAV trips
- 2,500 completed on-demand trips (less than one hour response time)



SANDAG | 15

Questions?

Environmental Mitigation Program – Land Management Grant Program (EMP LMG)

- Kim Smith Phone: (619) 699-6949
- Lauren Lee Phone: (619) 595-5660

Smart Growth Incentive Program (SGIP)

- Goldy Herbon Phone: (619) 699-6990

Specialized Transportation Grant Program (STGP)

- Aly Vazquez Phone: (619) 744-5890

Access for All Grant Program (AFA), Active Transportation Grant Program (ATGP)

- Benjamin Gembler Phone: (619) 849-6767

SANDAG



2025 Regional Transportation Improvement Program (RTIP)

Program Overview

Transportation Committee | Item 6
September 20, 2024

What is the RTIP?

List of Transportation Projects

From:

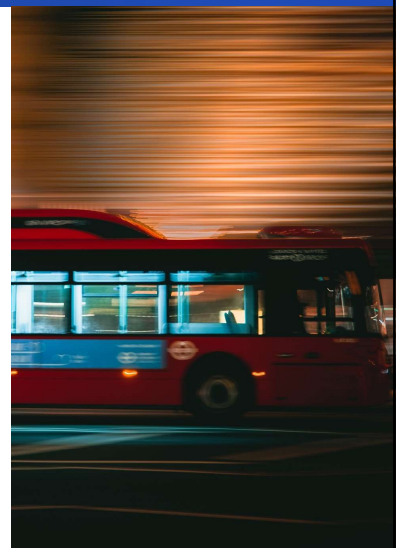
SANDAG Regional Plan *or*
TransNet Program of Projects

With:

Committed Funding in FY 2025–2029

Which:

Support Air Quality and
Performance Management Targets



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RTP, Capital Budget, RTIP Relationship

2021 RTP	Capital Budget	2025 RTIP
<ul style="list-style-type: none">• Long Term (20+ years)• Updated every 4 years• General Project Listing• Total Project Cost	<ul style="list-style-type: none">• 10 years• Updated Annually• Detailed Scope and Schedule• Funding by Year and Phase of Expenditure	<ul style="list-style-type: none">• Short Term (5 years)• Updated every 2 years• Detailed Scope and Schedule• Funding by Type, Year, and Phase

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Why do we do the RTIP?



- Federal requirement
- TransNet requirement
- All projects w/ federal or TransNet funds must be programmed
- Funds must be approved by sponsoring agency

SANDAG | 4

RTIP Federal Requirements

- Consistent with approved RTP
- Committed Funding
- Acceptable Air Quality levels
- Makes progress toward achieving performance management targets
- Public Involvement



U.S. Department of Transportation

SANDAG | 5

RTIP TransNet Requirements

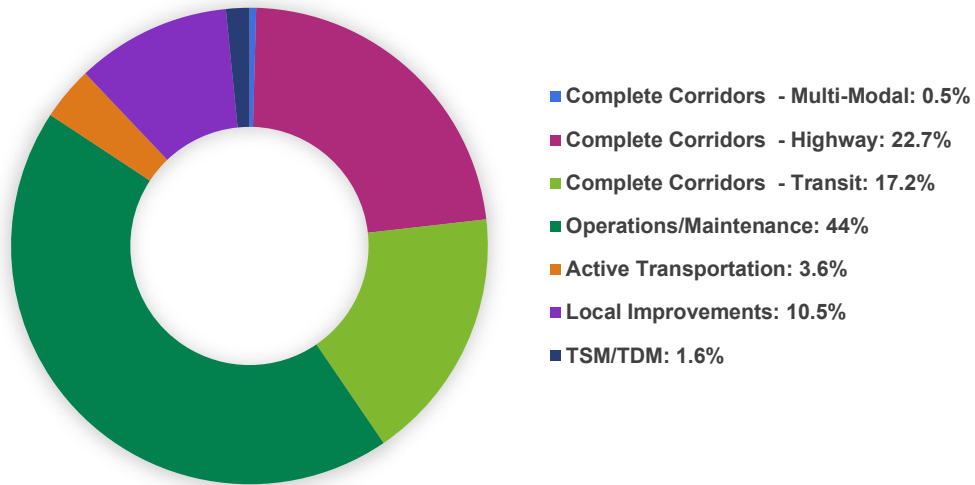
- Public Hearing
- Use of Local Street and Road for Congestion Relief
- Accommodation of Bicyclists and Pedestrians
- RTCIP



SANDAG | 6

2025 RTIP Programming by Mode

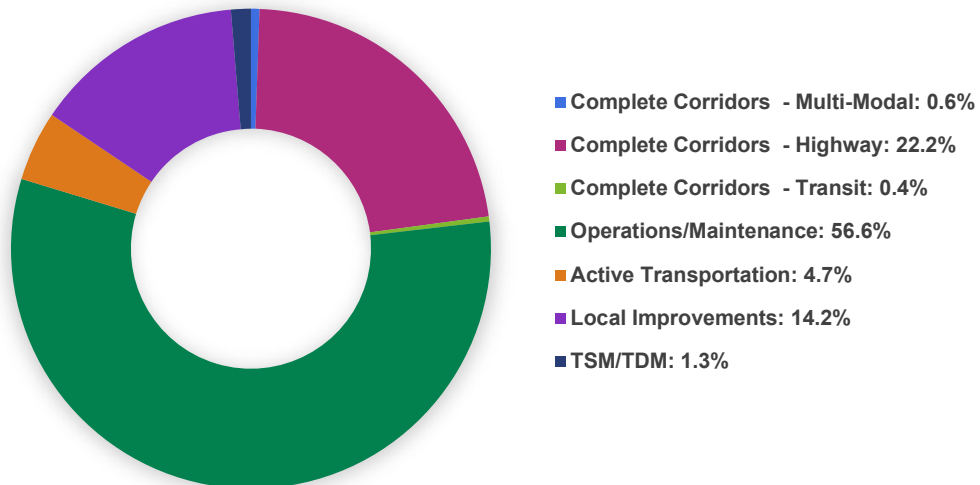
All Years Including Prior



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2025 RTIP Programming by Mode

Current RTIP Years (2025–2029)



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2025 RTIP Social Equity Analysis

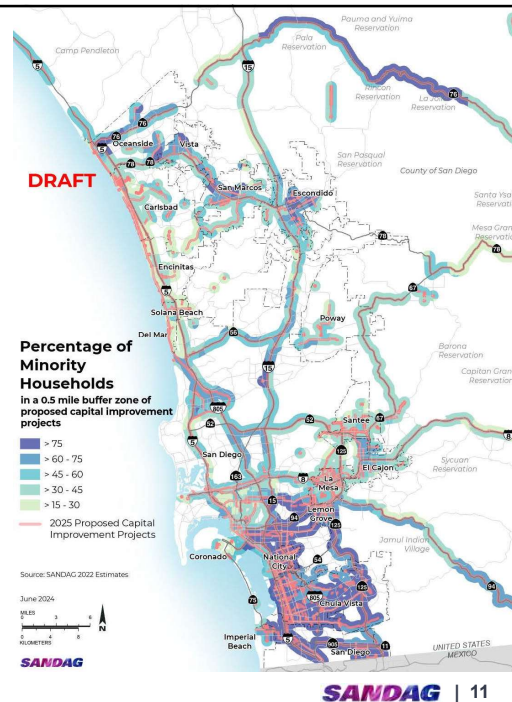
9

Methodology Approach

1. Define vulnerable and most vulnerable communities in the San Diego region
2. Geospatially identify project locations and social equity areas
3. Calculate overall RTIP social equity investment with social equity multiplier

Mapping Improvements & Additional Analysis

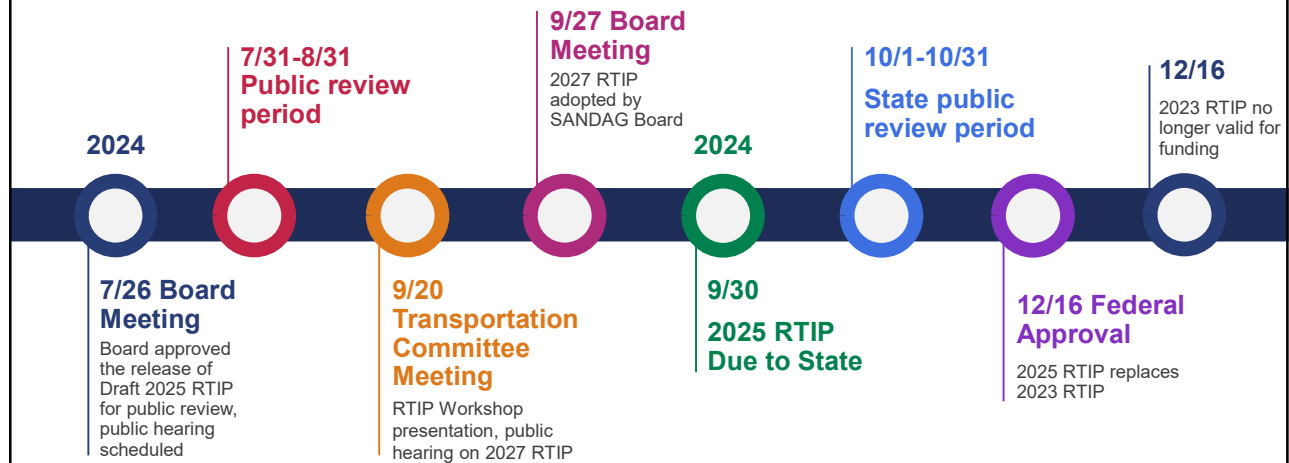
- Less than 40% of projects captured in 2023 RTIP
- 100+ more projects mapped in 2025 RTIP
- Low-income & minority populations



2025 RTIP Social Equity Analysis Results

CalEnviroScreen 4.0	Total Mapped Projects	2025 SE RTIP Investments (%)	2025 SE RTIP Investments (\$)
Vulnerable	190	38%	\$4.9b
Most Vulnerable	89	6%	\$830m

2025 RTIP Key Dates



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Stay Up to Date on the 2025 RTIP

Website

- [RTIP Webpage](#)
- [RTIP Public Website](#)



Email

richard.radcliffe@sandag.org

SANDAG

Federally Approved 2021 RTIP | RTIP Amendments | Advanced Search | Information & Updates

Regional Transportation Improvement Program (RTIP)

ISD: [All] Lead Agency: [All] Project Type: [All] Road System: [All] Route: [All] Filter: [All] Export to Excel

822 transportation project(s)						
CAL09	Caltrans	Interstate 5 - HOV/Managed Lanes	Completions - Multi-Modal	1-15	\$907,454,427	
CAL09A	Caltrans	I-5 Lomas Santa Fe Interchange/HOV lanes	Completions - Multi-Modal	1-15	\$51,445,481	
CAL09C	Caltrans	I-805 Direct Access Ramp and HOV at Carroll Canyon	Substantially Completed Projects		\$84,020,680	
CAL09D	Caltrans	Interstate 5 and 805 - Convert HOV lanes to Express lanes	Completions - Multi-Modal	1-15	\$68,600,000	
CAL18	Caltrans	I-15 Managed Lanes (Middle) - COMPLETED	Multi-Modal - 1-15	\$460,815,360		
CAL18A	Caltrans	I-15 Managed Lanes-North Segment - COMPLETED	Multi-Modal - 1-15	\$104,484,000		
CAL18B	Caltrans	I-15 Managed Lanes- South Segment and Mira Mesa Transit Center	Substantially Completed Projects		\$296,118,000	
CAL26	Caltrans	State Route 52 Freeway (SRF)	Substantially Completed Projects		\$452,116,648	
CAL29	Caltrans	SR 76 Middle - COMPLETED	Major Highway - 76	\$152,079,000		
CAL29D	Caltrans	SR 76 East	Substantially Completed Projects		\$203,289,000	
CAL38	Caltrans	SR-905 New Freeway	Substantially Completed Projects		\$424,830,876	
CAL38C	Caltrans	SR125/905 Southbound to Westbound Connector	Completions - Multi-Modal	Border/Port	\$37,965,000	
CAL44	Caltrans	Grouped Projects for Bridge Rehabilitation and Reconstruction - Highway Bridge Program	Ops/Maint - Highway Bridge Program		\$202,439,168	

SANDAG

Item XX

- Proposed Final 2025 Regional Transportation Improvement Program

Action

The Transportation Committee is asked to recommend that the Board of Directors, acting as the Regional Transportation Commission (RTC), adopt resolution RTC-2025-xx, approving the final 2025 Regional Transportation Improvement Program (RTIP), including its Air Quality Conformity Analysis and Air Quality Conformity Redetermination of the revenue constrained 2021 Regional Plan.

September 20, 2024

Public Hearing for Proposed Final 2025 Regional Transportation Improvement Program

Overview

SANDAG, serving as the region's Metropolitan Planning Organization (MPO), is required by state and federal laws to develop and adopt a Regional Transportation Improvement Program (RTIP). The RTIP is a multiyear program of proposed major transportation projects in the San Diego region, including the TransNet Program of Projects.

The proposed final 2025 RTIP, covering the period FY 2025 through FY 2029, is a nearly \$6 billion program which implements projects included in Amended San Diego Forward: The 2021 Regional Plan and its Sustainable Communities Strategy.

Key Considerations

On July 31, 2024, the draft 2025 RTIP was posted for a 30-day public comment period, and a public hearing was scheduled for the September 20, 2024, Transportation Committee meeting to receive testimony on the proposed final 2025 RTIP. The proposed final 2025 RTIP is available for review at sandag.org/RTIP.

Outreach and Public Involvement

- In March 2024, the development process and schedule for the 2025 RTIP was presented to the Regional Plan Social Equity Working Group (SEWG).
- The San Diego Region Conformity Working Group (CWG) reviewed the draft air quality conformity finding during a 30-day comment period beginning on June 3, 2024.
- The Independent Taxpayer Oversight Committee reviewed the draft 2025 RTIP at its meeting on July 10, 2024, and reviewed the proposed final 2025 RTIP on September 11, 2024, focusing on the TransNet Program of Projects.
- SANDAG has performed an analysis of the projects programmed in the RTIP to evaluate their equitable distribution in disadvantaged communities. The results of the analysis is included in Appendix G of the proposed final 2025 RTIP and will be presented to the SEWG on September 26, 2024.

Next Steps

Following the public hearing, the Transportation Committee will be asked to recommend that the SANDAG Board of Directors approve the final 2025 RTIP.

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

Action: Conduct Public Hearing

The Transportation Committee is asked to hold a public hearing to receive testimony on the proposed final 2025 Regional Transportation Improvement Program, including its air quality conformity analysis and air quality conformity redetermination of the revenue constrained Amended San Diego Forward: The 2021 Regional Plan.

Fiscal Impact:

The proposed final 2025 Regional Transportation Improvement Program (RTIP) provides access to nearly \$6 billion of state, federal, local, and TransNet funds during the RTIP period (FY 2025 through FY 2029).

Schedule/Scope Impact:

The proposed final 2025 RTIP reflects the programming of the TransNet Program of Projects and the FY 2025 SANDAG Program Budget. Federal approval of the 2025 RTIP is expected on or before December 16, 2024.

September 20, 2024

Proposed Final 2025 Regional Transportation Improvement Program

Overview

SANDAG, serving as the region's Metropolitan Planning Organization (MPO), is required by state and federal laws to develop and adopt a Regional Transportation Improvement Program (RTIP). The RTIP is a multiyear program of proposed major transportation projects in the San Diego region, including the TransNet Program of Projects.

SANDAG updates the RTIP every two years. The current 2023 RTIP, adopted by the Board of Directors on September 23, 2022, covers the five-year period FY 2023 through FY 2027. The state has set a due date of September 30, 2024, for submitting an updated RTIP.

This proposed final 2025 RTIP, covering the period FY 2025 through FY 2029, is a nearly \$6 billion program which implements projects included in the Amended San Diego Forward: The 2021 Regional Plan and its Sustainable Communities Strategy.

Key Considerations

Federal and state regulations identify the process and required content of the RTIP. Attachment 2 details the federal requirements and how the 2025 RTIP meets those requirements. In general, the RTIP must include all major projects receiving certain types of federal or state transportation funding, projects needing federal project approval, and/or projects identified as being regionally significant.

As prescribed by the TransNet Ordinance, the RTIP also includes the TransNet Program of Projects (POP). To meet the requirements of the Ordinance, the POP was updated by local agencies after holding a public hearing. The POP is included in the proposed final 2025 RTIP.

The project tables contained in Chapter 3 of the 2025 RTIP illustrate the source and amount of each fund type as well as the year and project phase for which the funding is planned. The projects included in the proposed final 2025 RTIP can be found in our public-facing ProjectTrak database [here](#), while the proposed final RTIP document can be viewed in its entirety on the SANDAG website at sandag.org/RTIP.

Attachment 3 summarizes how much funding will be invested in various project types for the 5 years of the RTIP, organized by fund type (federal, state, TransNet, or local). The Transportation Committee historically has been interested in the split of investments by transportation mode. Attachment 4 provides two charts, one for the total proposed final 2025 RTIP including prior years, and one for FY 2025 through FY 2029, that illustrate how funds are being invested per transportation mode including highway, multi-modal, transit, bike/pedestrian, and operations/maintenance.

Action: Recommend

The Transportation Committee is asked to recommend that the Board of Directors approve the final 2025 Regional Transportation Improvement Program, including its air quality conformity analysis and air quality conformity redetermination of the revenue-constrained Amended San Diego Forward: The 2021 Regional Plan.

Fiscal Impact:

The proposed final 2025 Regional Transportation Improvement Program (RTIP) provides access to nearly \$6 billion of state, federal, local, and TransNet funds during the RTIP period (FY 2025 through FY 2029).

Schedule/Scope Impact:

The proposed final 2025 RTIP reflects the programming of the TransNet Program of Projects and the FY 2025 SANDAG Program Budget. Federal approval of the 2025 RTIP is expected on December 16, 2024.

On July 31, 2024, the draft 2025 RTIP was posted for a 30-day public comment period, and a public hearing was scheduled for the September 20, 2024, Transportation Committee meeting to receive testimony on the proposed final 2025 RTIP. Attachment 5 includes any public comments received during the public comment period and responses to those comments. Attachment 6 includes the changes made to the draft 2025 RTIP.

Federal regulations require that SANDAG conduct an air quality conformity analysis of all regionally significant projects that increase the transportation system capacity. This includes major local and privately funded projects and any other state or federally funded projects that might not otherwise appear in the RTIP, as well as new projects or major changes in the project scope for existing programmed projects.

The quantitative emissions analyses for the proposed final 2025 RTIP and for the conformity redetermination for the Amended 2021 Regional Plan have been completed, and the results meet the air quality conformity requirements (Appendix F to the proposed final 2025 RTIP). The San Diego Region Conformity Working Group (CWG) has reviewed the draft air quality conformity findings and all comments received from CWG have been addressed.

Social Equity Analysis

SANDAG has performed an analysis of the projects programmed in the RTIP to evaluate their equitable distribution in disadvantaged communities. This analysis shows that the projects and investments are distributed in vulnerable census tracts proportional to the population of those census tracts. A detailed explanation of the results and methodology is included in Appendix G of the proposed final 2025 RTIP.

Next Steps

Pending recommendation by the Transportation Committee, the proposed final 2025 RTIP will be presented to the Board of Directors for adoption at its meeting on September 27, 2024. Pending adoption, TransNet funds in the final 2025 RTIP will be available for local agencies. The 2025 RTIP will be submitted to the state for incorporation in the 2025 Federal Statewide Transportation Improvement Program for statewide public review. Federal approval is expected on or before December 16, 2024, making federal funds available for obligation.

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

- Attachments:
1. Resolution No. RTC-2025-03: Adopting the 2025 Regional Transportation Improvement Program and its Air Quality Conformity Analysis and Air Quality Redetermination for the Amended 2021 Regional Plan
 2. 2025 RTIP Federal Requirements Analysis
 3. 2025 RTIP Program Summary Report
 4. 2025 RTIP Projects by Mode
 5. Public Comments and Responses on Draft 2025 RTIP
 6. Changes Between Draft and Final 2025 RTIP
 7. Chapter 5 – Air Quality Conformity Analysis
 8. 2025 RTIP Fact Sheet



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

Regional Transportation Commission
Resolution No. RTC-2025-03

Adopting the 2025 Regional Transportation Improvement Program and its Air Quality Conformity Analysis and Air Quality Redetermination for the Amended 2021 Regional Plan

WHEREAS, Title 23 and 49 of the Code of Federal Regulations require the preparation and updating of a Transportation Improvement Program by the Metropolitan Planning Organization (MPO); and

WHEREAS, Sections 14527 and 65082 of the California Government Code require the biennial preparation of a Regional Transportation Improvement Program (RTIP) by the Regional Transportation Planning Agency (RTPA); and

WHEREAS, the San Diego Association of Governments (SANDAG) has been designated the MPO and the RTPA for the San Diego region; and

WHEREAS, SANDAG, through the conduct of a continuing, cooperative, and comprehensive transportation planning process and in conformance with all applicable federal and state requirements, has prepared the 2025 RTIP, including an updated TransNet Program of Projects (POP) for the San Diego region; and

WHEREAS, the 2025 RTIP has been found to be in conformance with San Diego Forward: The Amended 2021 Regional Plan (2021 Regional Plan), the 2022 Regional Air Quality Strategy (RAQS), all applicable State Implementation Plans (SIPs), the California Transportation Commission adopted 2024 State Transportation Improvement Program, the Infrastructure Investment and Jobs Act and the TransNet Ordinance and Expenditure Plans, including reasonable available funding provisions; and

WHEREAS, the 2025 RTIP projects have been developed from the Revenue Constrained Amended 2021 Regional Plan and satisfy the transportation conformity provisions of 40 CFR 93.122 and all applicable transportation planning requirements per 23 CFR Part 450 including the establishment of performance management targets for requisite performance measures; and

WHEREAS, the 2025 RTIP projects are fiscally constrained as shown in Tables 4-1a through 4-1c; and

WHEREAS, the 2025 RTIP provides for timely implementation of Transportation Control Measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that implementation of the RTIP projects and programs meet all of the emissions budgets from both the 2008 and 2015 Eight-Hour Ozone Attainment Plan for San Diego County which were found adequate for on-road transportation conformity purposes by U.S. EPA, effective October 19, 2021; and

WHEREAS, the public and affected agencies have been provided notice of and an opportunity to comment on the 2025 RTIP and its air quality conformity determination and the redetermination of conformity for the Revenue Constrained Amended 2021 Regional Plan and agencies with funding allocations in the 2025 RTIP have been directed to hold public meetings on their respective projects; and

WHEREAS the public was given a 30 day comment period on the 2025 RTIP with notices sent in English and Spanish to extensive mailing lists used by SANDAG, including its Community Based Outreach network, which represents a wide variety of minority, low income, disabled, elderly, and limited English proficiency populations; and a public hearing was held at a SANDAG Transportation Committee meeting on September 20, 2024, to present the 2025 RTIP and its air quality conformity determination and the redetermination of conformity for the Revenue Constrained Amended 2021 Regional Plan, and to solicit additional testimony from the public;

NOW THEREFORE BE IT RESOLVED that the SANDAG Board of Directors, also acting as the San Diego County Regional Transportation Commission (RTC), does hereby resolve as follows:

That the 2025 RTIP and the Revenue Constrained Amended 2021 Regional Plan, is in conformance with the applicable SIPs for the San Diego region; and

That the SANDAG Board of Directors has taken into consideration the comments received by SANDAG from the public on the 2025 RTIP and its air quality conformity determination; and

That the 2025 RTIP, and the FY 2025 to 2029 TransNet POP, have been developed based upon an estimate of reasonably available revenues for the program period. Actual transportation fund availability to each eligible recipient/project applicant will be based on actual federal/state fund apportionments, including obligation authority limitations, and TransNet sales tax receipts; and

That the SANDAG Board of Directors, also acting as the RTC, does hereby adopt the 2025 RTIP and its air quality conformity determination, and the redetermination of conformity for the Revenue Constrained Amended 2021 Regional Plan; and

That all regionally significant, capacity increasing projects included in the 2025 RTIP are also included in the Revenue Constrained Amended 2021 Regional Plan; and

That the adoption of the 2025 RTIP constitutes the Intergovernmental Review Procedures for those projects listed in the RTIP. The 2025 RTIP approval does not constitute project level design or environmental approval, which is conducted according to state and federal regulations; and

That the inclusion of any federally funded projects in the 2025 RTIP, including all amendments, constitutes the federal Expedited Project Selection Process procedures for the San Diego region, and any projects programmed in the RTIP may proceed to implementation without further project selection action by SANDAG; and

That the approval of the 2025 RTIP also constitutes the federal transit “designated recipient” approval of all Federal Transit Administration grant applications filed by the transit operators that are consistent with the RTIP project programming.

PASSED AND ADOPTED this 27th of September 2024.

Ayes

Noes

Absent

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

[Seal]

Attest

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

Federal Requirements Analysis for the 2025 RTIP

Metropolitan Planning and Transportation Conformity

The U.S. Department of Transportation (U.S. DOT) Metropolitan Planning Regulations¹ and U.S. Environmental Protection Agency (U.S. EPA) Transportation Conformity Regulations² establish six criteria requirements which the Regional Transportation Improvement Program (RTIP) must satisfy. The metropolitan planning regulations require that: (1) the RTIP be financially constrained and (2) make progress toward achieving federal performance targets. The transportation conformity regulations state that the RTIP must: (3) be consistent with San Diego Forward: The 2021 Regional Transportation Plan (2021 Regional Plan); (4) meet regional emissions tests; (5) include timely implementation of transportation control measures (TCMs); and (6) include inter-agency consultation and public involvement.

The 2025 RTIP meets all six tests required under federal metropolitan planning and transportation conformity regulations. The SANDAG Board of Directors will be asked to make these findings for the Proposed Final 2025 RTIP under the required federal tests on September 27, 2024. On December 16, 2024, Federal Highways and the Federal Transit Administration are expected to find that the 2025 RTIP conforms with the provisions of 40 CFR Parts 51 and 93.

Financial Constraint Test

Federal regulations 23 CFR Section 450.326(j) require the 2025 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Chapter 4 of the 2025 RTIP discusses in detail the financial capacity analysis of major program areas, including a discussion of available revenues.

Finding: The projects contained within the 2025 RTIP are reasonable when considering available funding sources as demonstrated in Chapter 4, Tables 4-1a through c.

Performance Management Test

Federal regulations 23 CFR Section 450.326(c) require the 2025 RTIP to be designed such that once implemented, it makes progress toward achieving the performance targets established under 450.306(d) and shall include, to the maximum extent practicable, a description of the anticipated effect of the RTIP toward achieving the performance targets identified in the transportation plan, linking investment priorities to those performance targets. Appendix H of the 2025 RTIP provides information on the projects which support the required federal performance management requirements.

Finding: The projects contained within the 2025 RTIP make progress toward achieving the performance targets for safety (PM1) established by the Board of Directors through investment in projects with the primary purpose of improving safety, active transportation projects, and safety features within larger transportation projects.

Finding: The projects contained within the 2025 RTIP make progress toward achieving the 2020 and 2022 performance targets for pavement and bridge condition (PM2) through investment in projects with the primary purpose of improving pavement conditions on the National Highway System.

Finding: The projects contained within the 2025 RTIP make progress toward achieving the approved performance targets for the system performance, freight, and CMAQ performance measures (PM3) through investment in projects that provide travel choices, promote non-single occupant vehicle travel, reduce excessive delay and pollutant emissions.

Finding: The projects contained within the 2025 RTIP make progress toward achieving the 2020 regional performance targets for transit asset management. The program includes investments in the four key categories for transit asset management: equipment, facilities, infrastructure, and rolling stock.

Consistency with San Diego Forward: The 2021 Regional Transportation Plan

Finding: The 2025 RTIP is consistent with San Diego Forward: The 2021 Regional Transportation Plan (2021 Regional Plan) adopted on December 10, 2021 (policies, programs, and projects). All projects conform to the scope, cost, and schedule included in the 2021 Regional Plan.

Regional Emissions Tests

These findings are based on the regional emissions analysis shown in Table B.9 in Appendix B of the 2021 Regional Plan which demonstrates conformity for the 2021 Regional Plan and 2025 RTIP for the 2008 and 2015 eight-hour ozone standards.

Finding: The regional emissions analyses for the 2025 RTIP are consistent with the emissions analyses for the 2021 Regional Plan.

Finding: The 2025 RTIP is in conformance with the applicable State Implementation Plan³ (SIP).

Timely Implementation of TCM Test

Finding: The TCMs, established as Transportation Tactics in the 1982 SIP, have been fully implemented and the 2025 RTIP continues to fund the four TCMs, which include: (1) ridesharing; (2) transit improvements; (3) traffic flow improvements; and (4) bicycle facilities and programs.

Inter-Agency Consultation and Public Involvement Test

Finding: The 2025 RTIP complies with all federal and state requirements for public involvement by following the strategies described in Board Policy No. 025: Public Participation Plan Policy. The Draft 2025 RTIP was posted for a 30-day public comment period from July 31, 2024, through August 31, 2024.

Finding: The SANDAG Conformity Working Group (CWG), including members from the San Diego County Air Pollution Control District, Caltrans, California Air Resources Board, SANDAG, U.S. DOT, and U.S. EPA, serve as a forum to meet the federal and state requirements for interagency consultation for the 2025 RTIP. All exempt projects in the 2025 RTIP were submitted to the CWG on April 29, 2024, for its review, and members concurred with the exempt categorizations.

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

² 40 CFR part 93, subpart A

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

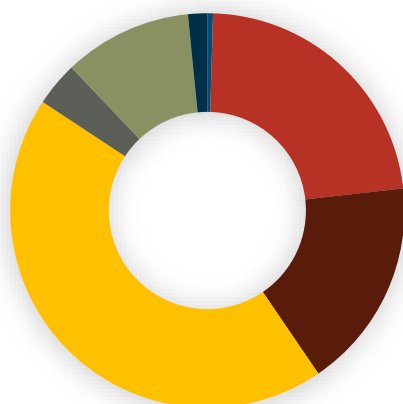
2025 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
PROGRAM SUMMARY (IN \$000s)

DESCRIPTION	FEDERAL	STATE	TRANSNET	LOCAL/ PRIVATE	TOTAL RTIP (All years incl. Prior)
Corridors					
South Bay to Sorrento	\$93,157	\$19,900	\$56,576	\$0	\$169,633
Coast, Canyons and Trails	\$5,000	\$3,000	\$6,000	\$11,672	\$25,672
San Vicente	\$11,125	\$37,043	\$6,832	\$0	\$55,000
North County	\$19,595	\$407,530	\$54,566	\$372	\$482,063
Central Mobility Hub and Connections	\$108,480	\$0	\$46,156	\$5,448	\$160,085
I-5 NCC	\$530,432	\$934,666	\$278,295	\$26,747	\$1,770,139
SR 125/Border Access	\$805,464	\$362,731	\$42,924	\$2,900	\$1,214,019
SR 56	\$13,122	\$0	\$2,091	\$23,409	\$38,622
I-15	\$4,854	\$24,646	\$0	\$0	\$29,500
SR 94	\$14,800	\$142,526	\$15,985	\$0	\$173,311
<i>Subtotal Corridors</i>	<i>\$1,606,028</i>	<i>\$1,932,042</i>	<i>\$509,426</i>	<i>\$70,548</i>	<i>\$4,118,044</i>
Other Corridors and Substantially Completed Projects					
MidCoast Projects ¹	\$1,175,406	\$81,733	\$1,150,718	\$29,044	\$2,436,901
Substantially Completed Projects ²	\$653,534	\$979,231	\$662,331	\$45,752	\$2,340,848
<i>Subtotal Other Corridors and Substantially Completed Projects</i>	<i>\$1,828,940</i>	<i>\$1,060,964</i>	<i>\$1,813,049</i>	<i>\$74,796</i>	<i>\$4,777,749</i>
Operations/Maintenance					
Highway	\$455,620	\$759,806	\$21,317	\$90,474	\$1,327,217
Transit (incl. operations/planning/infrastructure/capital)	\$2,610,446	\$1,341,453	\$1,343,948	\$1,842,993	\$7,138,839
Local Street and Road	\$9,057	\$0	\$495,677	\$111,056	\$615,790
Local EMP Program	\$58,484	\$0	\$477,084	\$4,703	\$540,271
<i>Subtotal Operations/Maintenance</i>	<i>\$3,133,607</i>	<i>\$2,101,258</i>	<i>\$2,338,026</i>	<i>\$2,049,226</i>	<i>\$9,622,117</i>
Active Transportation					
Bicycle/Pedestrian	\$88,229	\$222,699	\$323,842	\$122,372	\$757,142
Smart Growth	\$0	\$0	\$21,147	\$18,586	\$39,733
<i>Subtotal Active Transportation</i>	<i>\$88,229</i>	<i>\$222,699</i>	<i>\$344,989</i>	<i>\$140,958</i>	<i>\$796,875</i>
Local Improvements					
Street and Road	\$56,354	\$8,276	\$913,888	\$821,187	\$1,799,705
Regional Arterial System	\$55,257	\$35,200	\$194,544	\$228,227	\$513,228
<i>Subtotal Local Improvements</i>	<i>\$111,611</i>	<i>\$43,476</i>	<i>\$1,108,433</i>	<i>\$1,049,414</i>	<i>\$2,312,933</i>
Transportation Systems/Demand Management					
ITS/Traffic Signals	\$9,752	\$38,763	\$152,252	\$33,493	\$234,260
TDM	\$108,949	\$0	\$752	\$1,500	\$111,200
<i>Subtotal Transportation Systems/Demand Management</i>	<i>\$118,701</i>	<i>\$38,763</i>	<i>\$153,004</i>	<i>\$34,993</i>	<i>\$345,460</i>
GRAND TOTAL	\$6,887,116	\$5,399,202	\$6,266,926	\$3,419,934	\$21,973,178

¹ MidCoast Projects include the primary MidCoast project and associated projects - Elvira to Morena, San Diego River Bridge, Gilman, Voigt, & Rose Canyon Bridges

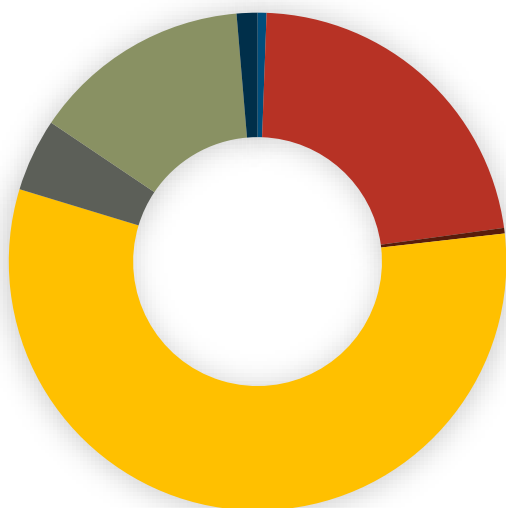
² Substantially Completed Projects are open to traffic but not closed out of the budget or RTIP for miscellaneous remaining tasks including plant establishment

**2025 RTIP
Program by Mode
All Years including Prior**



- Complete Corridors - Multi-Modal: 0.5%
- Complete Corridors - Highway: 22.7%
- Complete Corridors - Transit: 17.2%
- Operations/Maintenance: 44%
- Active Transportation: 3.6%
- Local Improvements: 10.5%
- TSM/TDM: 1.6%

**2025 RTIP
Program By Mode
Current RTIP Years (2025-2029)**



- Complete Corridors - Multi-Modal: 0.6%
- Complete Corridors - Highway: 22.2%
- Complete Corridors - Transit: 0.4%
- Operations/Maintenance: 56.6%
- Active Transportation: 4.7%
- Local Improvements: 14.2%
- TSM/TDM: 1.3%

TSM/TDM - Transportation Systems Managemenet/Transportation Demand Management

2025 Regional Transportation Improvement Program (RTIP) Public Comments and Responses on Draft RTIP

Comment No.	Agency	Last Name	First Name	Comment	Response	Comment Date	Form
1	Caltrans Federal Programming Group	Kang	Peter	Page 190 (4-1), Chapter 4-Funding Assumptions: Second paragraph states the 2024 STIP FE includes a total estimate of \$2.9 billion in program capacity over the five-year FE period and is a 37% increase compared to the 2022 five- year FE period. Page 2-8 (34) paragraph two states the 2024 STIP FE includes total STIP program capacity over the five- year FE period of \$1.7 billion including \$1.6 billion of new program capacity and it is a 101% increase from the 2022 STIP. Please ensure the STIP funding estimates and increase amounts are accurate and consistent.	Updated reference in Chapter 2 for consistency with Chapter 4 reference	8/28/2024	Email
2	Caltrans Federal Programming Group	Kang	Peter	Page 202 (4-13), Chapter 4-Funding Assumptions: How is SANDAG addressing the projected deficit for the Metropolitan Transit System?	Updated section based on Final Adopted FY2025 MTS Budget; MTS is using reserves to eliminate the deficit in FY 2025, and is weighing various options for eliminating the deficits in FY 2026 through FY 2029.	8/28/2024	Email
3	Caltrans Federal Programming Group	Kang	Peter	Page TBD: Please add a section discussing SANDAGs Federal Land Management Agency (FLMA) Consultation. If there are no federal lands, then please add wording that there are no federal lands that are managed by Federal Land Management Agencies. FTIP Development Guidance states MPOs should include a description in the FTIP about how they coordinate their programming process with FLMAs in the region. Describe projects in the region that are providing better access to federal lands and describe any federal funding sources for projects that are coordinated with FLMAs.	Added paragraph on page 2-12 in Chapter 2.	8/28/2024	Email
4	Caltrans Federal Programming Group	Kang	Peter	Page TBD: Please provide the SANDAG Board Resolution in the final RTIP.	Adoption resolution included in Final 2025 RTIP	8/28/2024	Email
5	Caltrans Federal Programming Group	Kang	Peter	Page 266, Appendix B-Table B-1: HSIP back up list dated 5/7/24 includes the following projects that are not listed in the RTIP: H9-11-006, H9-11-016, H8-11-016; please clarify (see attached HSIP back up list).	The 3 projects are programmed in the 2025 RTIP, but the HSIP project numbers were not visible, have added the HSIP project numbers to the project descriptions	8/28/2024	Email
6	Caltrans Federal Programming Group	Kang	Peter	Pages 192 & 193: Please update the SHOPP revenue and programmed funding per attached latest SHOPP funding report (see attachment). SHOPP funding report and 2025 RTIP show prior SHOPP funding, but no prior funding is listed in 2025 SANDAG Financial Summary template; please clarify. Please ensure all updates are also reflected in the revenue and programmed tables in the 2025 SANDAG Financial Summary template.	SHOPP programming and revenues have been updated to align with listing dated 8/16/2024, except for the Sustainability & Miscellaneous project, as this will be added in the first amendment to the 2025 RTIP.	8/28/2024	Email
7	Caltrans Federal Programming Group	Kang	Peter	Pages 192 & 193: 2025 SANDAG Financial Summary template shows Carbon Reduction Program (CRP) funding, but none is listed in revenue and programmed funding; please clarify.	CRP funding is shown as part of "Federal Transit Administration (FTA) Other"	8/28/2024	Email
8	Caltrans Federal Programming Group	Kang	Peter	Pages 192 & 193: Please check SANDAGs CMAQ apportionments for the four FYs on the revenue and programmed tab. The apportionments are well under what is provided for SANDAG for FYs 25, 27 and 28; please clarify.	CMAQ apportionments are accurate. The reason for the large balances in FYs 2025, 2027, and 2028 is that we are working to update project budgets to program additional CMAQ funding.	8/28/2024	Email
9	Caltrans Federal Programming Group	Kang	Peter	Page 50, Chapter 3-Table 3-1: CAL26 Detailed project description does not match CTIPS; please clarify if CTIPS should be updated. Please add note from CTIPS that toll credits will be used to match federal funds for the CON phase. Please confirm if STIP funds are programmed correctly as AC.	Toll credit notations should be removed from CTIPS. All STIP funding on this project is in prior years.	8/28/2024	Email
10	Caltrans Federal Programming Group	Kang	Peter	Page 50, Chapter 3-Table 3-1: CAL38 Please confirm if STIP funds are programmed correctly as AC.	All STIP funding on this project is in prior years.	8/28/2024	Email

11	Caltrans Federal Programming Group	Kang	Peter	Page 125, Chapter 3-Table 3-1: SAN29 Please confirm IIP funds are programmed correctly.	All IIP funding on this project is in prior years.	8/28/2024	Email
12	Caltrans Federal Programming Group	Kang	Peter	Page 132, Chapter 3-Table 3-1: SAN 264 Description states toll credits will be used to match federal funds for the CON phase, but the only funding types are TransNet and Local Funds; please clarify.	Will remove Toll credits notation from the project description.	8/28/2024	Email
13	Caltrans Federal Programming Group	Kang	Peter	Page 145, Chapter 3-Table 3-1: MTS28 Total project cost does not match CTIPS; please clarify.	The reason for the difference in total cost is that we omit prior transit ops/maintenance funding from the project tables, as it does not accurately reflect the current work on the project. The total cost (incl. prior ops/maint) of \$1,059,120,000 matches CTIPS.	8/28/2024	Email
14	Caltrans Air Quality Branch	Espinosa Araiza	Erika	For the Conformity Analysis Documentation Checklist, the document name and footer both say 2023 RTIP Amendment #13 and Amendment to the Regional Plan. Please correct.	Updated footer and document name	8/28/2024	Email
15	Caltrans Air Quality Branch	Espinosa Araiza	Erika	93.104 (b, c) Include the final board adoption resolution in the final draft of the Conformity Finding. Document the date of the final board adoption resolution in the Conformity Documentation checklist.	Final draft of Board resolution included, date of adoption has been included in the checklist	8/28/2024	Email
16	Caltrans Air Quality Branch	Espinosa Araiza	Erika	93.108 This is documented on p. 5 of the Draft Conformity Finding as well. We recommend including this in the Conformity Documentation Checklist.	Added to the checklist	8/28/2024	Email

**CHANGES TO PROJECTS BETWEEN
DRAFT AND FINAL 2025 RTIP**

Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description
Caltrans	CAL09	Interstate 5 - HOV/Managed Lanes	(\$1,218)	Removed FY28 CMAQ and Toll Credits
Caltrans	CAL485	Bridge Rail Replacement and Upgrade. San Diego, Quince Street to Washington Street. (Part of CAL46D)	\$0	Revised funding between fiscal years, marked project as Complete to align with SHOPP listing dated 8/16/2024
Caltrans	CAL538	SR 67 Improvements	\$3,000	Increased TransNet - MC; updated project description to match FY25 SANDAG CIP
Caltrans	CAL558	Rehabilitate Culverts and Worker Safety Enhancements (Part of CAL46E)	\$0	Revised funding between fiscal years
Caltrans	CAL560	Pavement Rehabilitation and System Enhancements (Part of CAL46E)	\$0	Revised funding between fiscal years, marked project as Complete to align with SHOPP listing dated 8/16/2024
Caltrans	CAL562	Transportation Management System (TMS) and American with Disabilities (ADA) standards (Part of CAL46E)	(\$34,456)	Completed project, CON funding to be voted at August 2024 CTC meeting
Caltrans	CAL599	Curb ramps and Pedestrian Accessible Signals	(\$100)	Reduced SHOPP - Mandates - National Hwy System (AC) to align with SHOPP listing dated 8/16/2024
Caltrans	CAL602	In San Diego County at Ramona. (Part of CAL46E)	\$0	Revised funding between fiscal years
Caltrans	CAL614	I-805 North Construct Operational Improvements (Part of CAL46A)	(\$1)	Marked project as Complete to align with SHOPP listing dated 8/16/2024
Caltrans	CAL616	San Diego-Coronado Bay Suicide Deterrent Fences (Part of CAL46E)	\$0	Revised SHOPP - Bridge Preservation - Bridge - State (HBP) to SHOPP - SB1 - RMRA to align with SHOPP listing dated 8/16/2024
Caltrans	CAL625	Near Descanso south of Wolahi Road; also on Route 8 west and east of Route 79 (Part of CAL46E)	(\$34,315)	Reduced SHOPP-Roadway Preservation-NHS
City of Chula Vista	CHV48	Pavement Major Rehabilitation	\$2,275	Increased TransNet - LSI Carryover
City of Coronado	COR07	Street and Road Major Rehabilitation; Major Drainage; Traffic Operations	(\$6)	Reduced TransNet - LSI Carryover
City of El Cajon	EL03	Overlay/Reconstruction Projects	\$3,000	Increased TransNet - LSI Carryover
City of El Cajon	EL11	Sidewalk, Curb and Gutter, and Pedestrian Ramp Repairs	\$1,634	Increased TransNet - LSI Carryover
City of Escondido	ESC04	Citracado Parkway II	\$1,037	Increased TransNet - LSI Carryover
City of Lemon Grove	LG16	Drainage Improvements (Congestion Relief)	\$200	Increased TransNet - LSI Carryover
City of Lemon Grove	LG17	Street Improvements (Preventive Maintenance)	\$330	Increased TransNet - LSI Carryover
City of Lemon Grove	LG20	Street Improvements (Congestion Relief - Non CI)	\$1,470	Increased TransNet - LSI Carryover
City of San Diego	SD09	Sidewalks - Citywide	(\$153)	Reduced TransNet - LSI Carryover
City of San Diego	SD102A	Otay Truck Route Widening (Ph. 4)	\$349	Increased TransNet - LSI Carryover
City of San Diego	SD129	University Avenue Mobility	\$289	Increased TransNet - LSI Carryover
City of San Diego	SD15	Installation of Street Lights	\$306	Increased TransNet - LSI Carryover
City of San Diego	SD166	Bicycle Facilities	\$886	Increased TransNet - LSI Carryover
City of San Diego	SD16A	Traffic Signals - Citywide	\$1,180	Increased TransNet - LSI Carryover
City of San Diego	SD176	Maintenance and Non Congestion Relief Efforts	\$106	Increased TransNet - LSI Carryover

**CHANGES TO PROJECTS BETWEEN
DRAFT AND FINAL 2025 RTIP**

Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description
City of San Diego	SD18	Traffic Control Measures	\$483	Increased TransNet - LSI Carryover
City of San Diego	SD186	Administrative Expenses	(\$19)	Reduced TransNet - LSI Carryover
City of San Diego	SD23	Flood Resilience Infrastructure - Roadway Drainage Improvements	\$222	Increased TransNet - LSI Carryover
City of San Diego	SD237	Coastal Rail Trail	(\$1,127)	Reduced TransNet - LSI Carryover
City of San Diego	SD245	Euclid + Market Complete Streets project (Part of V14)	\$192	Increased TransNet - LSI Carryover
City of San Diego	SD249	Streamview Drive Improvements Phase 2	(\$1,821)	Reduced TransNet - LSI Carryover
City of San Diego	SD250	La Media Road Improvements	(\$2,013)	Reduced TransNet - LSI Carryover
City of San Diego	SD264	Alvarado Canyon Road Realignment Project	(\$457)	Reduced TransNet - LSI Carryover
City of San Diego	SD266	Normal Street Promenade	(\$380)	Reduced TransNet - LSI Carryover
City of San Diego	SD49	Median Improvements Citywide	(\$2,778)	Reduced TransNet - LSI Carryover
City of San Diego	SD51	North Torrey Pines Road Bridge	\$262	Increased TransNet - LSI Carryover
City of San Diego	SD70	West Mission Bay Drive Bridge over San Diego River	\$661	Increased TransNet - LSI Carryover
City of San Diego	SD96	Street Resurfacing and Reconstruction Citywide	\$6,448	Increased TransNet - LSI Carryover
City of San Diego	SD99	Bridge Rehabilitation	\$724	Increased TransNet - LSI Carryover
County of San Diego	CNTY99	Etchevery Road	(\$979)	Reduced TransNet - LSI Carryover
North County Transit District	NCTD03	ADA Paratransit Services	\$0	Revised TransNet - SS to TransNet - ADA
San Diego Association of Governments	SAN183	Batiquitos Lagoon Double Track (Part of SAN114)	\$72	Increased TransNet - MC
San Diego Association of Governments	SAN253	Comprehensive Multimodal Corridor Plan (CMCP) - Central Mobility Hub and Connections	\$0	Revised fund source
San Diego Association of Governments	SAN261	Palomar Street Rail Grade Separation	\$0	Revised fund source
Various Agencies	V11	State Route 11	(\$83,593)	Increased TransNet - Border; Increased CBI; Increased SB1-TCEP; Revised TransNet - MC between fiscal years; Reduced TIFIA and revised between fiscal years

Chapter 5

Air Quality Conformity Analysis

San Diego Air Basin Transportation Conformity Background

On May 21, 2012, the U.S. Environmental Protection Agency (U.S. EPA) designated the San Diego air basin as a nonattainment area for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard (NAAQS) and classified it as a Marginal area with an attainment date of December 31, 2015. This designation became effective on July 20, 2012. SANDAG determined conformity to the new standard on May 24, 2013, using the applicable model approved by the U.S. EPA to forecast regional emissions (EMFAC2011). The U.S. Department of Transportation (U.S. DOT), in consultation with the U.S. EPA, made its conformity determination on June 28, 2013.

Effective June 3, 2016, the U.S. EPA determined that 11 areas, including the San Diego air basin, failed to attain the 2008 ozone NAAQS by the applicable attainment date of December 31, 2015, and thus were reclassified by operation of law as Moderate nonattainment areas. States containing any portion of these new Moderate areas were required to submit State Implementation Plan (SIP) revisions to meet the statutory and regulatory requirements that apply to Moderate nonattainment areas, by January 1, 2017.

The San Diego County Air Pollution Control District (SDAPCD) submitted a SIP revision addressing Moderate area requirements to the California Air Resources Board (CARB) on December 27, 2016. CARB submitted the SIP revision document to the U.S. EPA on April 12, 2017. Effective December 4, 2017, the U.S. EPA found the motor vehicle emissions budgets for the Reasonable Further Progress milestone year of 2017 from the *2008 Eight-Hour Ozone Attainment Plan for San Diego County* adequate for transportation conformity purposes for the 2008 ozone NAAQS.

On August 23, 2019, the U.S. EPA published a final rule in the Federal Register reclassifying the San Diego air basin by operation of law from a Moderate nonattainment area for the 2008 ozone NAAQS to Serious, effective September 23, 2019 (84 FR 44238). This rulemaking changed the 2008 ozone NAAQS attainment deadline to July 20, 2021, with an attainment year of 2020.

On October 26, 2015, the U.S. EPA published in the Federal Code of Regulation a new ozone NAAQS, referred to as the 2015 ozone standard. The new standard revised the allowable ozone level to 0.070 parts per million (ppm). The 2015 ozone standard became effective on December 28, 2015. On June 4, 2018, U.S. EPA published a final rule that designated the San Diego region as nonattainment, with a classification of Moderate, for the 2015 ozone NAAQS, with an attainment deadline of August 3, 2024, and an attainment year of 2023.

At its May 24, 2019, meeting the Board adopted the *2015 Ozone National Ambient Air Quality Standard Conformity Demonstration* for the 2018 Regional Transportation Improvement Program (2018 RTIP) and 2015 Regional Plan and found the documents, as amended, in conformity with the requirements of the federal Clean Air Act (CAA) and applicable SIP. The U.S. DOT, in consultation with the U.S. EPA made its conformity determination on June 21, 2019.

On November 19, 2020, CARB adopted the *2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County* (2020 SIP) developed by the SDAPCD, which addressed both the 2008 and 2015 ozone standards. Included in the San Diego 2020 SIP was a request for a voluntary reclassification to Severe nonattainment for both the 2008 and 2015 ozone NAAQS. The reclassification extended the timeline to meet the standards and aligned with air quality modeling. The reclassification was approved by U.S. EPA on July 2, 2021. On June 4, 2021, U.S. EPA posted on the Office of Transportation and Air Quality website the adequacy review and public comment on the 2008 and 2015 Eight-Hour Ozone Attainment Plan budgets. On October 4, 2021, U.S. EPA published in the Federal Register the adequacy finding for the on-road transportation air quality budgets in the 2020 SIP with an effective date of October 19, 2021.

Effective July 2, 2021, the U.S. EPA approved the request from CARB to reclassify the San Diego air basin ozone nonattainment area to Severe for both the 2008 and 2015 ozone NAAQS. The reclassification of the 2008 ozone NAAQS from Serious to Severe changed the attainment date from July 20, 2021, (as a Serious area) to July 20, 2027, (as a Severe area) and the attainment demonstration year from 2020 to 2026. The reclassification of the 2015 ozone NAAQS from Moderate to Severe changed the attainment date from August 3, 2024, (as a Moderate area) to August 3, 2033, (as a Severe area) and the attainment demonstration year from 2023 to 2032. On October 4, 2021, the U.S. EPA published in the Federal Register the adequacy finding for the on-road transportation air quality budgets in the 2020 SIP with an effective date of October 19, 2021. On July 12, 2021, the 2020 SIP was found complete by U.S. EPA by operation of law six months after the submittal date. On December 19, 2023, U.S. EPA published in the Federal Register the proposed rulemaking approving the 2020 SIP.

On December 10, 2021, the Board adopted San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) found it along with the 2021 RTIP, as amended, in conformity with the requirements of the federal CAA and applicable SIP. The U.S. DOT, in consultation with the U.S. EPA, made its conformity determination on January 28, 2022. On October 13, 2023, the Board approved the Amendment to the 2021 Regional Plan and found the Amended 2021 Regional Plan in conformity with the requirements of the Clean Air Act and applicable SIP. On June 28, 2024, the SANDAG Board of Directors adopted the 2023 Regional Transportation Improvement Program (2023 RTIP) Amendment No. 13 and the Amended 2021 Regional Plan conformity redetermination. This conformity determination applied the reasonable further progress emission budgets from the 2020 San Diego SIP.

Demonstration of Fiscal Constraint

The 2025 RTIP is consistent with the Amended 2021 Regional Plan. As a financially constrained document, the 2025 RTIP contains only those major transportation projects listed in the Revenue Constrained Amended 2021 Regional Plan. Chapter 4 of the 2025 RTIP includes detailed discussion on fiscal constraint and overall financial capacity to carry out projects included in the RTIP. Tables 4-1a through 4-1c are program summaries for the 2025 RTIP. Based on the analysis, the projects contained in the 2025 RTIP are reasonable when considering available funding sources.

Development of Transportation Control Measures

In 1982, SANDAG adopted four Transportation Tactics as elements of the 1982 Regional Air Quality Strategy (RAQS). These Transportation Tactics are: (1) Transportation Demand Management (TDM); (2) transit improvements; (3) traffic flow improvements; and (4) bicycle facilities and programs.

These four Transportation Tactics were subsequently approved by the SDAPCD Board and are included in the 1982 SIP for Air Quality as Transportation Control Measures (TCMs). The U.S. EPA approved this SIP revision for the San Diego Air Basin in 1983. The four TCMs have been fully implemented, and continue to be funded, although the level of implementation established in the SIP has been surpassed.

The California CAA required the preparation of a 1991 RAQS, including TCMs. During 1991 and 1992, SANDAG, in cooperation with local agencies, transit agencies, and the SDAPCD, developed a TCM Plan. SANDAG approved the TCM Plan on March 27, 1992.

On June 30, 1992, the SDAPCD amended the TCM Plan and adopted the 1991 RAQS, including the amended TCM Plan. TCMs included in the 1991 RAQS include the four Transportation Tactics described above as well as a Transportation Demand Management (TDM) program, vanpools, high-occupancy vehicle lanes, and Park & Ride facilities. On November 12, 1992, CARB gave approval to the 1991 RAQS, including the TCMs.

The 1995 Triennial RAQS Update subsequently deleted the Employee Commute Travel Reduction Program contained in the TDM program because the program was no longer required under federal law. Assembly Bill 3048 (Statutes of 1996, Chapter 777) eliminated all state requirements for mandatory trip-reduction programs. As a result, the Student Travel Reduction Program, the Non-Commute Travel Reduction Program, and the Goods Movement/Truck Operation Program proposed in the 1991 RAQS were no longer statutorily mandated and were deleted from the RAQS in 1998. The 2001, 2004, 2009, and 2016 RAQS Revisions did not make changes to measures related to mobile sources or the TCM Plan.

Air Quality Conformity Requirements

SANDAG—as the Metropolitan Planning Organization—and the U.S. DOT must determine that the 2025 RTIP and the Amended 2021 Regional Plan conform to the applicable SIP. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the NAAQS.

Based upon the U.S. EPA's Transportation Conformity Rule, as amended, conformity of transportation plans and programs, including the 2025 RTIP, is determined according to the 1990 CAA Amendments [Section 176(c)(3)(A)] if the following is demonstrated:

- The 2025 RTIP provides for the timely implementation of the Transportation Tactics contained in the 1991 RAQs. These tactics also are included as TCMs in the 1982 SIP.
- A quantitative analysis is conducted on the cumulative emissions of projects programmed within the 2025 RTIP including all regionally significant, capacity-increasing projects. Further, implementation of the projects and programs must meet the motor vehicle emissions budget developed by local and state air quality agencies and be approved by the U.S. EPA. The 2025 RTIP must meet the applicable emission budgets prescribed in the 2020 Plan for Attaining the National Ambient Air Quality Standards which were found adequate for transportation conformity purposes by the U.S. EPA effective October 19, 2021, and which were approved by the U.S. EPA effective April 1, 2024.

- In addition to the required emissions tests, consultation with transportation and air quality agencies is required. The consultation process followed to prepare the air quality conformity analysis must comply with the San Diego Transportation Conformity Procedures adopted in July 1998.
- Interagency consultation involves SANDAG, SDAPCD, Caltrans, CARB, the U.S. DOT, and the U.S. EPA, which form the San Diego Region Conformity Working Group (CWG).

Consultation is a three-tier process that:

1. Formulates and reviews drafts through a conformity working group.
2. Provides local agencies and the public with opportunities for input through existing regional advisory committees and workshops.
3. Seeks comments from affected federal and state agencies through participation in the development of draft documents and circulation of supporting materials prior to formal adoption.

SANDAG consulted with the CWG for the preparation of the new air quality analysis of the 2025 RTIP. Conformity of the Amended 2021 Regional Plan also is being redetermined for consistency purposes.

The schedule for the development of the 2025 RTIP, and criteria and procedures for determining conformity, including revenue constrained financial assumptions and revenue strategies, were presented to the CWG on March 6, 2024. The draft list of projects was distributed to the CWG on April 29, 2024. Criteria and procedures for determining conformity, including latest emission model, emission budgets, regional growth forecast, SCS land use pattern, list of transportation projects, list of exempt projects, transportation control measures, and public involvement and outreach, were presented to the CWG on May 1, 2024. The results of the quantitative emissions analyses for the 2025 RTIP conformity determination and Amended 2021 Regional Plan redetermination were distributed on June 3, 2024, to the CWG for an initial review and 30-day comment period.

The draft 2025 RTIP and its conformity analysis and the Amended 2021 Regional Plan conformity redetermination were released for public review and comment on July 31, 2024. The conformity analysis will be brought to the SANDAG Board for consideration on September 27, 2024. The following sections provide a summary of the air quality conformity analysis of the 2025 RTIP and Amended 2021 Regional Plan in relation to the above conformity requirements.

Conformity Finding – Transportation Control Measures

The first requirement of the air quality conformity finding is to provide for the expeditious implementation of adopted TCMs, which are also the Transportation Tactics included in the 1991 RAQS. These tactics are ridesharing, transit improvements, traffic flow improvements, and bicycle facilities and programs.

The 1982 SIP established the TCMs, which identified general objectives and implementing actions for each tactic. Due to substantial investments since 1982, SANDAG has fully implemented the TCMs. Ridesharing, transit, bicycling, and traffic flow improvements continue to be funded, although the level of implementation established in the SIP has been surpassed. No TCMs have been removed or substituted from the SIP.

The 2025 RTIP programs substantial funds for the implementation of the four TCMs (identified as Transportation Tactics) in the 1982 SIP and 2016 RAQS, which have been fully implemented. The Transportation Tactics programmed for implementation are provided in Table 5-1, with approximately \$11.2 billion, or 51.28% of the total funds programmed. Included are \$110.4 million for Ridesharing, \$10.2 billion for Transit Improvements, \$725.4 million for Bicycle Facilities and Programs, and \$234.2 million for Traffic Flow Improvements. Based upon this analysis, the 2025 RTIP provides for the expeditious implementation of the existing TCMs in the 1982 SIP and 2016 RAQS, which remain the federally approved TCMs for the San Diego region.

Table 5-1: 2025 RTIP – San Diego Region (in \$000s) Transportation Tactics

Transportation Tactic	Amount
Transportation Demand Management (TDM)	
TDM	\$110,449
<i>Subtotal TDM:</i>	<i>\$110,449</i>
Transit Improvements	
Mid-Coast	\$2,371,134
Major Transit - LOSSAN Corridor	\$561,946
BRT	\$126,866
Purple/Blue Line	\$4,550
Ops/Maint - Transit	\$7,134,289
<i>Subtotal Transit Improvements:</i>	<i>\$10,198,784</i>
Bicycle Facilities	
Bicycle/Pedestrian Projects	\$725,450
<i>Subtotal Bicycle Facilities:</i>	<i>\$725,450</i>
Traffic Flow Improvements	
Transportation Management System/Intelligent Transportation System	\$234,260
<i>Subtotal Traffic Flow Improvements:</i>	<i>\$234,260</i>
Total Transportation Tactics in 2025 RTIP:	\$11,268,944
Total All Transportation Projects in 2025 RTIP:	\$21,973,178
Share of Transportation Tactics Projects in 2025 RTIP:	51.28%

Conformity Finding – Quantitative Emissions Analysis

The second requirement of the conformity finding is to conduct a quantitative emissions analysis for the 2025 RTIP. The emissions analysis must show that implementation of the 2025 RTIP and Amended 2021 Regional Plan meet the emissions budgets established in the 2020 SIP.

A quantitative emissions analysis was conducted according to the requirements established in the Transportation Conformity Rule under Section 93.122(b). Motor vehicle emissions forecasts were produced for the following analysis years: 2026, 2029, 2032, 2040, and 2050.

Severe nonattainment area classification for the 2008 Eight-Hour Ozone Standard established 2026 as the attainment year and 2023 as a reasonable further progress demonstration year. The analysis years were selected to comply with 40 CFR 93.106(a)(1) and 93.118(a). According to these sections of the Conformity Rule, analysis years must include the attainment year (2026), the horizon year of the plan's forecast period (2050), and no more than ten years between analysis years (2032, 2040). Additionally, the first horizon year (2026) must be within ten years from the base year used to validate the transportation model (2016).

Severe nonattainment area classification for the 2015 Eight-Hour Ozone Standard established 2032 as the attainment year and 2023, 2026, and 2029 as reasonable further progress demonstration years. The analysis years were selected to comply with 40 CFR 93.106(a)(1) and 93.118(a). According to these sections of the Conformity Rule, analysis years must include reasonable further progress demonstration years (2026, 2029), attainment year (2032), the horizon year of the plan's forecast period (2050), and no more than ten years between analysis years (2040). Additionally, the first horizon year (2026) must be within ten years from the base year used to validate the regional transportation model (2016).

The SANDAG regional growth forecasts and transportation models, as well as the CARB emissions model, were used to generate the emissions forecasts. Transportation forecasts were developed using SANDAG's activity-based model (ABM). The ABM simulates individual and household transportation decisions that comprise their daily travel itinerary. It predicts whether, where, when, and how people travel outside their home for activities such as work, school, shopping, healthcare, and recreation. ABM outputs are used as inputs for regional emissions forecasts.

Emissions Factors, EMFAC2017 v1.0.3, was used to project the regional emissions for the 2025 RTIP and Amended 2021 Regional Plan conformity determination. On August 24, 2020, CARB released EMFAC2017 v1.0.3 to the public. On August 15, 2019, the U.S. EPA approved EMFAC2017 for use in conformity determinations. On November 15, 2022, the U.S. EPA approved EMFAC2021 for use in conformity determinations and set a two-year grace period for continued use of EMFAC2017, expiring on November 15, 2024 (87 FR 68483). Consistent with U.S. EPA rulemaking (87 FR 68483) and 40 CFR 93.111, EMFAC2017 was used to project the regional emissions for the air quality conformity analyses of the 2025 RTIP.

The 2025 RTIP and Amended 2021 Regional Plan air quality conformity analysis was conducted for the years 2026–2050. All the capacity-increasing improvements identified in the 2025 RTIP that are on the Regional Arterial System (as defined in the Regional Plan) or the Federal Highway Administration functional classification system (other principal arterials and higher classifications) were modeled.

Table 5-2 provides a summary of the results of the quantitative emissions analysis conducted for the 2025 RTIP and Amended 2021 Regional Plan using budgets from the 2020 SIP. The table demonstrates that the 2025 RTIP and Amended 2021 Regional Plan meet the budgets for the 2008 and 2015 Eight-Hour Ozone Standards. Projected ROG and NO_x emissions for 2026, 2029, 2032, 2040, and 2050 are below the established SIP budgets.

Table 5-2: 2025 RTIP and the Revenue Constrained Amended 2021 Regional Plan
Air Quality Conformity Analysis for 2008 and 2015 Eight-Hour Ozone Standards
(EMFAC2017)

Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	ROG		NOx	
			SIP Emissions Budget Tons/Day	ROG Emissions Tons/Day	SIP Emissions Budget Tons/Day	NOx Emissions Tons/Day
2026	11,527	85,432	12.1	11.5	17.3	14.9
2029	11,891	86,244	11.0	10.3	15.9	13.5
2032	12,278	87,360	10.0	9.2	15.1	12.6
2040	12,972	88,612	10.0	7.3	15.1	11.5
2050	13,668	89,765	10.0	6.7	15.1	11.9

Note: Emissions budgets from the 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County (October 2020) were found adequate for transportation conformity purposes by U.S. EPA, effective October 19, 2021, and were approved by U.S. EPA, effective April 1, 2024.

Conclusion

Based upon an evaluation of projects and funds programmed and a quantitative emissions analysis, the 2025 RTIP and Amended 2021 Regional Plan meet the U.S. EPA transportation conformity regulations contained within the federal guidelines published on August 15, 1997, and subsequent amendments, as well as the requirements of the federal CAA of 1990.

2025 RTIP

Regional Transportation Improvement Program

What goes into the RTIP?

Projects funded with federal, state, and/or TransNet funds are programmed in the RTIP. Programming is a process required by federal law, which requires that projects be included in a Transportation Improvement Program for funds to be accessed for expenditures.



How does the RTIP relate to the 2021 Regional Plan?

The Regional Transportation Improvement Program implements the projects in the first five years of the 2021 Regional Plan.

How do projects get into the RTIP?

Projects are conceptualized, planned, then added to the SANDAG Program Budget, and approved by a SANDAG Board action before they are programmed in the RTIP. Projects sponsored by Local Agencies, Transit Agencies, and the State are also added to the RTIP after approval by these entities.



How & when can you get involved?

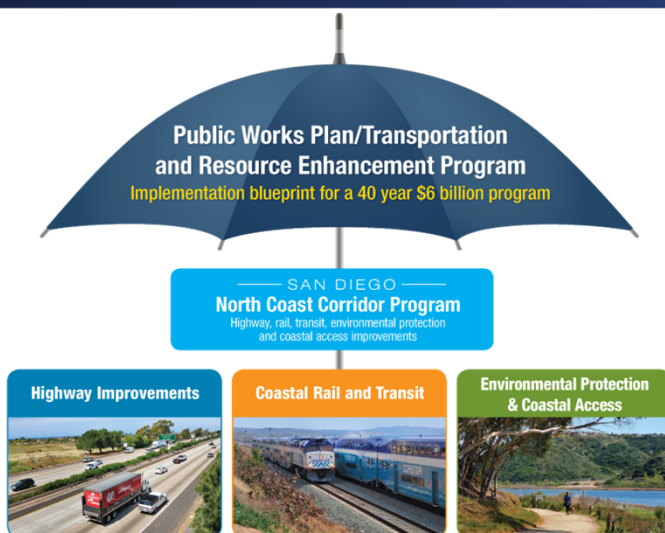
There are opportunities throughout the year to get involved with the RTIP. The program is updated every two years and amended quarterly. Get involved in project selection at the local level in your community. A public hearing for the RTIP is held every two years, and amendments to the RTIP are posted for public comment on the SANDAG website.

North County Corridor

Project Updates

Transportation Committee | Item 7
September 20, 2024

NCC Program



[illegible]

Genesee Bikeway



Caltrans SANDAG | 4

San Elijo Lagoon Double Track and Rail Crossing Improvements

San Elijo Lagoon Double Track



Chesterfield Drive Rail Crossing Improvements

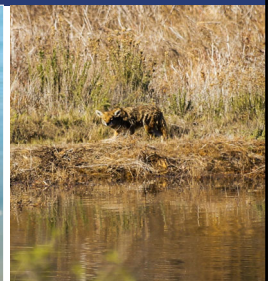
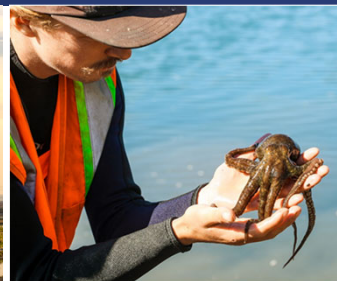


Coastal Rail Trail



Caltrans SANDAG | 5

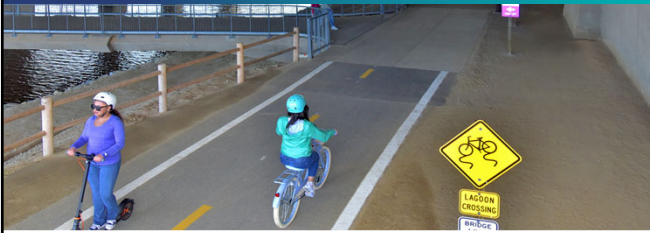
San Elijo Lagoon Restoration



Caltrans SANDAG | 6

Bike/Pedestrian Improvements

San Elijo Lagoon Suspension Bridge



North Coast Bike Trail



Solana Hills Bike & Pedestrian Trail



Caltrans SANDAG | 7

Encinitas Boulevard Art Partnership with City of Encinitas



Caltrans SANDAG | 8

HOV Lanes (Lomas Santa Fe Drive to SR 78)



SR 56 Bike Path Ribbon-Cutting



Active Projects



San Dieguito Lagoon Restoration – Phase II



Agua Hedionda Lagoon



Carlsbad Community Enhancements Summer 2025

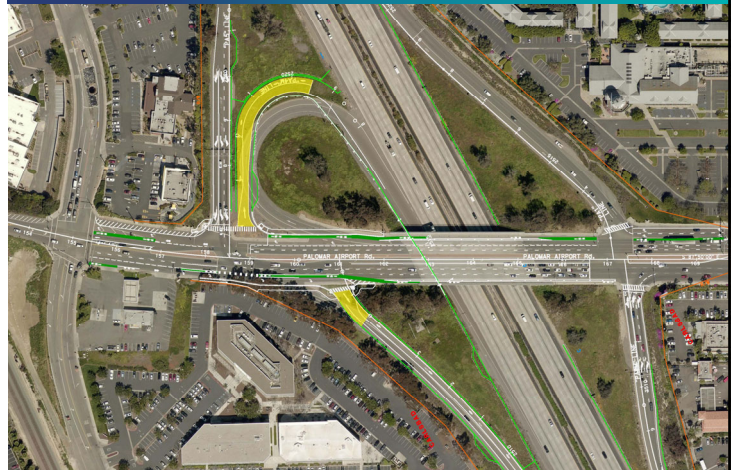
Chestnut Avenue Bike/Ped Enhancements



Tamarack Avenue Sound Wall



Palomar Airport Road Bike/Ped Enhancements



Batiquitos Lagoon Double Track

Construction Began in August



Segment 5: On I-5 from SR 78 to Harbor Drive Managed Lanes



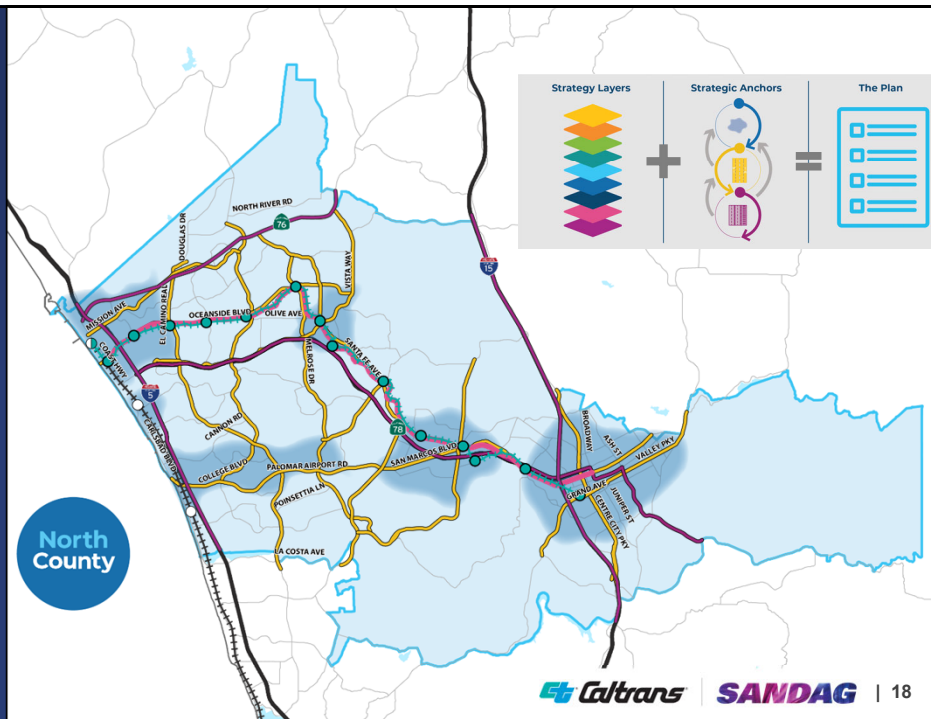
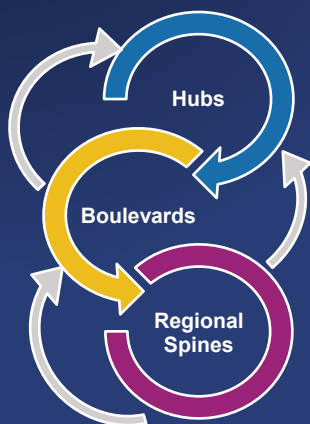
North County Corridor

- Cities, County, NCTD in technical working group
- CBOs, business/employers, health care stakeholder group
- Public & stakeholder outreach
- Identify corridor characteristics and travel patterns
- Establishing goals & objectives
- Develop a 30-year portfolio of infrastructure and service improvements



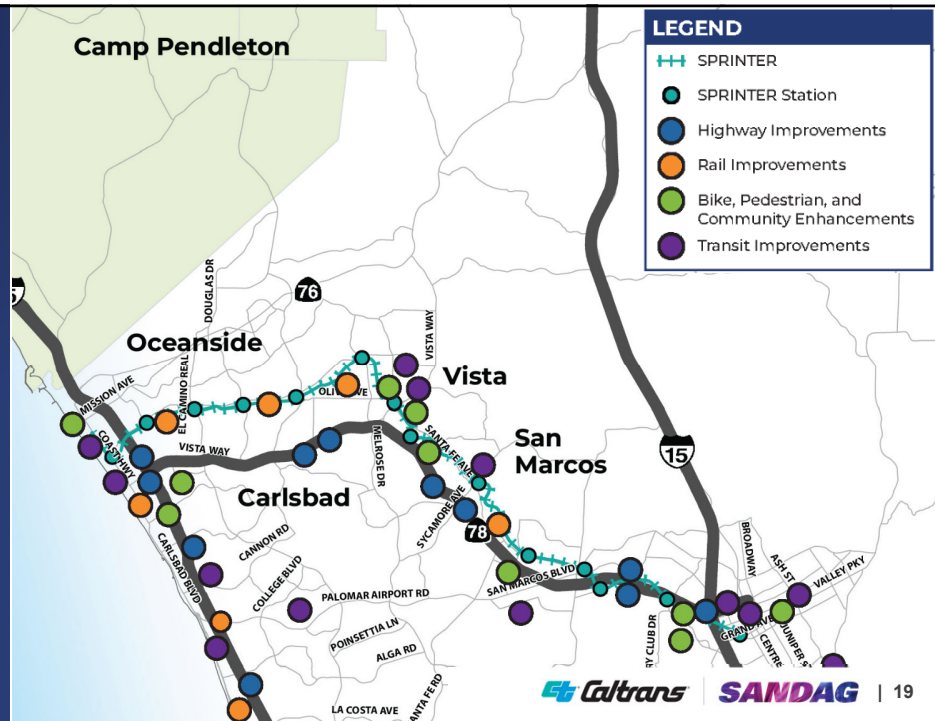
Caltrans | SANDAG | 17

North County CMCP Focus of Plan



Caltrans | SANDAG | 18

Active Projects Underway



SR 78 Asset Management

- Corridor Re-Fresh
- Pavement
- Aux Lanes
- Drainage
- Safety upgrades



I-15/SR 78 Interchange

- Technical Studies
- Draft Environmental
- VMT Mitigation
- BRT to Temecula
- AT Connection between CSUSM and Inland Rail Trail



SR 78 Managed Lanes

- Technical Studies
- Early Engineering
- Draft Environmental



I-5/SR 78 Interchange

- Technical Studies
- Traffic Modeling
- Conceptual Alternative
- Draft Environmental



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North County Project Updates



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 |  | *Build* **NCC**

Thank you!



September 20, 2024

TransNet Major Corridor Projects Update: North Coast Corridor

Overview

This report provides an update on the status of project progress, schedule, cost, and risk.

Key Considerations

The North Coast Corridor (NCC) program is a comprehensive set of transportation, environmental, and coastal access projects that reduce congestion, improve the quality of life for residents, create a stronger local and regional economy for the future, and enhance the coastal environment. (See Attachment 1).

These projects are being built using the Construction Manager/General Contractor (CM/GC) delivery method, which is a best-value construction procurement method. The CM/GC contractor is a joint venture of Flatiron, Skanska, and Stacy Witbeck contractors.

The project continues to be on schedule and within budget.

Recent accomplishments include:

- Opened to the public the SR-56 Bike Extension, which connects the SR-56 regional Bicycle Trail from Carmel Valley Road to an enhanced Park & Ride lot at Carmel Valley Road. Completing an eight-mile bike route between the SR-56 Bike Path to the North Coast bike trail and the Sorrento Valley Transit Station.
- Began Construction of the Carlsbad Community Enhancement project scheduled to be completed in the summer of 2025.
- Began Construction of the Batiquitos Lagoon Double Track that will add 0.75 miles of a second mainline rail track from Avenida Encinas in Carlsbad to La Costa Avenue in Encinitas across the Batiquitos Lagoon. The project also includes replacing a wooden trestle bridge, built in the 1930s, with a modern concrete bridge.
- Began design for the I-5 Managed Lanes Segment 5 project. The project adds three miles of managed lanes on I-5 between SR-78 and Harbor Drive and is scheduled to be shovel-ready by the end of Summer 2027. This was made possible thru \$10 million of STIP funding and \$1.16 M of Federal funds for local projects and priorities secured by Congressman Mike Levin.
- Began the Environmental phase of I-5/SR-78 Interchange project. This project is scheduled to begin the formal public input period for the Notice of Preparation/Notice of Intent (NOP/NOI) by the Spring of 2025, and on schedule to have a Draft Environmental Impact Report/ Environmental Impact Study (EIR/EIS) completed in 2028.

Action: Information

Caltrans staff will present an update on the North Coast Corridor projects.

Fiscal Impact:

The project budget for construction of the North Coast Corridor (NCC) program is currently \$1.06 billion and includes federal, state, and *TransNet* funds.

Schedule/Scope Impact:

Build NCC is on schedule to complete construction of Community Improvements at Chestnut Ave, Palomar Airport Rd, and Tamarack Ave in summer 2025. The construction of the Batiquitos Lagoon rail bridges schedule to be completed Spring 2028. The extended plant establishment of 84 acres of wetlands at the San Dieguito Lagoon is underway and expected to be completed in fall 2029.

Upcoming efforts include: the opening of the Mobility and Sustainability Improvements project that include Bike/Ped improvements at Chestnut and Palomar Airport Rd, ITS elements, construction of auxiliary lane in the southbound direction from Palomar Airport Rd to Poinsettia Ln, sound walls on private property, and shoulder and slope repairs; Continuing the San Elijo lagoon and San Dieguito Lagoon plant establishment efforts; and the ongoing construction of the Batiquitos Lagoon Double Track the project.

Next Steps

Caltrans and SANDAG staff will present periodic updates on these projects at future meetings.

David Cortez, Director of Engineering and Construction

Attachments: 1. Build NCC Project Fact Sheet
2. Discussion Memo: North Coast Corridor Program Update September 2024



About the Project

The first phase of construction of the North Coast Corridor (NCC) program, known as Build NCC, will extend through the cities of Solana Beach, Encinitas, and Carlsbad (Attachment 1). Construction began in late 2016 with HOV lane extension completed in June 2023 and remaining Build NCC Corridor improvements to be completed by Spring 2028.

Highway Improvements

Caltrans will extend High Occupancy Vehicle (HOV) Lanes for 13 miles on I-5 from Lomas Santa Fe Drive in Solana Beach to SR 78 in Oceanside. Additional highway improvements include replacing and lengthening the San Elijo highway bridge to accommodate the HOV Lanes and help improve lagoon tidal flow; constructing sound walls on private property; building a new Park & Ride/multi-use facility at the I-5/Manchester Avenue interchange; and including auxiliary lanes. The Park & Ride/multi-use facility will provide parking for carpools and vanpools, secure bike parking, and offer recreational access to the San Elijo Lagoon and the new North Coast Bike Trail.



Project Schedule and Funding

Construction Start Date 2017	Completion Date Spring 2028
Funding Sources Federal, State, SANDAG (TransNet)	
Contractor Flatiron-Skanska-Stacy and Witbeck (FSSW)	
Total Project Cost \$1.06 billion	

Rail Improvements

Improving the coastal rail line is a central component of Build NCC. The San Elijo Lagoon Double Track project is part of a larger plan to improve the coastal rail system by adding a second track. The addition of the second track will allow trains traveling in opposite directions to pass without slowing down or stopping, increasing the corridor's efficiency and reliability. Other project features include the replacement and lengthening of the rail bridge that spans over San Elijo Lagoon. Additionally, at-grade rail crossing improvements have been made at Chesterfield Drive in Encinitas. Finally, a pedestrian undercrossing was built on the south side of the lagoon to provide improved lagoon and coastal access.

Rail Improvements also includes the Batiquitos Lagoon Double Track the project will add 0.75 miles of a second mainline rail track from Avenida Encinas in Carlsbad to La Costa Avenue in Encinitas across the Batiquitos Lagoon. The Project also includes replacing a wooden trestle bridge, built in the 1930s, with a modern concrete bridge.



For more information:

KeepSanDiegoMoving.com/BuildNCC

Construction Hotline: (844) NCC-0050

Text Alerts: Text "Build NCC" to (760) 454-0070

Marvin Canton, Project Manager
marvin-adolfo.canton.jr@dot.ca.gov

 SANDAG | SDCaltrans

 SANDAGRegion | SDCaltrans

 SANDAGRegion | D11Caltrans

See inside map for details.

Lagoon/Bike/Pedestrian

Build NCC includes the restoration of the San Elijo Lagoon. The restoration project is being coordinated with Nature Collective and resource agencies. Restoration will enhance the lagoon's wetland and upland areas, improve tidal flushing, and facilitate beach sand replenishment. Improving coastal access is a critical component of the NCC program. Build NCC includes new east-west and north-south bicycle and pedestrian trails in and around the San Elijo Lagoon.

Lagoon restoration also includes the San Dieguito Wetlands Lagoon restoration, a major restoration planned for the eastern end of the San Dieguito Lagoon from east of I-5 to El Camino Real. This project will establish a system with approximately 50 acres of restored tidal wetland and 15 acres of brackish wetland, and enhance approximately 5 acres of riparian habitat. Other areas would be established as transitional areas and native uplands.



Fall 2024



Integrating Transportation and Environmental Enhancements



*San Elijo Lagoon
Highway Bridge*

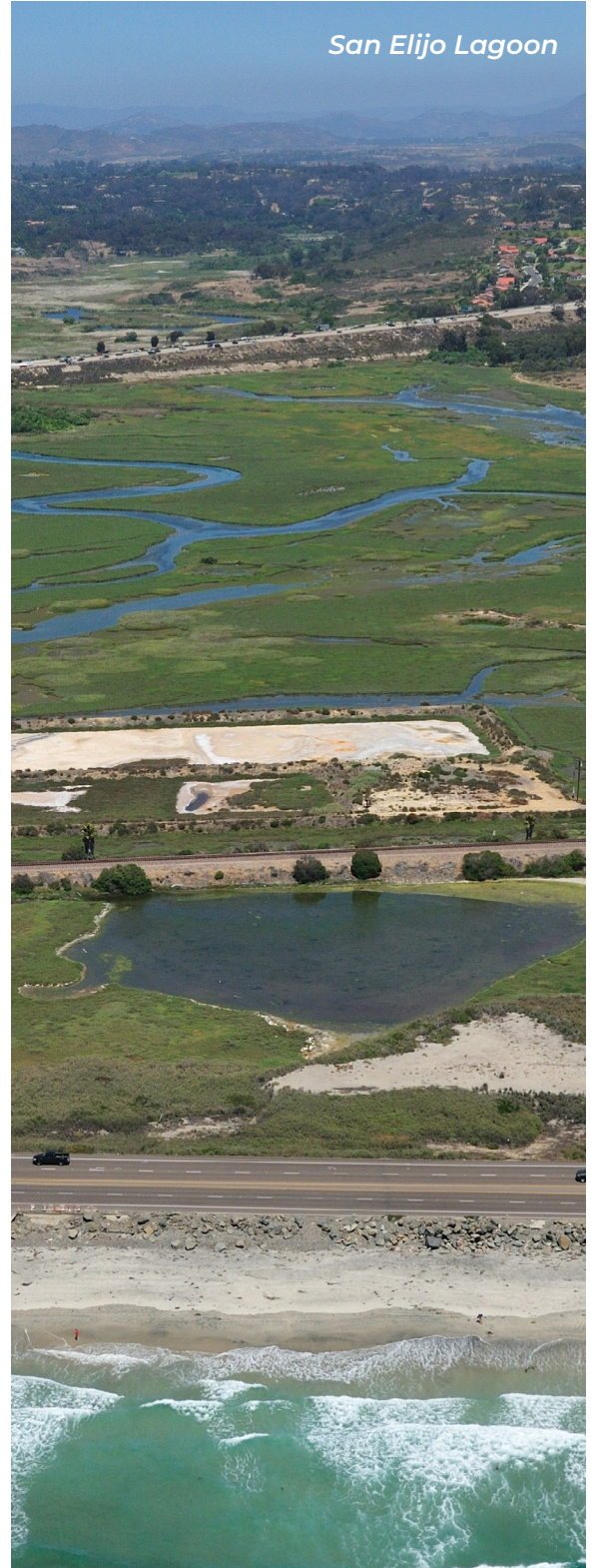
The San Elijo Lagoon highway bridge will be replaced to accommodate new Carpool/HOV Lanes along I-5. The new bridge will be lengthened to improve tidal flows, circulation, and the overall health of the lagoon. In addition, a suspended bike and pedestrian bridge will be built underneath the highway bridge to further increase north-south and east-west connectivity, and create more travel choices. The North Coast Bike Trail will be constructed to expand the regional bike and pedestrian network.

Active Transportation Improvements



North Coast Bike Trail

Build NCC includes construction of 7 miles of the North Coast Bike Trail, a planned bike trail stretching approximately 27 miles between Gilman Drive in the City of San Diego and Harbor Drive in the City of Oceanside. Build NCC also includes segments of the Coastal Rail Trail (CRT), a planned continuous bike route approximately 44 miles long between the City of Oceanside and Santa Fe Depot in Downtown San Diego. The first 1.3-mile segment of the CRT in the City of Encinitas from Chesterfield Drive to Santa Fe Drive was completed under Build NCC.




San Elijo Lagoon

Fall 2024


Build NCC

New Carpool/HOV Lanes from Lomas Santa Fe Dr. to SR 78




A

San Elijo Lagoon Double Track




B

Encinitas Blvd./Santa Fe Dr. Bike/Pedestrian Enhancements




C

San Elijo Lagoon Bridge Replacements*




D

Sound/Privacy Walls**




E E

San Elijo Lagoon Restoration and Environmental Enhancements




F

Coastal Rail Trail Bikepath



G

Chestnut Avenue Community Enhancements



H

*Bridge replacements will help improve tidal flow and overall lagoon health. Simulation depicts Highway Lagoon Bridge Replacement.

**Not all sound walls will be transparent (glass).



Discussion Memo: North Coast Corridor Program Update

September 2024

The first phase of construction of the North Coast Corridor (NCC) program, known as Build NCC, will extend through the cities of Solana Beach, Encinitas, and Carlsbad (Attachment 1). Construction began in late 2016 with HOV lane extension completed in June 2023 and remaining Build NCC Corridor improvements to be completed by Spring 2028.

Scope of Work

Highway Improvements

Caltrans will extend High Occupancy Vehicle (HOV) Lanes for 13 miles on I-5 from Lomas Santa Fe Drive in Solana Beach to SR 78 in Oceanside. Additional highway improvements include replacing and lengthening the San Elijo highway bridge to accommodate the HOV Lanes and help improve lagoon tidal flow; constructing sound walls on private property; building a new Park & Ride/multi-use facility at the I-5/Manchester Avenue interchange; and including auxiliary lanes. The Park & Ride/multi-use facility will provide parking for carpools and vanpools, secure bike parking, and offer recreational access to the San Elijo Lagoon and the new North Coast Bike Trail.

Rail Improvements

Improving the coastal rail line is a central component of Build NCC. The San Elijo Lagoon Double Track project is part of a larger plan to improve the coastal rail system by adding a second track. The addition of the second track will allow trains traveling in opposite directions to pass without slowing down or stopping, increasing the corridor's efficiency and reliability. Other project features include the replacement and lengthening of the rail bridge that spans over San Elijo Lagoon. Additionally, at-grade rail crossing improvements have been made at Chesterfield Drive in Encinitas. Finally, a pedestrian undercrossing was built on the south side of the lagoon to provide improved lagoon and coastal access.

Rail Improvements also includes the Batiquitos Lagoon Double Track the project will add 0.75 miles of a second mainline rail track from Avenida Encinas in Carlsbad to La Costa Avenue in Encinitas across the Batiquitos Lagoon. The Project also includes replacing a wooden trestle bridge, built in the 1930s, with a modern concrete bridge.

Lagoon Restoration

Build NCC includes the restoration of the San Elijo Lagoon. The restoration project is being coordinated with Nature Collective and resource agencies. Restoration will enhance the lagoon's wetland and upland areas, improve tidal flushing, and facilitate beach sand replenishment. Improving coastal access is a critical component of the NCC program. Build NCC includes new east-west and north-south bicycle and pedestrian trails in and around the San Elijo Lagoon.

Lagoon restoration also includes the San Dieguito Wetlands Lagoon restoration, a major restoration planned for the eastern end of the San Dieguito Lagoon from east of I-5 to El Camino Real. This project will establish a system with approximately 50 acres of restored tidal wetland and 15 acres of brackish wetland and enhance approximately 5 acres of riparian habitat. Other areas would be established as transitional areas and native uplands.

Active Transportation Improvements

Build NCC includes construction of 7 miles of the North Coast Bike Trail, a planned bike trail stretching approximately 27 miles between Gilman Drive in the City of San Diego and Harbor Drive in the City of Oceanside. Build NCC also includes segments of the Coastal Rail Trail (CRT), a planned continuous bike

route approximately 44 miles long between the City of Oceanside and Santa Fe Depot in Downtown San Diego. The first 1.3-mile segment of the CRT in the City of Encinitas from Chesterfield Drive to Santa Fe Drive was completed under Build NCC.

Overall Capital Project Budget and Schedule

The construction capital and support budget for the projects currently in construction is \$1.06 Billion. Actual expenditure through August 2024 is \$781 million, or 73.7% of the capital budget.

Status of Work

Highway Improvements

The San Elijo Highway project, which includes the Santa Fe Drive and Encinitas Boulevard bicycle and pedestrian improvements, as well as the San Elijo Pedestrian bridge, have been completed and opened to the public. The suspended pedestrian bridge deck was opened to the public in June of 2022. Early outside landscape planting in the proximity of the San Elijo Lagoon highway bridge was completed 1.5 years ahead of schedule and is currently under Plant Establishment period. The community enhancements at Santa Fe Drive and Encinitas Boulevard are open to the public with Encinitas Boulevard transportation art installed in Fall of 2022.

The 9-mile extension of the HOV Lanes project from Manchester Avenue to Palomar Airport Road was open to the public in March 2022, which includes sound walls on private property, culvert rehab, intelligent transportation systems, and Manchester Avenue Street improvements; these improvements were completed in October 2023. The Manchester Avenue Street improvements west of I-5, the Active Transportation widening, which accommodates bike lanes, a sidewalk in the Westbound direction and multi-use trail in the Eastbound direction, were completed and opened to the public in April 2022. Manchester Avenue work east of I-5 consists of utility work, widening of Manchester Street, and constructing the multi-use facility opened to the public in August 2023.

The stretch of HOV Lanes from Palomar Airport Road to SR 78, is 95% complete with HOV lanes open to public in June of 2023; followed by one year of plant establishment, the improvements are scheduled to be completed in Fall 2025.

The Mobility and Sustainability Improvements project includes Bike/Ped improvements at Chestnut and Palomar Airport Rd, including ITS elements, construction of auxiliary lane in the southbound direction from Palomar Airport Rd to Poinsettia Ln, sound wall on private property, shoulder and slope repairs. This work began construction in November of 2023 and is anticipated to be complete by Summer 2025.

The design teams have begun efforts on the I-5 Managed Lanes Segment 5. This project adds three miles of managed lanes on I-5 between SR-78 and Harbor Drive. This was made possible thru \$10 million of STIP funding and \$1.16 M of Federal funds for local projects and priorities secured by Congressman Mike Levin. This project is schedule to be shovel-ready Summer 2027.

The Project Development Team have begun the environmental efforts for the I-5/SR 78 interchange project. The project is scheduled to begin the formal public input period for the Notice of Preparation/Notice of Intent (NOP/NOI) in spring 2025; the project is on schedule to have a Draft Environmental Impact Report/ Environmental Impact Study (EIR/EIS) completed in 2028.

Rail Improvements

The San Elijo Lagoon Double Track project and the Chesterfield Drive improvements are complete and were open to traffic in May 2019.

The Batiquitos Lagoon Double Track project began construction in August of 2024 and is schedule to be completed in Spring 2028.

Lagoon Restoration

Planting within all the basins is complete and the project is in Plant Establishment. The trail network was opened to the public in early 2022. Pedestrian bridges were opened to the public in October 2020. San Dieguito Wetlands Lagoon restoration project in ongoing and is 85% complete.

Coastal Rail Trail Construction

The CRT is complete and was opened to the public in May 2019.

September 20, 2024

TransNet Major Corridor Projects Update: State Route 78

Overview

This report provides an update on the status of project progress, schedule, cost, and risk.

Action: Information

Caltrans staff will present an update on the State Route 78 Corridor program of projects.

Key Considerations

The current 2021 Federal Regional Transportation Plan and the draft 2025 Regional Transportation Plan propose key investments on the State Route 78 (SR 78) Corridor between Interstate 5 (I-5) and Interstate 15 (I-15). These include the I-15/SR 78 Managed Lanes/HOV Connectors project, SR 78 Managed Lanes, I-5/SR 78 Interchange Project, and SR 78 Asset Management improvement project. Collectively, these projects are part of a larger multi-modal blueprint for the corridor called the North County Comprehensive Multimodal Corridor Plan (CMCP) which was complete in June 2023. The final CMCP includes investments into other modes of transportation such as Sprinter, Inland Rail Trail, and Rapid Bus Transit.

Fiscal Impact:

The environmental phase of each project is fully funded and has a combined budget of \$72 million, encompassing federal, state, and TransNet funds

Schedule/Scope Impact:

The I-15/SR 78 Interchange Project is tentatively scheduled to release a draft environmental document in Spring 2025.

Next Steps

Caltrans and SANDAG staff will present periodic updates on these projects at future meetings.

David Cortez, Director of Engineering and Construction

- Attachments: 1. SR-78 Active Project Underway Fact Sheet
2. Discussion Memo: State Route 78 Program Update September 2024

SR 78 Corridor Active Projects Underway

MARCH 2024



Overview

State Route 78 (SR 78) serves as the primary east-west travel corridor between Escondido and Oceanside, traversing through Carlsbad, Vista, and San Marcos, as well as unincorporated areas of San Diego County. It is the main route for local and regional travel in North County and provides north-south connections to Interstates 5 and 15.

All active projects are part of the larger Comprehensive Multimodal Corridor Plan (CMCP) for North County, which aims to bring more travel choices to the region while improving transportation safety and connectivity. By making these necessary improvements to our highway and transit systems, Caltrans and SANDAG are committed to increasing regional mobility throughout North County and the San Diego region.

Corridor Projects

ID	Name	Lead Agency	Status	Description
Highway Improvements				
1	I-15/SR 78 Connector and Managed Lanes	Caltrans	Environmental	Managed Lanes with direct connectors between I-15 and SR 78. A Draft document will be released in Early 2025. Note: Funded through design.
2	SR 78 Managed Lanes	Caltrans	Environmental	Managed Lanes in each direction along SR 78 between El Camino Real to Twin Oaks Road.
3	I-5/SR 78 Connector and Managed Lanes	Caltrans	Environmental	Managed Lanes with direct connectors between I-5 and SR 78.
4	SR 78 Interchange/Ramp Improvement	Caltrans	Environmental	Proposed SR 78 interchange and ramp improvements at Woodland Parkway. Draft document will be released Early 2025.
5	I-5 NCC Managed Lanes (SR 78 to SR 76)	Caltrans	Design	Managed Lanes along I-5 from SR 78 to SR 76.
6	I-5 NCC HOV to Managed Lanes Conversion	Caltrans	Design	HOV to Managed Lanes conversion from SR 52 to SR 76 along I-5 and I-805.
7	SR 78 Asset Management/Operational Improvement	Caltrans	Design / Construction	Improvements including pavement resurfacing, bridge rails, ADA ramps, culvert restoration, and a new westbound auxiliary lane between Nordahl and Twin Oaks Valley roads and a new eastbound auxiliary lane. Construction will begin in Spring 2025.
Rail Improvements				
8	Batiquitos Lagoon Double Track	SANDAG	Design	Add .75 miles of second track from Avenida Encinas in Carlsbad to La Costa Avenue and replace the Batiquitoes Lagoon rail bridge.
9	Carlsbad Village Double Track	SANDAG	Environmental	Add 1.1 miles of second track from southern Oceanside to Carlsbad Village and replace the Buena Vista Lagoon rail bridge.
10	SPRINTER Double Tracking	NCTD	Planning	9.5 miles of double track to increase SPRINTER frequencies to 15 minutes.
11	SPRINTER Signaling Improvements	NCTD	Planning	Improved signaling along the SPRINTER line. \$7.5M recieved for initial improvements.
Bike, Pedestrian, and Community Enhancements				
12	Buena Vista Lagoon Restoration	SANDAG	Design	The 220-acre Buena Vista Lagoon is in a state of decline due to a variety of environmental concerns. This restoration will enhance biological and hydraulic functions through a modified saltwater alternative.
13	Inland Rail Trail Segment 3 and 4	SANDAG	Construction	3 miles of Class I bike path from Mar Vista to North Drive.
14	SR 78 ATP Improvements	County	Preliminary Planning	Add bike lanes along SR 78 from Grand Avenue to Bear Valley Road.
15	North County Mobility Hubs	Multiple	Planning	Infrastructure and amenities to increase safety, connectivity, and competitiveness of walking, cycling, and transit (Carlsbad Village, Vista Village and San Marcos Mobility Hubs).
Transit Improvements				
16	Rapid 471	SANDAG	Planning	Downtown Escondido to East Escondido
17	NCTD Flex Routes /Flexible Fleet Pilots	NCTD/ SANDAG	Planning	Flexible fleet services in mobility hubs.
18	NCTD TODs	NCTD	Developer Selected	Transit-supportive mixed-used developments (TODs) at NCTD stations including Oceanside Transit, Vista Transit Center, Escondido Transit Center, and Carlsbad Village Transit Center.
19	NCTD ZEV Conversion	NCTD	Bus Funded; Rail Vehicles Pending	Initiative to transition to zero-emission vehicles by 2033.

SR 78 Corridor Active Projects Underway

MARCH 2024



Discussion Memo: State Route 78 Program Update

September 2024

I-15/SR 78 Managed Lanes Connector Project (CIP No. 1207802)

This project proposes to build direct connector ramps that will link to the existing I-15 Express Lanes – which currently end just south of the I-15/SR 78 interchange in Escondido – and extend managed lanes west on SR 78 for approximately three miles in both eastbound and westbound directions, which would provide a faster and more reliable trip. The project would also reconstruct Barham Drive and the Woodland Parkway Interchange to improve multimodal access across SR 78. A Class I multiuse path is proposed along Barham Drive and Woodland Parkway which would connect California State University, San Marcos with the Inland Rail Trail. As part of the Vehicle Miles Traveled mitigation package this project is supporting the extension of the regional BRT service to Temecula.

- Current Status: The I-15/SR 78 Interchange Project is tentatively scheduled to release a draft environmental document in Spring 2025.

I-5/SR 78 Interchange Project (CIP No. 1207803)

The I-5/SR 78 Interchange, situated within the cities of Oceanside and Carlsbad, connects two major transportation corridors in Northern San Diego County. I-5 is the primary north-south route for the region, linking San Diego with Los Angeles and Orange Counties to the north and Mexico to the south, while SR 78 serves as a key east-west corridor, connecting I-5 with inland cities like San Marcos and Escondido. The purpose of this project is to enhance traffic operations at the interchange for both local and regional traffic, address the operational concerns caused by the existing at-grade freeway intersection, and provide Managed Lanes/HOV connectivity between I-5 and SR 78. The project also proposes to construct about 3-miles of managed lanes on SR 78.

- Current Status: The I-5/SR 78 Interchange Project is currently conducting an operational analysis to aid in the development of project alternatives. A draft environmental document is expected to be completed in Spring 2030.

SR 78 Managed Lanes Project (CIP No. 1207804)

This project proposes the construction of two new managed lanes along a 12-mile stretch of SR 78, between Twin Oaks Valley Road and El Camino Real, with one lane in each direction. The managed lanes aim to improve corridor mobility and facilitate future connectivity between I-5 and I-15. Key improvements include bridge replacements and widenings, ramp relocations, street realignments, and various operational enhancements within the project limits.

- The SR 78 Managed Lanes Project has begun traffic modeling for the corridor, this effort will allow us layer on proposed improvements to evaluate corridor operations. A draft environmental document is expected to be completed in Summer 2029.

SR 78 Asset Management Project

This project aims to extend the service life of the SR 78 pavement while enhancing ride quality and safety. The project involves cold planing and overlaying all general-purpose lanes, inside and outside shoulders, and entrance and exit ramps within the project limits. Additionally, it includes operational improvements for

westbound traffic at Nordahl Drive and eastbound traffic at Las Posas, upgrades to highway safety features, bridge improvements at Mission Rd. and Mar Vista Dr., and upgrades to the drainage system. Construction is scheduled to begin in Spring 2025.

Overall Capital Project Budget

CIP #	CIP Name	FY 25 Phase	FY25 Budget (millions)	Multi-year Budget (millions)	Funded Through
1207802	I-15/SR 78 HOV Connectors	Environ/Design	\$4.913	\$39.937	Design
1207803	SR 78/I-5 Express Lanes Connector	Environmental	\$4.758	\$66.118	Design
1207804	SR 78 HOV Lanes: I-5 to I-15	Environmental	\$4.990	\$39.000	Environmental
			\$14.661	\$145.055	

Note: The SR 78 Asset Management Project is being implemented by Caltrans only and is not included in the SANDAG budget.

September 20, 2024

Regional Zero-Emission Vehicle Incentive Program Development Overview

Overview

SANDAG, in collaboration with the County of San Diego, was awarded a Caltrans Planning Grant in 2023 to research and design a Regional Zero-Emission Vehicle (ZEV) Incentive Program.

An incentive program for ZEVs is a greenhouse gas reduction measure in the 2021 Regional Plan. The proposed program seeks to provide rebates and technical assistance to residents in low-income and disadvantaged communities (LIDACs) to advance more equitable adoption of ZEVs in the region.

Key Considerations

SANDAG completed an existing conditions assessment and found that disparities in ZEV adoption remain prevalent between low-income and higher-income communities. Interviews were conducted with managers of various ZEV incentive programs to learn best practices for program administration and for designing an equity-focused program. Recommendations included using a needs-based model to distribute incentives rather than a first-come first-served approach, and providing financial education and technical assistance for applicants.

In addition to this research, SANDAG engaged with community-based organizations (CBOs) and residents through a series of five focus groups and outreach at community events. Participants expressed concerns about limited access to EV chargers, the cost of EV ownership, and a lack of familiarity with driving EVs. CBO staff and community members also stated they preferred point-of-sale vouchers, higher rebates for lower-income households, and inclusion of used vehicles and plug-in hybrid EV options. Staff also sought input from the Social Equity Working Group throughout this project, Mobility Working Group, and Steering Committee of the Accelerate to Zero Emissions (A2Z) Collaboration.

Based on these efforts, a [strategy report](#) on the ZEV incentive program was completed in August 2024. It describes best practices for program design components, including:

- Use of an experienced third-party program administrator to operate the program on our behalf.
- Use of annual household income to determine eligibility.
- Inclusion of both new and used EVs, with MSRP/sale price caps and well as plug-in hybrid EVs (PHEVs), that can help relieve range anxiety associated with limited access to EV charging.
- Use of a pre-approval process to verify applicant eligibility and provide vouchers

Next Steps

Work is now underway to implement a ZEV incentive program including coordination with dealerships, identification of funding and partners, and preparation for a competitive procurement of a third-party administrator. Staff will seek input from the Tribal Transportation Working Group on September 25 and the A2Z Steering Committee this fall. Completion of the strategy and implementation plan is expected by December. If funding is secured, an incentive program is expected to launch in FY 2026.

Action: Discussion

Staff will present an overview of the development of a regional incentive program for zero-emission vehicles and request feedback on program considerations.

Fiscal Impact:

The Regional ZEV Incentive Program development is funded through Overall Work Program (OWP) 3322700.

Schedule/Scope Impact:

The grant to develop a regional ZEV incentive program will be completed by February 2025.



Regional Zero Emission Vehicle (ZEV) Incentive Program Development

Transportation Committee | Item 8
Susan Freedman and Samaya Elder
September 20, 2024

Project Overview

- Greenhouse gas (GHG) reduction measure for 2021 Regional Plan SCS
- Awarded Caltrans Planning Grant to research and design program
- Partnered with County of San Diego
- Expected program launch in FY 2026

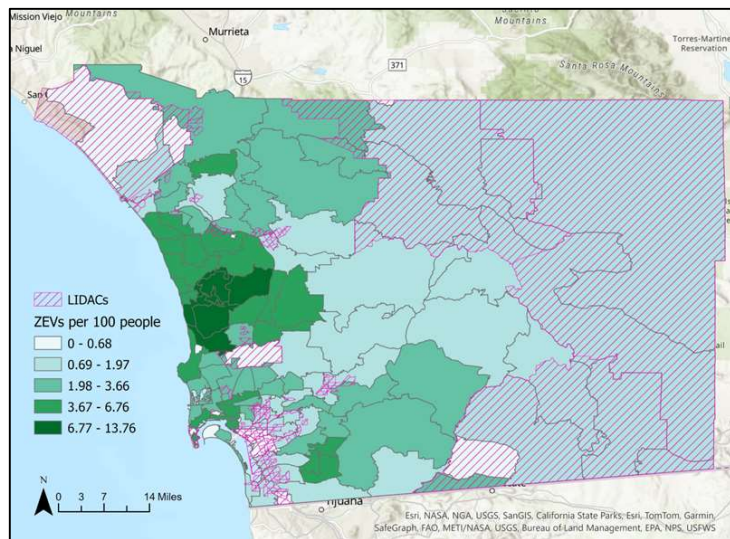
Two Priorities:

Provide EV rebates to
low-income households

Reduce GHG emissions

Existing Conditions Assessment

- Research + interviews with other EV incentive programs
- We learned:
 - State of current ZEV market for new and used vehicles
 - Disparities in ZEV adoption remain
 - For equity-focused programs, a needs-based design instead of 1st come 1st served is better
 - Inclusion of used EVs is important
 - Financial education & technical assistance are key



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Outreach and Engagement

- Program coordination & collaboration
 - Ongoing with other local EV incentive program leads and agencies to explore partnership opportunities and consistent program design where possible
 - Air Pollution Control District (Clean Cars 4 All)
 - SDG&E (Pre-Owned EV rebate program)
 - County EV Roadmap efforts
 - Other state and federal programs (low interest loans, tax credits)
- Community/stakeholder engagement
 - Held 5 focus groups with community-based organizations and local residents
 - Sought feedback from Social Equity Working Group, Mobility Working Group, and Accelerate to Zero Emissions Collaboration

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Eligible Applicants

- Residents with annual household income at or below 400% Federal Poverty Level (FPL)
 - Used regional average of 3-person household
 - Higher rebates for those at or below 300% FPL

Household Size	San Diego County Income Limits (May 2023)						2024 Federal Poverty Level Guideline			
	30% of AMI	50% of AMI	60% of AMI	80% of AMI	Median Income	120% of AMI	100% FPL	200% FPL	300% FPL	400% FPL
	Extremely Low Income	Very Low Income	Lower Income			Moderate Income				
1	\$28,950	\$48,250	\$57,900	\$77,200	\$81,750	\$98,100	\$15,060	\$30,120	\$45,180	\$60,240
2	\$33,100	\$55,150	\$66,180	\$88,200	\$93,450	\$112,100	\$20,440	\$40,880	\$61,320	\$81,760
3	\$37,250	\$62,050	\$74,460	\$99,250	\$105,100	\$126,150	\$25,820	\$51,640	\$77,460	\$103,280

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Preferred Program Design & Implementation

- Procuring a 3rd party program administrator to provide day-to-day program operation
- Point-of-sale voucher/discount
 - Application & pre-approval process
 - Engaging car dealers/associations
- Eligible vehicles to include:
 - New and used vehicles
 - All-electric vehicles & plug-in hybrid electric vehicles
- Identifying and addressing charging gaps

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