

SANDAG

Board of Directors Agenda

Friday, December 18, 2020
10 a.m. to 12 p.m.
(Please note start time)
****Teleconference Meeting****

MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

The Board of Directors meeting scheduled for Friday, December 18, 2020, will be conducted virtually in accordance with Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak, Executive Order N-29-20, and the Guidance for Gatherings issued by the California Department of Public Health. Board Members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

- To participate via Zoom webinar, click the link to join the meeting: zoom.us/j/97216775108
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Public Comments: 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 clerk@sandag.org (please reference: "December 18 Board Meeting" in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Thursday, December 17 will be provided to members prior to the meeting. If you desire to provide a live verbal comment during the meeting, please join the Zoom meeting either by computer or phone.

At the time for public comments, members of the public will be advised to "Raise Hand" if they wish to provide comments. The "Raise Hand" feature can be found on the Zoom toolbar for those who are joining via computer or by entering *9 for those who joining via telephone only. The Clerk will call on members of the public by name for those joining via a computer and by the last three digits of your telephone number for those joining via telephone. All comments received prior to the close of the meeting will be made part of the meeting record.

SANDAG

Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Public speakers are limited to three minutes or less per person. The Board may only take action on any item appearing on the agenda.

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Message from the Clerk

In compliance with Government Code §54952.3, the Clerk hereby announces that the compensation for legislative body members attending the following simultaneous or serial meetings is: Executive Committee (EC) \$100, Board of Directors (BOD) \$150, and Regional Transportation Commission (RTC) \$100. Compensation rates for the EC and BOD are set pursuant to the SANDAG Bylaws, and the compensation rate for the RTC is set pursuant to state law.

Mission Statement

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

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
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Board of Directors

Friday, December 18, 2020

Item No.		Action
+1.	Approval of Meeting Minutes The Board of Directors is asked to approve the minutes from its November 20, 2020, Board meeting.	Approve
2.	Public Comments/Communications/Member Comments Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.	
3.	Policy Advisory Committee Chairs' Report Policy Advisory Committee Chairs will provide updates on key Committee activities.	Information
4.	Executive Director's Report <i>Hasan Ikhata, SANDAG</i> An update on key programs, projects, and agency initiatives, including the Mid-Coast Corridor Transit Project, 2021 Regional Plan, Del Mar Bluffs Stabilization, Central Mobility Hub, Otay Mesa East Port of Entry, and the agency's response to COVID-19, will be presented.	Discussion
Consent		
+5.	Draft 2021 Regional Transportation Improvement Program, Including Air Quality Conformity Determination* <i>Sue Alpert, SANDAG</i> The Transportation Committee recommends that the Board of Directors accept the draft 2021 Regional Transportation Improvement Program, including its air quality conformity analysis and draft air quality conformity redetermination of the revenue constrained San Diego Forward: The 2019 Federal Regional Transportation Plan, for distribution for a 30-day public review and comment period.	Accept

- | | | |
|------|---|-------------|
| +6. | Fixing America's Surface Transportation Act: Performance Management Safety Targets
<i>Sam Sanford, SANDAG</i>

The Transportation Committee recommends that the Board of Directors approve:
1. Supporting the 2021 statewide safety targets established by Caltrans, in accordance with the Fixing America's Surface Transportation Act; and
2. The 2020 regional public transportation safety targets developed with San Diego Metropolitan Transportation System and North County Transit District, in accordance with the Fixing America's Surface Transportation Act. | Approve |
| +7. | Policy Advisory Committee Actions
<i>Francesca Webb, SANDAG</i>

The Board of Directors is asked to ratify the delegated actions taken by the Policy Advisory Committees. | Approve |
| +8. | FY 2020 Transportation Development Act Audit Extension Requests
<i>Marcus Pascual, SANDAG</i>

The Board of Directors is asked to approve the FY 2020 Transportation Development Act audit extension requests for the Cities of National City, Solana Beach, Chula Vista, La Mesa, and San Diego until March 27, 2021, as permitted by the California Public Utilities Code and the California Code of Regulations. | Approve |
| +9. | Approval of 2021 Board/Policy Advisory Committee Meeting Calendar
<i>Francesca Webb, SANDAG</i>

The Board of Directors is asked to approve the 2021 Board/Policy Advisory Committee meeting calendar. | Approve |
| +10. | Executive Director Delegated Actions*
<i>Kim Monasi, SANDAG</i>

In accordance with various Board Policies, this report summarizes delegated actions taken by the Executive Director since the last Board of Directors meeting. | Information |
| +11. | Meetings and Events Attended on Behalf of SANDAG
<i>Francesca Webb, SANDAG</i>

Board members will provide brief reports on external meetings and events attended on behalf of SANDAG. | Information |

Reports

+12. Proposed Reinstatement of SR 125 Toll Violations

Approve

Ryan Ross, SANDAG

The Board of Directors is asked to approve the reinstatement of SR 125 toll violations, including the proposed relief measures detailed in the report, and the practice of placing vehicle registration holds with the California Department of Motor Vehicles for overdue tolls.

+13. Closed Session: Conference with Real Property Negotiators Pursuant to Government Code Section 54956.8 and Legal Counsel Pursuant to Government Code Section 54956.9(d)(2) Regarding Property Leased to ACE Parking for the Downtown Bus Stopover Project

Richard Chavez and Ryan Kohut, SANDAG; Brad Kuhn, Nossaman

The Board of Directors will be briefed on COVID-19 related lease negotiations with ACE Parking regarding property located at 1240-1250 Union Street and 301-305 West A Street, San Diego, CA 92101, acquired by SANDAG for the Downtown Bus Stopover project.

14. Continued Public Comments

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

15. Upcoming Meetings

Information

The next Board of Directors meeting is scheduled for January 8, 2021.

16. Adjournment

+ Next to an agenda item indicates an attachment

* Next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item

November 20, 2020, Board of Directors Meeting Minutes

Chair Steve Vaus (Poway) called the meeting of the Board of Directors to order at 9 a.m.

Action: **Approve**

The Board of Directors is asked to approve the minutes from its November 20, 2020, meeting.

1. Public Comments/Continued Public Comments

None.

2. Policy Advisory Committee Chairs' Report

None.

3. Executive Director's Report

Executive Director Hasan Ikhata provided an update on the SANDAG priority projects, spoke regarding potential federal stimulus efforts, and asked jurisdictions to notify SANDAG of potential projects by December 4.

Consent

4. Approval of Meeting Minutes (Approve)

The Board was asked to approve the minutes from its October 23, 2020, Board Business meeting.

5. Approval of Solicitation for On-Call Architecture and Engineering Services (Approve)

The Board of Directors was asked to authorize the Executive Director to conduct a solicitation for architecture and engineering on-call services contracts.

6. Policy Advisory Committee Actions (Approve)

The Board was asked to ratify the delegated actions taken by the Policy Advisory Committees.

7. Executive Director Delegated Actions (Information)

In accordance with various Board Policies, this report summarized delegated actions taken by the Executive Director since the last Board of Directors Business meeting.

8. Meetings and Events Attended on Behalf of SANDAG (Information)

Board members provided brief reports on external meetings and events attended on behalf of SANDAG.

9. Quarterly Finance Report and Update on Financial Markets – through September 30, 2020 (Information)

This quarterly report provided an update on the financial markets, economy, and SANDAG investments including all money under the direction or care of SANDAG as of September 30, 2020.

Action: Upon a motion by Vice Chair Catherine Blakespear (City of Encinitas) and a second by Councilmember David Zito (City of Solana Beach), the Board was asked to approve Consent Item Nos. 4 through 9.

The motion passed.

Yes: Chair Vaus, Vice Chair Blakespear, Councilmember Cori Schumacher (City of Carlsbad), Mayor Mary Salas (City of Chula Vista), Mayor Richard Bailey (City of Coronado), Supervisor Jim Desmond (County of San Diego), Mayor Ellie Haviland (City of Del Mar), Mayor Bill Wells (City of El Cajon), Mayor Paul McNamara (City of Escondido), Mayor Serge Dedina (City of Imperial Beach), Councilmember Bill Baber (City of La Mesa), Mayor Racquel Vasquez (City of Lemon Grove), Mayor Alejandra Sotelo-Solis (City of National City), Deputy Mayor Jack Feller (City of Oceanside), Councilmember Vivian Moreno (City of San Diego), Mayor Rebecca Jones (City of San Marcos), Mayor John Minto (City of Santee), Councilmember Zito, and Mayor Judy Ritter (City of Vista).

No: None.

Abstain: None.

Absent: None.

Reports

10. *TransNet* Major Corridors Program: Short-Term Funding Needs and Considerations (Discussion)

Ray Major, Chief Analytics Officer and Chief Economist; José Nuncio, *TransNet* Department Director; and Dawn Vettese, Financial Programming Manager; presented an overview on projected cashflow needs for the *TransNet* Major Corridors program and a preview of proposed financial mitigation strategies.

Action: Discussion only.

11. Transportation Infrastructure Finance and Innovation Act Federal Credit Assistance: Mid-Coast Corridor Transit Project (Approve)

Supervisor Desmond introduced the item. Financial Programming Manager Dawn Vettese and Chief Financial Officer André Douzdjian presented the item.

Action: Upon a motion by Supervisor Desmond and a second by Mayor Sotelo-Solis, the Board of Directors, also acting as the Regional Transportation Commission (RTC), voted to approve a Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Agreement and associated Direct Agreements to secure a replacement loan for the Mid-Coast Corridor Transit Project and the Tenth Supplemental Indenture, providing for the issuance of a Junior Subordinate Sales Tax Revenue Bond evidencing the RTC obligations under the TIFIA Loan Agreement. Additionally, the Board voted to:

1. Acting as the RTC, approve the replacement TIFIA financing method for the Mid-Coast Corridor Transit Project;
2. Acting as the RTC, adopt RTC Resolution No. RTC-2021-02, authorizing the Executive Director to execute the TIFIA Loan Agreement and Direct Agreements, the TIFIA Bond and the Tenth Supplemental Indenture; and
3. Adopt SANDAG Resolution No. 2021-07, authorizing the Executive Director to execute the SANDAG Direct Agreement.

The motion passed.

Yes: Chair Vaus, Vice Chair Blakespear, Councilmember Schumacher, Mayor Salas, Mayor Bailey, Supervisor Desmond, Mayor Haviland, Mayor Wells, Mayor McNamara, Councilmember Mark West (City of Imperial Beach), Councilmember Kristine Alessio (City of La Mesa), Mayor Vasquez, Mayor Sotelo-Solis, Deputy Mayor Feller, Councilmember Moreno, Mayor Jones, Mayor Minto, Councilmember Zito, and Mayor Ritter.

No: None.

Abstain: None.

Absent: None.

12. Quarterly FY 2021 Program Budget Update (Information)

Chief Analytics Officer and Chief Economist Ray Major and Chief Financial Officer André Douzdjian presented an update on revenues and expenditures for the FY 2021 Program Budget.

Action: Information only.

14. Rancho Lilac – Potential Approval of Proposed Contract Award/Consideration of Options for Mitigation Property (Approve)

This item was presented out of order.

Senior Regional Planner Kim Smith and Principal Regional Planner Keith Greer presented the item.

Supervisor Greg Cox (County of San Diego), spoke in opposition of the award of the contract to the San Diego Habitat Conservancy (SDHC).

Joaquin Aganza, member of the public, spoke in opposition of the award of the contract to the SDHC.

Libby Lucas, member of the public, spoke in support of the award of the contract to the SDHC.

Robson Splane, member of the public, spoke in opposition of the award of the contract to the SDHC.

Donna, member of the public, spoke in opposition of the award of the contract to the SDHC.

Deborah Mosley, member of the public, spoke in opposition of the award of the contract to the SDHC.

Don Scoles, member of the public, spoke in support of the award of the contract to the SDHC.

Pam Wiedenkiller, member of the public, spoke in opposition of the award of the contract to the SDHC.

Bruce S., member of the public, spoke in opposition of the award of the contract to the SDHC.

Mark Larson, member of the public, spoke in opposition of the award of the contract to the SDHC.

Pat D, member of the public, spoke in opposition of the award of the contract to the SDHC.

Fred Wollman, member of the public, spoke in opposition of the award of the contract to the SDHC.

Marks Kukuchek, member of the public, spoke in opposition of the award of the contract to the SDHC.

Frank Landis, member of the public, spoke in support of the award of the contract to the SDHC.

Laury Flora, member of the public, spoke in opposition of the award of the contract to the SDHC.

Donald Drudoff, member of the public, spoke in opposition of the award of the contract to the SDHC.

Walter Kirkwood, member of the public, spoke in opposition of the award of the contract to the SDHC.

Janis Shakelford, member of the public, spoke in opposition of the award of the contract to the SDHC.

Lori Jacobs, member of the public, spoke in opposition of the award of the contract to the SDHC.

Anita Noone, member of the public, spoke in opposition of the award of the contract to the SDHC.

Eric Mondero, member of the public, spoke in support of the award of the contract to the SDHC.

Robert Lerner, member of the public, spoke in opposition of the award of the contract to the SDHC.

Jaime Niesley, member of the public, spoke in opposition of the award of the contract to the SDHC.

Terry Jorgensen, member of the public, spoke in opposition of the award of the contract to the SDHC.

Action: A motion was made by Councilmember Desmond and seconded by Vice Chair Blakespear to cancel the RFP for the Rancho Lilac property and recommend to Caltrans inclusion of Rancho Lilac in ongoing negotiations with the County of San Diego for other property near San Luis Rey River.

Upon a substitute motion by Mayor Salas, and a second by Chair Vaus, the Board voted to cancel the request for proposals (RFP) for the Rancho Lilac Property and send out a new RFP Mayor McNamara, Councilmember West, Mayor Sotelo-Solis, and Councilmember Moreno

Abstain: None.

Absent: None.

13. Salaries and Compensation Audit: Proposed Action Plan (Approve)

Director of Organization Effectiveness Melissa Coffelt presented the item.

Action: Upon a motion by Chair Vaus and a second by Mayor Wells, the Board of Directors voted to accept the Proposed Action Plan for the Salaries and Compensation Performance and Compliance Audit and directed staff to not pursue further legal review of the subject matter of the audit as set forth in the recommendation from the Audit Committee.

The motion passed.

Yes: Chair Vaus, Vice Chair Blakespear, Councilmember Schumacher, Mayor Salas, Mayor Bailey, Supervisor Desmond, Mayor Haviland, Mayor Wells, Mayor McNamara, Councilmember West, Councilmember Alessio, Mayor Vasquez, Mayor Sotelo-Solis, Deputy Mayor Feller, Councilmember Moreno, Mayor Jones, Mayor Minto, Councilmember Zito, and Mayor Ritter.

No: None.

Abstain: None.

Absent: None.

15. Independent Performance Auditor – Employment Agreement Status (Discussion/Possible Action)

Chair Vaus presented the item. The Board of Directors was asked to discuss the potential renewal of the Independent Performance Auditor's Employment Agreement, and if the Board desires to modify the Agreement to any extent for the period after April 2, 2021, to provide direction.

Action: Discussion only.

16. Continued Public Comments

None.

17. Upcoming Meetings

The next Board Policy meeting is scheduled for Friday, December 4, 2020, at 10 a.m. The next Board Business meeting is scheduled for Friday, December 18, 2020, at 9 a.m.

18. Adjournment

Chair Vaus adjourned the meeting at 11:50 a.m.

Confirmed Attendance at Board of Directors Meeting

Board of Directors	Title	Name	Attend Virtually
City of Carlsbad	Councilmember	Cori Schumacher (Primary)	Yes
City of Chula Vista	Mayor	Mary Salas (Primary)	Yes
City of Coronado	Mayor	Richard Bailey (Primary)	Yes
County of San Diego	Supervisor	Jim Desmond (Primary)	Yes
County of San Diego	Supervisor	Kristin Gaspar (Primary)	Yes
City of Del Mar	Mayor	Ellie Haviland (Primary)	Yes
City of El Cajon	Mayor	Bill Wells (Primary)	Yes
City of Encinitas	Vice Chair	Catherine Blakespear (Primary)	Yes
City of Escondido	Mayor	Paul McNamara (Primary)	Yes
City of Imperial Beach	Mayor	Serge Dedina (Primary)	Yes
City of Imperial Beach	Councilmember	Mark West (Alternate)	Yes
City of La Mesa	Councilmember	Bill Baber (Primary)	Yes
City of La Mesa	Councilmember	Kristine Alessio (Alternate)	Yes
City of Lemon Grove	Mayor	Racquel Vasquez (Primary)	Yes
City of National City	Mayor	Alejandra Sotelo-Solis (Primary)	Yes
City of Oceanside	Deputy Mayor	Jack Feller (Primary)	Yes
City of Poway	Chair	Steve Vaus (Primary)	Yes
City of San Diego	Councilmember	Kevin Faulconer (Primary)	No
City of San Diego	Council President	Georgette Gomez (Primary)	Yes
City of San Marcos	Mayor	Rebecca Jones (Primary)	Yes
City of Santee	Mayor	John Minto (Primary)	Yes
City of Solana Beach	Councilmember	David Zito (Primary)	Yes
City of Vista	Mayor	Judy Ritter (Primary)	Yes
Caltrans		Gustavo Dallarda (1st Alt.)	Yes
Metropolitan Transit System	Councilmember	Paloma Aguirre (Primary)	Yes
North County Transit District	NCTD Chair	Tony Kranz (Primary)	Yes
Imperial County	Supervisor	Sup. Jesus Escobar (Primary)	No
U.S. Department of Defense		Joe Stuyvesant (Primary)	Yes
Port of San Diego	Commissioner	Garry Bonelli (Primary)	Yes
San Diego County Water Authority	Councilmember	Mel Katz (Primary)	Yes
San Diego County Regional Airport Authority		April Boling (Primary)	Yes

Mexico	Consul General	Carlos González Gutiérrez (Primary)	No
SCTCA	Chairman	Cody Martinez	No
City of San Diego	Councilmember	Vivian Moreno (2nd Alt.)	Yes
City of San Diego	Council President	Monica Montgomery (1st Alt.)	Yes
City of San Diego	Councilmember	Mark Kersey (1st Alt.)	No
City of San Diego	Council President	Barbara Bry (2nd Alt.)	No

Draft 2021 Regional Transportation Improvement Program, Including Air Quality Conformity Determination

Overview

SANDAG, serving as the region's metropolitan planning organization (MPO), is required by state and federal law 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 2018 RTIP, adopted by the Board of Directors on September 28, 2018, covers the five-year period FY 2019 through FY 2023. SANDAG typically adopts a new RTIP by October 1 of every even-numbered year.

The adoption of this updated RTIP was delayed by restrictions created by the Safer Affordable Fuel-Efficient Vehicle (SAFE) Act. Senate Bill 1291 (Beall) removed the state requirement to submit an updated RTIP in 2020 because of that delay. The California Federal Programming Group determined that since the issues created by the SAFE rule were resolved with the Environmental Protection Agency, it is prudent for MPOs to update the RTIP to provide flexibility in funding, and set a due date of March 1, 2021, for submitting an updated RTIP.

This draft 2021 RTIP, covering the period FY 2021 through FY 2025, is a \$17 billion program which implements projects included in San Diego Forward: The 2019 Federal Regional Plan and the 2015 Sustainable Communities Strategy, and includes funds programmed in projects in prior years. Total funds programmed during the five-year period of FY 2021 through FY 2025 is \$5.7 billion.

Key Considerations

Federal and state regulations identify the process and required content of the RTIP. Attachment 1 details federal requirements and how the draft 2021 RTIP meets those requirements. In general, the RTIP must include all major projects receiving certain categories 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. To meet the requirements of the Ordinance, the *TransNet* Program of Projects was updated by local agencies after holding a public hearing and was adopted by the Regional Transportation Commission on October 25, 2020.

Action: **Approve**

The Transportation Committee recommends that the Board of Directors accept the draft 2021 Regional Transportation Improvement Program, including its air quality conformity analysis and draft air quality conformity redetermination of the revenue constrained San Diego Forward: The 2019 Federal Regional Transportation Plan, for distribution for a 30-day public review and comment period.

Fiscal Impact:

The 2021 Regional Transportation Improvement Program is a \$17 billion program that implements the projects in San Diego Forward: The 2019 Federal Regional Transportation Plan. Total programming for the five-year period of FY 2021 through FY 2025 is \$5.7 billion.

Schedule/Scope Impact:

Federal approval of the 2021 RTIP is expected on April 16, 2021.

The Program of Projects was included in the 2018 RTIP through Amendment No. 14 and was carried over to the draft 2021 RTIP with minor updates to reconcile revenue.

Tables with detailed funding for all projects included in the draft 2021 RTIP can be found at sandag.org (Table 3-1a), while the draft RTIP document is included in its entirety at sandag.org/2021RTIP.

Attachment 2 provides a summary of the projects included in the draft 2021 RTIP listed by category to help explain how the region is investing available funds for the next five years. This table has been organized by corridor to align with the SANDAG regional vision. Investments are shown by source of funds—federal, state, *TransNet*, and local. As these include the funds programmed in this five-year RTIP and in prior years, staff has added a column to indicate how much is included in FY 2021 through FY 2025.

Additionally, the Transportation Committee previously has been interested in the split of investments by mode. Attachment 3 provides two charts—one for the total draft 2021 RTIP including prior, and one for FY 2021 through FY 2025—that illustrates how funds are being invested per transportation mode including highway, multi-modal, transit, bike/pedestrian, and maintenance.

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 locally- 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 projects¹.

The draft quantitative emissions analyses for the draft 2021 RTIP and for the conformity redetermination for the Regional Plan have been completed, and the draft results indicate that they meet the air quality conformity requirements (Attachment 4). The San Diego Region Conformity Working Group (CWG) reviewed the draft air quality conformity assessment at its November 4, 2020, meeting and their comments were incorporated into the document. The CWG will continue to provide comments throughout the RTIP process.

Outreach

In addition to the CWG, the development of the draft 2021 RTIP was presented to the Cities/County Transportation Advisory Committee, the Interagency Technical Working Group on Tribal Transportation Issues, and the Community Based Organization (CBO) Working Group. The CBO Working Group wished to convey that “the CBO Working Group recommends that the 2021 RTIP, in intent and details, be consistent with the developing 2021 Regional Plan in 5 Big Moves, and that it incorporates and prioritizes social equity considerations.” The draft 2021 RTIP includes the programming of Comprehensive Multimodal Corridor Plans and previously funded early planning projects, which lay the groundwork for the 5 Big Moves while also continuing to implement SANDAG’s priority projects and the projects in the *TransNet* Ordinance.

The Independent Taxpayer Oversight Committee reviewed the draft 2021 RTIP at its meeting on December 9, 2020, focusing its review on the *TransNet* Program of Projects, including compliance with the Ordinance and requirements of SANDAG Board Policy No. 031. There were no significant comments.

¹ Project PORT03, the Tenth Avenue Marine Terminal Beyond Compliance Environmental Enhancement Project, and project SDAA01, The Airport Development Plan, are included in the draft 2021 RTIP for programming purposes only and are not included in the air quality conformity determination for SANDAG since SANDAG is solely responsible for Transportation Conformity (on road motor vehicles). The emissions are accounted for in the State Implementation Plan.

Next Steps

Pending acceptance by the Board of Directors, the draft 2021 RTIP will be distributed for a 30-day public review and comment period and a public hearing will be set for the February 5, 2021, Transportation Committee meeting to receive public testimony on the proposed final 2021 RTIP. The final 2021 RTIP is due to the state by March 1, 2021.

Hasan Ikhata, Executive Director

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

Attachments:

1. Draft 2021 RTIP Federal Requirements Analysis
2. Draft 2021 RTIP Program Summary Report
3. Draft 2021 RTIP Projects by Mode
4. Draft Chapter 5 – Air Quality Conformity Analysis

Federal Requirements Analysis for the Draft 2021 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 2019 Federal Regional Transportation Plan (2019 Federal RTP); (4) meet regional emissions tests; (5) include timely implementation of transportation control measures (TCMs); and 6) include inter-agency consultation and public involvement.

The Draft 2021 RTIP meets all six tests required under federal metropolitan planning and transportation conformity regulations. SANDAG Board of Directors will be asked to make these findings for the Proposed Final 2021 RTIP under the required federal tests on February 26, 2021. On April 16, 2021, Federal Highways and the Federal Transit Administration is expected to find that the 2021 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 Draft 2021 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 Draft 2021 RTIP discusses in detail the financial capacity analysis of major program areas, including a discussion of available revenues.

Finding: The projects contained within the Draft 2021 RTIP are reasonable when considering available funding sources as demonstrated in Attachment 6 tables a through c.

Performance Management Test

Federal regulations 23 CFR Section 450.326(c) require the Draft 2021 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 Draft 2021 RTIP provides information on the projects which support the required federal performance management requirements.

Finding: The projects contained within the Draft 2021 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 Draft 2021 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 Draft 2021 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 Draft 2021 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 2019 Federal Regional Transportation Plan

Finding: The Draft 2021 RTIP is consistent with San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP) adopted on October 25, 2019 (policies, programs, and projects). All projects conform to the scope, cost, and schedule included in the 2019 Federal RTP.

Regional Emissions Tests

These findings are based on the regional emissions analysis shown in Table B.9 in Appendix B of the 2019 Federal Regional Transportation Plan which demonstrate conformity for the 2019 Federal RTP and Draft 2021 RTIP for the 2008 and 2015 eight-hour ozone standards.

Finding: The regional emissions analyses for the Draft 2021 RTIP are consistent with the emissions analyses for the 2019 Federal RTP.

Finding: The Draft 2021 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 Draft 2021 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 Draft 2021 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 2021 RTIP will be posted for a 30-day public comment period from December 18, 2020, through January 18, 2021.

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 2021 RTIP. All exempt projects in the Draft 2021 RTIP were submitted to the CWG on August 5 and 7, 2020 for its review. Additional projects were submitted on November 4, 2020, 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)

2021 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
PROGRAM SUMMARY (IN \$000s)

DESCRIPTION	FEDERAL	STATE	TRANSNET	LOCAL/ PRIVATE	TOTAL RTIP (All years incl. Prior)	CURRENT RTIP YEARS (2021-2025)
Corridors						
South Bay to Sorrento *	\$83,692	\$11,376	\$162,451	\$34,259	\$291,778	\$74,624
Coast, Canyons and Trails *	\$1,508	\$3,000	\$5,146	\$6,000	\$15,654	\$13,330
San Vicente *	\$21,900	\$0	\$220	\$0	\$22,120	\$16,120
North County *	\$34,095	\$23,900	\$28,945	\$0	\$86,940	\$74,646
Central Mobility Hub and Connections *	\$70,660	\$0	\$79,032	\$0	\$149,691	\$52,828
I-5 NCC	\$429,567	\$601,820	\$372,014	\$20,927	\$1,424,328	\$255,583
SR 125/Border Access	\$215,649	\$219,558	\$13,318	\$397,756	\$846,281	\$425,452
SR 56	\$16,122	\$0	\$5,826	\$909	\$22,857	\$4,673
I-15	\$3,000	\$6,000	\$6,000	\$0	\$15,000	\$15,000
SR 94	\$29,800	\$35,526	\$21,094	\$2,675	\$89,095	\$44,863
I-8	\$3,000	\$0	\$0	\$0	\$3,000	\$3,000
Airport to Airport	\$3,000	\$0	\$0	\$0	\$3,000	\$3,000
<i>Subtotal Corridors</i>	<i>\$911,992</i>	<i>\$901,180</i>	<i>\$694,046</i>	<i>\$462,526</i>	<i>\$2,969,744</i>	<i>\$983,118</i>
Other Corridors and Substantially Completed Projects						
MidCoast Projects ¹	\$1,190,698	\$82,413	\$1,220,961	\$28,193	\$2,522,265	\$528,218
Substantially Completed Projects ²	\$620,673	\$977,606	\$557,992	\$42,312	\$2,198,583	\$27,567
Airport Development Plan	\$0	\$0	\$0	\$481,662	\$481,662	\$481,662
<i>Subtotal Other Corridors and Substantially Completed Projects</i>	<i>\$1,811,370</i>	<i>\$1,060,019</i>	<i>\$1,778,954</i>	<i>\$552,167</i>	<i>\$5,202,510</i>	<i>\$1,037,447</i>
Operations/Maintenance						
Highway	\$424,934	\$892,495	\$12,918	\$58,823	\$1,389,171	\$1,111,248
Transit (incl. operations/planning/infrastructure/capital)	\$1,763,041	\$565,839	\$940,166	\$1,187,997	\$4,457,043	\$1,320,735
Local Street and Road	\$7,477	\$0	\$327,173	\$85,917	\$420,567	\$174,989
Local EMP Program	\$0	\$0	\$535,164	\$796	\$535,960	\$160,358
<i>Subtotal Operations/Maintenance</i>	<i>\$2,195,452</i>	<i>\$1,458,334</i>	<i>\$1,815,422</i>	<i>\$1,333,534</i>	<i>\$6,802,741</i>	<i>\$2,767,330</i>
Active Transportation						
Bicycle/Pedestrian	\$19,552	\$119,328	\$265,421	\$53,071	\$457,372	\$230,882
Smart Growth	\$0	\$0	\$36,931	\$22,275	\$59,205	\$29,465
<i>Subtotal Active Transportation</i>	<i>\$19,552</i>	<i>\$119,328</i>	<i>\$302,352</i>	<i>\$75,346</i>	<i>\$516,577</i>	<i>\$260,348</i>
Local Improvements						
Street and Road	\$34,377	\$7,336	\$601,504	\$178,079	\$821,296	\$350,483
Regional Arterial System	\$17,232	\$12,500	\$138,475	\$249,037	\$417,244	\$234,039
<i>Subtotal Local Improvements</i>	<i>\$51,609</i>	<i>\$19,836</i>	<i>\$739,979</i>	<i>\$427,116</i>	<i>\$1,238,540</i>	<i>\$584,522</i>
Transportation Systems/Demand Management						
ITS/Traffic Signals	\$9,538	\$38,948	\$115,132	\$30,489	\$194,107	\$73,390
TDM	\$77,696	\$0	\$0	\$0	\$77,696	\$35,000
<i>Subtotal Transportation Systems/Demand Management</i>	<i>\$87,233</i>	<i>\$38,948</i>	<i>\$115,132</i>	<i>\$30,489</i>	<i>\$271,802</i>	<i>\$108,390</i>
GRAND TOTAL	\$5,077,208	\$3,597,646	\$5,445,883	\$2,881,177	\$17,001,914	\$5,741,155

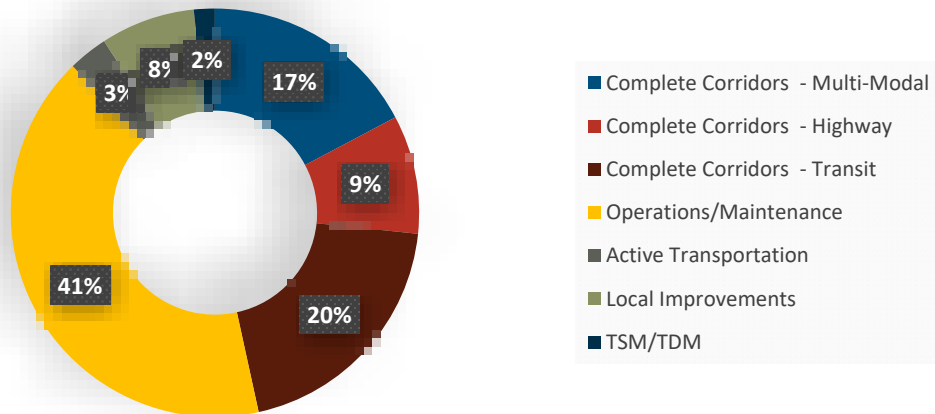
SANDAG FY21 Priority projects are in categories that are shown in **bold** - Del Mar Bluffs, Mid-Coast, Central Mobility Hub, and Otay Mesa East Port of Entry
Corridors with an asterik are Phase 1 CMCPs

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

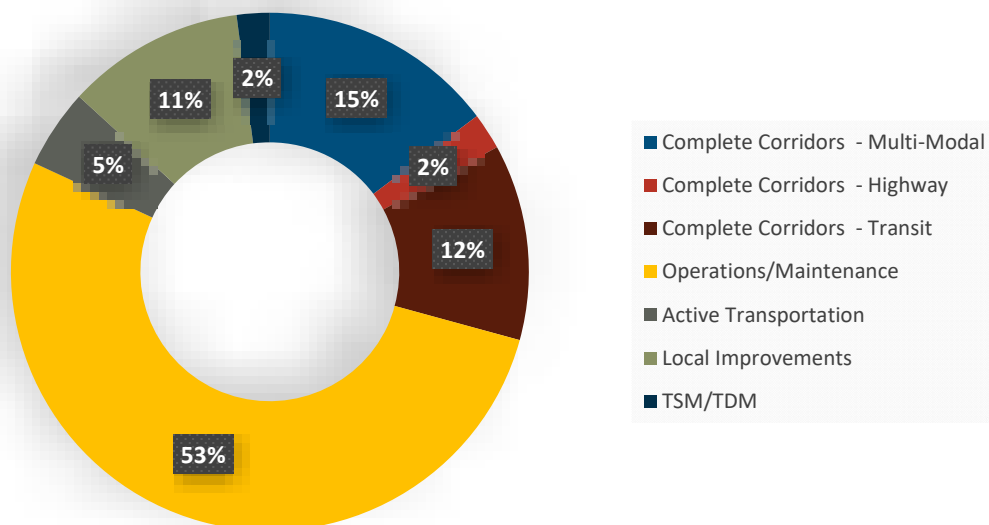
Substantially Completed Projects are open to traffic but not closed out of the budget or RTIP for miscellaneous remaining tasks including plant establishment -

² includes SR 52, SR 905, SR 76, I-15 ML, I-805 HOV, Southline Rail Freight, I-5 Genesee, and I-15 BRT

2021 RTIP Program by Mode All Years including Prior



2021 RTIP Program By Mode Current RTIP Years (2021-2025)



These Charts do not include the Airport Development Project

TSM/TDM - Transportation Systems Management/Transportation Demand Management

Chapter 5

Air Quality Conformity Analysis

Chapter 5

Air Quality Conformity Analysis

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 standard and classified it as a marginal area with an attainment date of December 31, 2015. This designation became effective on July 20, 2012. SANDAG redetermined 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 United States 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 National Ambient Air Quality Standard (NAAQS) by the applicable attainment date of December 31, 2015, and thus are reclassified by operation of law as “Moderate” for the 2008 ozone NAAQS. States containing any portion of these new Moderate areas were required to submit State Implementation Plan (SIP) revisions that met the statutory and regulatory requirements that apply to 2008 ozone nonattainment areas classified as Moderate, by January 1, 2017. Consequently, the San Diego County Air Pollution Control District submitted a SIP revision addressing Moderate area requirements to 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, 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 changes 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 standard, with an attainment deadline of August 3, 2024, and an attainment year of 2023.

On May 24, 2019, the SANDAG Board of Directors 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 2015 Regional Plan and 2018 RTIP, as amended, in conformity with the requirements of the federal Clean Air Act (CAA) and applicable SIP. The U.S. DOT, in consultation with U.S. EPA made its conformity determination on June 21, 2019.

On October 25, 2019, the SANDAG Board of Directors adopted San Diego Forward: The 2019 Federal RTP (2019 Federal RTP) and 2018 RTIP Amendment No. 8 and found the 2019 Federal RTP and 2018 RTIP, as amended, in conformity with the requirements of the federal CAA and applicable SIP. The U.S. DOT, in consultation with U.S. EPA, made its conformity determination on November 15, 2019.

On February 26, 2021, the SANDAG Board of Directors will be asked to adopt the final 2021 Regional Transportation Improvement Program (2021 RTIP) and its conformity determination (see this chapter and Appendices E and F) and redetermination of conformity for San Diego Forward: The 2019 Federal Regional Transportation Plan (RTP).

On November 19, 2020, CARB adopted the proposed San Diego 8-hour Ozone Plan SIP submittal which addresses both the 2008 and 2015 ozone standards. Included in the San Diego 2020 SIP is a request for a voluntary reclassification to Severe nonattainment for both the 2008 and 2015 ozone standards. The reclassification extends the timeline to meet the standards and aligns with air quality modeling. U.S. EPA is expected to review and take action on the San Diego 2020 SIP and voluntary reclassification in 2021.

Demonstration of Fiscal Constraint

The 2021 RTIP is consistent with the 2019 Federal RTP. As a financially constrained document, the 2021 RTIP contains only those major transportation projects listed in the Revenue Constrained 2019 Federal Regional Transportation Plan. Chapter 4 of the 2021 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 2021 RTIP. Based on the analysis, the projects contained in the 2021 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 Revised Regional Air Quality Strategy (RAQS). These Transportation Tactics are: (1) ridesharing, (2) transit improvements, (3) traffic flow improvements, and (4) bicycle facilities and programs.

These four Transportation Tactics were subsequently approved by the San Diego County Air Pollution Control 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. Ridesharing, transit, bicycling, and traffic-flow improvements 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 APCD, developed a TCM Plan. SANDAG approved the TCM Plan on March 27, 1992.

On June 30, 1992, the APCD 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 2021 RTIP, as amended, and the 2019 Federal RTP 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 2021 RTIP, is determined according to the 1990 Clean Air Act Amendments (CAAA) [Section 176(c)(3)(A)] if the following is demonstrated:

- The 2021 RTIP, as amended, 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 2021 RTIP, as amended, 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 2021 RTIP, as amended, must meet the applicable emission budgets prescribed in the 2008 Eight-Hour Ozone Attainment Plan for San Diego County (December 2016), which were found adequate for transportation conformity purposes effective December 4, 2017.

- 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 complies with the San Diego Transportation Conformity Procedures adopted in July 1998.
- Interagency consultation involves SANDAG, APCD, Caltrans, CARB, 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 2021 RTIP. Conformity of the 2019 Federal RTP also is being redetermined for consistency purposes. On March 1, 2018, the California Air Resources Board released EMFAC2017 v1.0.2 to the public. On August 15, 2019, U.S. EPA approved EMFAC2017 for use in conformity determinations. EMFAC2017 v1.0.2 was used to project the regional emissions for the 2021 RTIP and 2019 Federal RTP conformity determination.

The schedule for the development of the 2021 RTIP, and criteria and procedures for determining conformity were presented to the CWG on July 1, 2020. In addition, the draft list of projects was distributed to the CWG for the August 5 meeting, and an updated list was distributed on August 7, 2020. The draft list was discussed at the August CWG meeting.

The quantitative emissions analyses for the 2021 RTIP conformity determination and 2019 Federal RTP redetermination were initiated in September 2020, and the results were distributed on October 16, 2020 to the CWG for an initial review and comment period. The CWG reviewed the draft air quality conformity analysis at its November 4, 2020 meeting. Comments received were incorporated into the final document. The draft 2021 RTIP and its conformity analysis and the 2019 Federal RTP conformity redetermination are scheduled for release for public review and comment in December 2020. Subsequently, the conformity analysis is scheduled for final adoption SANDAG Board on February 26, 2021. The following sections provide a summary of the air quality conformity analysis of the 2019 RTIP and 2019 Federal RTP 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 2021 RTIP programs substantial funds for the implementation of the four TCMs (identified as Transportation Tactics) in the 1982 SIP and 2016 RAQS and have been fully implemented. The Transportation Tactics programmed for implementation are provided in Table 5-1, with approximately \$8.7 billion, or 51 percent of the total funds programmed. Included are \$78 million for Ridesharing, \$8 billion for Transit Improvements, \$517 million for Bicycle Facilities and Programs, and \$194 million for Traffic Flow Improvements. Based upon this analysis, the 2021 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: 2021 RTIP– San Diego Region (in \$000s) Transportation Tactics

Transportation Tactic	Amount
Ridesharing	
Transportation Demand Management	<u>\$77,696</u>
<i>Subtotal Ridesharing:</i>	<i>\$77,696</i>
Transit Improvements	
Mid-Coast	\$2,454,878
Operations/Maintenance – Transit	\$4,457,243
Major Transit - LOSSAN Corridor	\$661,718
Bus Rapid Transit (<i>Rapid</i>)	\$291,298
Blue/Orange Line Trolley	<u>\$87,514</u>
<i>Subtotal Transit Improvements:</i>	<i>\$7,952,652</i>
Bicycle Facilities	
Bicycle/Pedestrian Projects	<u>\$516,577</u>
<i>Subtotal Bicycle Facilities:</i>	<i>\$516,577</i>
Traffic Flow Improvements	
Transportation Management System/Intelligent Transportation System	<u>\$194,107</u>
<i>Subtotal Traffic Flow Improvements:</i>	<i>\$194,107</i>
Total Transportation Tactics in 2021 RTIP:	\$8,741,031
Total All Transportation Projects in 2021 RTIP:	\$17,001,914
Share of T-Tactics Projects in 2021 RTIP:	51%

Conformity Finding – Quantitative Emissions Analysis

The second requirement of the conformity finding is to conduct a quantitative emissions analysis for the 2021 RTIP. The emissions analysis must show that implementation of the 2021 RTIP and 2019 Federal RTP meet the emissions budgets established in the 2008 *Eight-Hour Ozone Attainment Plan for San Diego County* (December 2016).

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: 2023, 2030, 2040, and 2050. 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.

The emissions analysis was conducted using the Emissions FACTors EMFAC2017 v1.0.2 model. The 2021 RTIP and 2019 Federal RTP air quality conformity analysis was conducted for the years 2021–2050. All of the capacity-increasing improvements identified in the 2021 RTIP that are on the Regional Arterial System (as defined in the RTP) or the Federal Highway Administration functional classification system (other principal arterials and higher classifications) were modeled.

On November 20, 2019, CARB released EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicle Rule Part One. This process updates EMFAC model outputs to include vehicle tailpipe and evaporative emissions impacts from the U.S. EPA and National Highway Traffic Safety Administration (NHTSA) regulation Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program. The adjustment factors for the analysis years and relevant vehicle types were applied to the EMFAC2017 outputs for the 2021 RTIP and 2019 Federal RTP air quality conformity analysis and are included in Table 5.2.

Table 5-2 provides a summary of the results of the quantitative emissions analysis conducted for the 2021 RTIP Amendment and 2019 Federal RTP using budgets from the *2008 Eight-Hour Ozone Attainment Plan for San Diego County* (December 2016). The table demonstrates that the 2021 RTIP and 2019 Federal RTP meet the budgets for the 2008 Eight-Hour Ozone Standard. Projected ROG and NOx emissions for 2023, 2030, 2040, and 2050 are below the established SIP budget.

**Table 5-2: 2021 RTIP and the Revenue Constrained 2019 Federal RTP
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
2023	11,246	85,241	23	14	42	17
2030	12,558	90,395	23	11	42	14
2040	13,966	95,362	23	9	42	12
2050	15,215	99,982	23	8	42	13

Note: Emissions budgets from the 2008 Eight-Hour Ozone Attainment Plan for San Diego County (December 2016), which were found adequate for transportation conformity purposes by the U.S. EPA effective December 4, 2017, are used for all analysis years.

Conclusion

Based upon an evaluation of projects and funds programmed and a quantitative emissions analysis, the 2021 RTIP and 2019 Federal RTP 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.

Fixing America's Surface Transportation Act: Performance Management Safety Targets

Overview

The Fixing America's Surface Transportation (FAST) Act includes various performance management requirements. These requirements direct the U.S. Department of Transportation (U.S. DOT) to enact rules to guide this nationwide effort. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) were two U.S. DOT branches tasked with the rulemaking development process.

On May 27, 2016, the FTA and FHWA jointly released the final rule on statewide and nonmetropolitan transportation planning and metropolitan transportation planning. This rule requires metropolitan planning organizations (MPOs) such as SANDAG to work with their State Department of Transportation on Performance Management 1 statewide safety targets and with qualifying public transit agencies to develop regional public transportation safety targets.

Key Considerations

2021 Performance Management Rule 1 Safety Target Setting

State Departments of Transportation are required to set statewide safety targets by August 31 of each year for the subsequent calendar year. MPOs have 180 days from that date to either establish regional targets or agree to support the state targets. For 2018, 2019, and 2020, the SANDAG Board of Directors elected to support the statewide targets.

Caltrans developed its 2021 PM 1 statewide targets to include a trend line approach for fatalities and serious injuries. The most recently available data were used to calculate the percent change in fatalities and serious injuries. This change was a reduction for both fatalities and serious injuries and was set as the annual reduction amount to calculate the 2021 targets. An overview of the performance measures, calculations, and data sources is included in Attachment 1.

San Diego County accounts for approximately 8.4% of the state population and approximately 8.4% of the crash fatalities/serious injuries in California occur in San Diego County. Since fatality and serious injury crash statistics for the SANDAG region track closely with statewide trends, staff recommends that SANDAG support the 2021 statewide safety targets outlined below.

Action: **Approve**

The Transportation Committee recommends that the Board of Directors approve:

1. Supporting the 2021 statewide safety targets established by Caltrans, in accordance with the Fixing America's Surface Transportation Act; and
2. The 2020 regional public transportation safety targets developed with San Diego Metropolitan Transportation System and North County Transit District, in accordance with the Fixing America's Surface Transportation Act.

Fiscal Impact:

If California does not meet the statewide Performance Management Rule 1 (PM 1) safety targets, it may not reapportion Highway Safety Improvement Program funds to other transportation funds.

Schedule/Scope Impact:

SANDAG must select to support the statewide PM 1 targets or develop regional safety targets and submit this information to Caltrans by February 28, 2021. SANDAG must develop regional public transportation safety targets by January 3, 2021.

Table 1 – 2021 PM 1 Statewide Safety Performance Targets

Performance Measure	2021 Statewide Targets (five-year rolling average)	Percent Reduction for 2021 Statewide Targets
Number of fatalities	3,624.8	2.9%
Rate fatalities (per 100 million Vehicle Miles Traveled [VMT])	1.044	2.9%
Number of serious injuries	15,419.4	1.3%
Rate of serious injuries (per 100 million VMT)	4.423	1.3%
Number of non-motorized fatalities and serious injuries	4,340.8	2.9% for fatalities and 1.3% for serious injuries

Source: Caltrans – Safety Performance Management Targets for 2021

2020 Regional Public Transportation Safety Performance Measures and Targets

Starting July 20, 2020, the FTA requires providers of public transportation receiving specific FTA funds to develop a Public Transportation Agency Safety Plan. These plans include policies and procedures to implement Safety Management Systems that include performance measures and annual performance targets. FTA's National Public Transportation Safety Plan directs the required performance measures.

The San Diego Metropolitan Transportation System (MTS) and North County Transit District (NCTD) are the two public transportation providers in the San Diego region that are required to develop safety plans. Both MTS and NCTD have completed their respective safety plans and have provided copies to SANDAG to facilitate coordination of regional targets.

Staff from MTS, NCTD, and SANDAG reviewed transit safety data from 2015 to 2019 to develop the draft regional targets included in Table 2. Data from the National Transit Database was reviewed with performance measure calculation processes from FTA's Technical Assistance Center. Historic trends along with the most current observed data informed target development.

Table 2 – Regional Public Transportation Safety Performance Measures and Targets

Performance Measure	Fixed Route Bus	ADA/Paratransit	Rail Transit
Number of fatalities	0	0	0
Fatality rate by 100 thousand vehicle revenue miles (VRM)	0	0	0
Number of injuries	150	6	120
Injury Rate by 100 thousand VRM	0.5	0.1	1.2
Number of safety events	140	7	130
Safety event rate by 100 thousand VRM	0.7	0.1	2.3
System reliability	6,000	20,000	15,000

Source: SANDAG – In coordination with MTS and NCTD

Next Steps

Pending approval, SANDAG will submit the 2021 statewide safety target setting documents to Caltrans in advance of the February 28, 2021, deadline. Programming efforts that support both of these targets will be incorporated into the federal system performance report of San Diego Forward: The 2021 Regional Plan and required programming support documentation will be added to the 2021 Regional Transportation Improvement Program via future amendments.

Hasan Ikhata, Executive Director

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Attachment: 1. Safety Performance Management Targets for 2021

Safety Performance Management Targets for 2021

The California Department of Transportation (Caltrans), in cooperation with the Office of Traffic Safety (OTS), is required to set five annual Safety Performance Management Targets (SPMTs) for all public roads in the State of California by August 31 of each year. This is pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). The Safety Performance Management Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations to implement the performance management requirements in 23 U.S.C. 150.

Caltrans set SPMTs for the 2021 calendar year by August 31, 2020. Caltrans and OTS have adopted targets consistent with the California Strategic Highway Safety Plan (SHSP) as follows:

TABLE 1. PERFORMANCE MEASURE AND TARGET BASED ON 5-YEAR AVERAGE

Performance Measure	Data Source	5-Yr. Average Target for 2021	Annual Reduction 2018 to 2021
Number of Fatalities	FARS	3,624.8	2.9%
Rate of Fatalities (per 100M VMT)	FARS & HPMS	1.044	2.9%
Number of Serious Injuries	SWITRS	15,419.4	1.3%
Rate of Serious Injuries (per 100M VMT)	SWITRS & HPMS	4.423	1.3%
Number of Non-Motorized Fatalities and Serious Injuries	FARS & SWITRS	4,340.8	2.9% for Fatalities and 1.3% for Serious Injuries

Note: The targets highlighted in gray are set in coordination with OTS.

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads and focuses on performance. The HSIP regulation under 23 CFR 924 establishes the Federal Highway Administration's (FHWA) HSIP policy, as well as program structure, planning, implementation, evaluation and reporting requirements for states to successfully administer the HSIP. The overarching highway safety plan for the State of California is the Strategic Highway Safety Plan (SHSP). In January 2020, California updated its SHSP, which is "a statewide, coordinated traffic safety plan that provides a comprehensive framework for reducing roadway fatalities and serious injuries on California's public roads" (SHSP, 2020-2024, page 5). It further states that the "SHSP is a multi-disciplinary effort involving Federal, Tribal, State, and local representatives from the 5 Es of safety who dedicate countless hours to improve safety and partnerships across disciplines" (SHSP, 2020-2024, page 38). In support of a data-driven and strategic approach, the HSIP Final Rule contains major policy changes related to:

- the HSIP report content and schedule,
- the SHSP update cycle, and

- the subset of the Model Inventory of Roadway Elements (MIRE), also known as the MIRE Fundamental Data Elements (FDE).

The Safety Performance Measures (PM) Final Rule supports the data-driven performance focus of the HSIP. The Safety PM Final Rule establishes five performance measures to carry out the HSIP: the five-year averages for:

- Number of Fatalities,
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
- Number of Serious Injuries,
- Rate of Serious Injuries per 100 million VMT, and
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries.

These safety performance measures are applicable to all public roads regardless of ownership or functional classification. The Safety PM Final Rule also establishes a common national definition for serious injuries.

States must establish statewide targets for each of the safety PMs. States also have the option to establish any number of urbanized area targets and one non-urbanized area target for any, or all, of the measures. Targets are established annually. For three PMs (number of fatalities, rate of fatalities and number of serious injuries), targets must be identical to the targets established for the National Highway Traffic Safety Administration (NHTSA) Highway Safety Grants program that is administered by OTS. The State Departments of Transportation (DOTs) must also coordinate with their Metropolitan Planning Organizations (MPOs) in their states on establishment of targets, to the maximum extent practicable. States will report targets to the FHWA in the HSIP report due in August of each year.

Each MPO will establish targets for the same five safety performance measures for all public roads in the MPO's planning area within 180 days after the state establishes each target. The targets will be established in coordination with the state, to the maximum extent practicable. The MPO can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. MPOs' targets are reported to the State DOT, which must be able to provide the targets to FHWA, upon request.

A state is considered to have met or made significant progress toward meeting its safety targets when at least four of the five targets are met or the outcome for the PM is better than the baseline performance the year prior to the target being set. Optional urbanized area or non-urbanized area targets will not be evaluated. Each year that the FHWA determines a state has not met or made significant progress toward meeting its performance targets, the state will be required to use obligation authority equal to the baseline year HSIP apportionment for safety projects. States must also develop a HSIP Implementation Plan.

Target Selection Methodology

There are three steps to setting safety performance targets, which are:

- estimating the existing trends to determine where the state is,
- determining what external factors will impact the target in order to forecast future trends, and
- estimating targets based on forecasted fatality reductions from safety plans.

Since safety targets are applicable to all public roads in the California, regional and local jurisdictions should be collaboratively involved in the safety target setting process. In line with this, on July 20, 2020, a virtual workshop was held to discuss the 2021 SPMTs with the MPOs and other vested stakeholders. During this workshop, three possible scenarios for setting the 2021 targets were discussed. They included: (1) an aspirational trend such as reaching zero fatalities by 2050; (2) a target based on estimated impacts from completed activities and projects; and (3) a trend line, which extrapolates the existing changes in fatalities and serious injuries into the future.

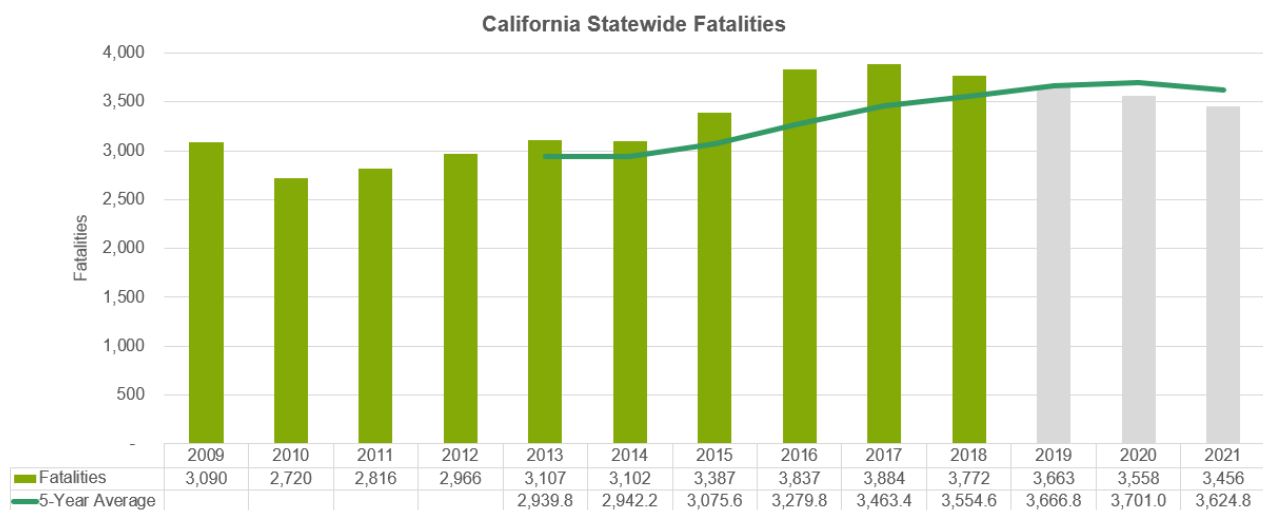
The current approach is the third scenario that uses a trend line. The trend line approach extrapolates the existing changes in fatalities and serious injuries into the future and is a data-driven process that estimates the impacts of external factors and safety improvements based on collision history.

The Number of Fatalities

For 2021, the target for fatalities is the five-year average of **3,624.8** with 3,456 fatalities projected for the same year. NHTSA Fatality Analysis Reporting System (FARS) data was used through 2017 and the adjusted provisional number of 3,772 obtained from California Highway Patrol (CHP) FARS was used for 2018 as it was believed to be a more accurate number for 2018. Even though traffic fatalities have generally increased from 2010 to 2017 in California as shown in Figure 1, there was a 2.9% reduction in fatalities from 3,884 in 2017 to 3,772 in 2018. The target for 2021 fatalities is based on continuing this trend line for fatalities of an annual reduction of 2.9% from 2018 through 2021. This includes a decrease in actual annual fatalities from 3,772 in 2018 to 3,456 in 2021. In **Figure 1**, the dark green bars for 2009 through 2018 denote the existing fatality data and the gray bars for 2019 through 2021 represent the trend line reduction.

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatal and serious injury collisions throughout their respective jurisdictions. This coupled with an increase (over 25 percent) in the number of OTS grants from the prior year, will assist California in continuing the downward trend in fatalities.

FIGURE 1 – CALIFORNIA STATEWIDE FATALITIES

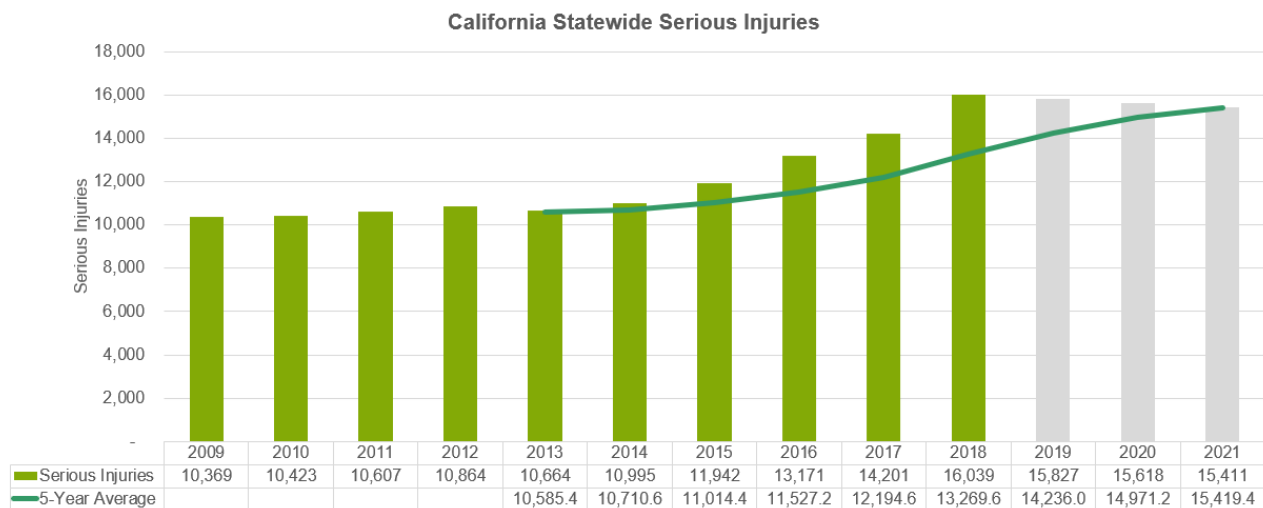


The Number of Serious Injuries

The 2021 target for serious injuries is the five-year average of **15,419.4** with 15,411 serious injuries projected for the same year. Statewide Integrated Traffic Records System (SWITRS) data was available for serious injuries through 2018. The definition of serious injuries was changed to include suspected serious injuries and was implemented in mid-2017. The first full year of suspected serious injuries resulted in an increase of 21% from the last full year using the old definition. The trend line for serious injuries was based on the 1.3% reduction from 7,725 serious injuries for the first half of 2018 to 7,623 for the first half of 2019. The target for 2021 serious injuries is based on continuing this trend line for serious injuries of an annual reduction of 1.3% of serious injuries from 2019 through 2021. This is represented by a decrease in serious injuries from 16,039 in 2018 to 15,411 in 2021. In **Figure 2**, the dark green bars for 2009 through 2018 denote the existing serious injury data and the gray bars for 2019 through 2021 represent the trend line reduction.

Through assistance with the HSIP, many California agencies have or are developing Local Roadway Safety Plans that put a focus on reducing fatalities and serious injuries throughout their agency. This coupled with the increase (over 25%) in the number of OTS grants from the prior year, will assist California in continuing the downward trend in serious injuries.

FIGURE 2 – CALIFORNIA STATEWIDE SERIOUS INJURIES

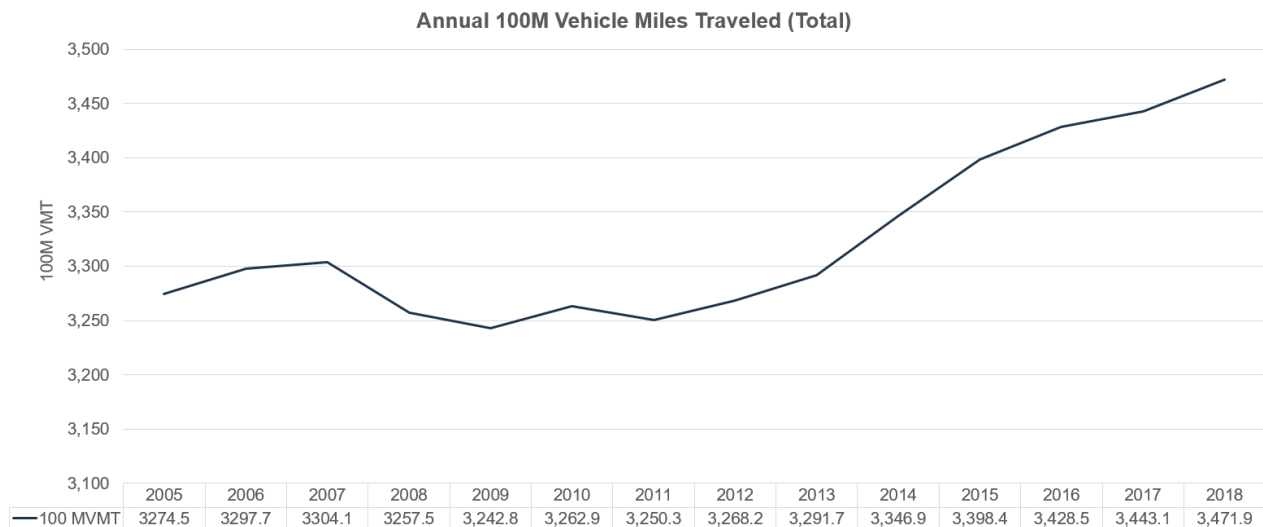


Annual Fatality Rate (per 100M VMT)

Statewide traffic volumes are reported in one hundred million vehicle miles traveled (100M VMT).

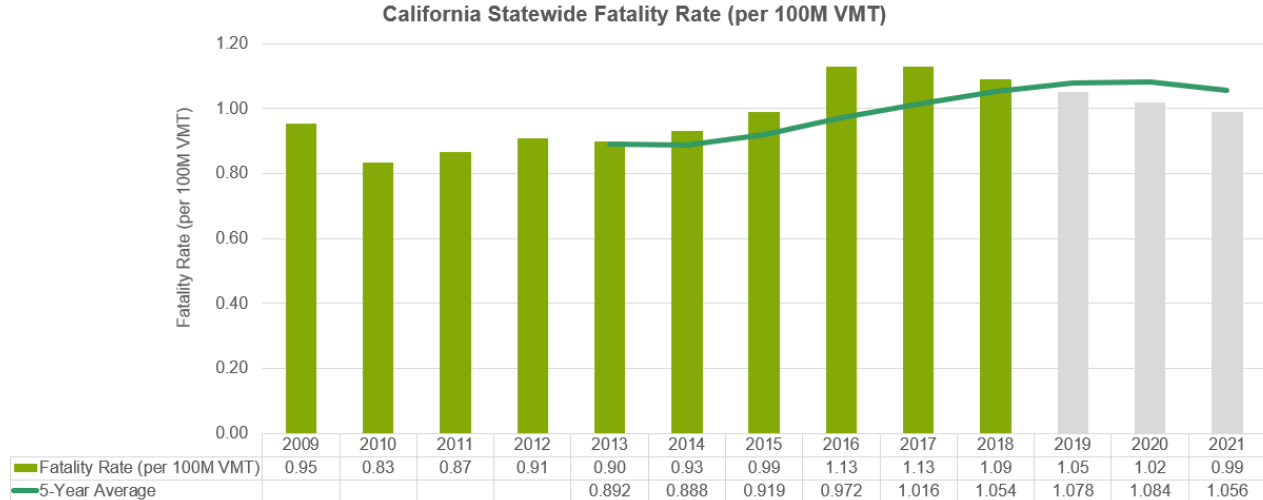
For the purposes of safety performance target setting, VMT data used was from the Highway Performance Monitoring System through 2018. As shown in Figure 3, traffic volumes have been steadily increasing since 2011. 2019 VMT was projected to have a 0.9 percent increase over 2018 and then remain flat through 2021 due to the uncertainties of the impacts of COVID-19.

FIGURE 3 – ANNUAL STATEWIDE TRAFFIC VOLUMES



For 2021, the target for fatality rate is the five-year average of **1.043** with an annual rate of 0.99 for the same year. This represents an annual reduction from a rate of 1.09 for 2018 to 0.99 in 2021. For the fatality rate calculation, the fatality data and reduction of fatalities of 2.9% from 2018 through 2021 from the number of fatalities performance measure was used. In **Figure 4**, the dark green bars for 2009 through 2018 denote the existing fatality rate data and the gray bars for 2019 through 2021 represent the trend line reduction.

FIGURE 4 – CALIFORNIA STATEWIDE FATALITY RATE

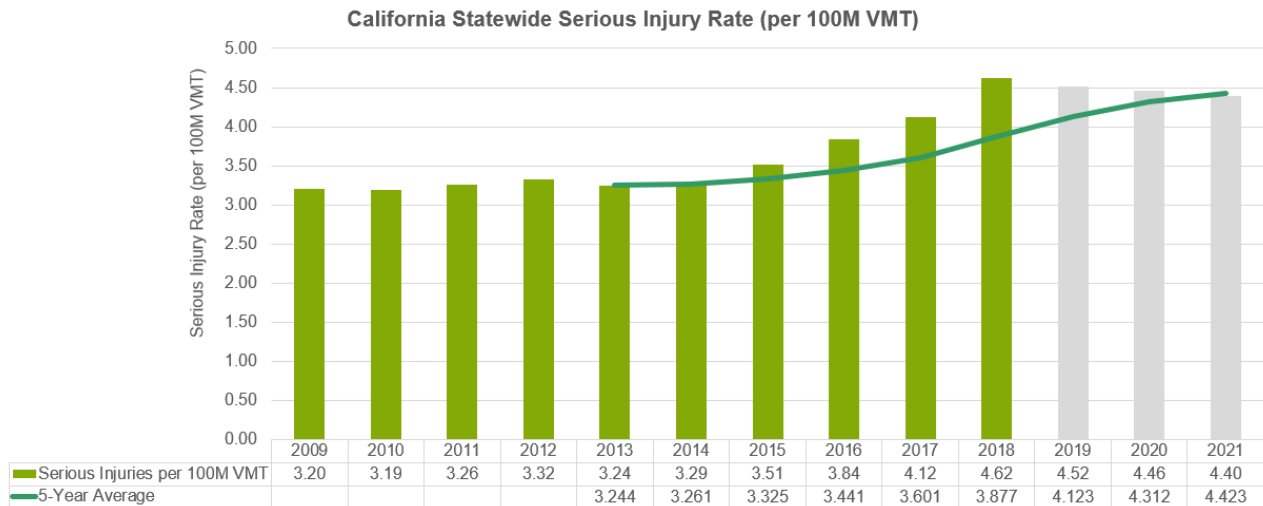


The Rate of Serious Injury

The serious injury rate is the number of serious injuries divided by 100M VMT. For 2021, the target for serious injury rate is the five-year average of **4.423** with an annual rate of 4.40 for the same year. This includes a reduction of the annual serious injury rate from 4.62 in 2018 to 4.40 in 2021. For the serious injury rate calculation, the serious injury data and reduction of serious injuries of 1.3% from 2019 through 2021 from the number of serious injuries performance measure was used. The VMT data used was from the Highway Performance Monitoring System through 2018 and 2019 VMT was projected to have a 0.9 percent increase over 2018 and then remain flat through 2021 (as is the case in calculating the fatality rate). In **Figure 5**, the dark green bars for 2009 through 2018 denote

the existing serious injury rate data and the gray bars for 2019 through 2021 represent the trend line reduction.

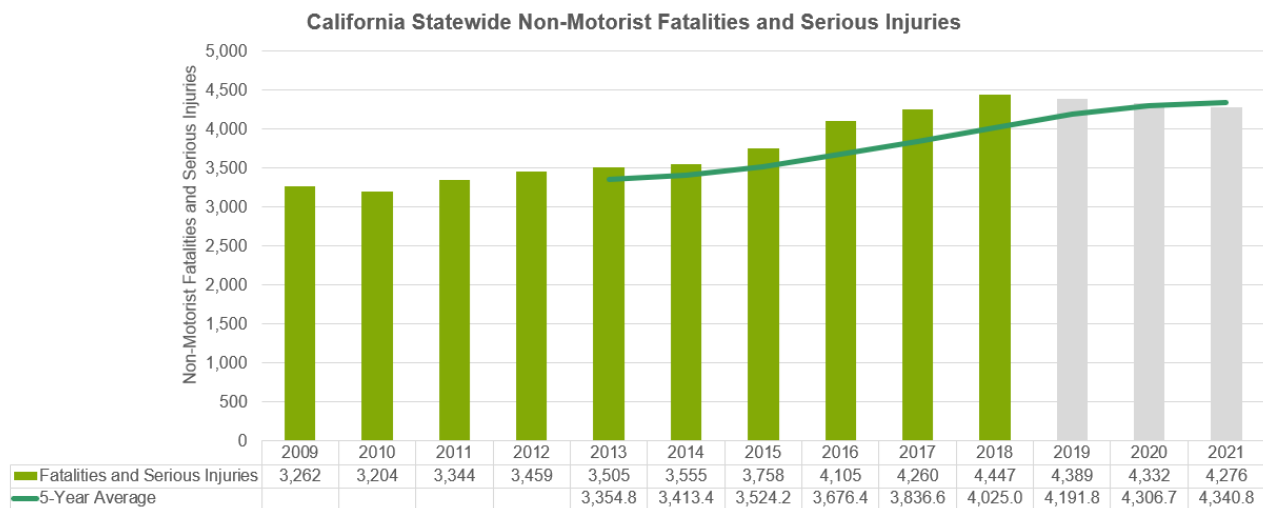
FIGURE 5 - CALIFORNIA STATEWIDE SERIOUS INJURY RATE



The Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries (Bicycles and Pedestrians)

In **Figure 6**, the darker green bars for 2009 through 2018 show the number of fatalities from FARS and serious injuries from SWITRS for pedestrians and bicyclists combined. The gray bars for 2019 through 2021 depict the decreasing number of fatalities and serious injuries. For 2021, the target for non-motorized fatalities and serious injuries is the five-year average of **4,340.8** with an annual frequency of 4,276 for the same year. This includes a reduction in the annual frequency from 4,447 in 2018 to 4,276 in 2021. This reduction is based on applying the 2.9% reduction for fatalities and 1.3% reduction for serious injuries discussed previously.

FIGURE 6 - CALIFORNIA STATEWIDE NON-MOTORIST FATALITIES AND SERIOUS INJURIES



Contacts:

Dean Samuelson

Phone: (916) 653-3661

Email: dean.samuelson@dot.ca.gov

Saurabh Jayant

Phone: (916) 654-6101

Email: saurabh.jayant@dot.ca.gov

Further information with regards to the safety targets is accessible at:
<https://dot.ca.gov/programs/federal-liaison>.

Policy Advisory Committee Actions

Overview

[SANDAG Board Policy No. 001: Allocation of Responsibilities](#) delegates certain responsibilities to the Policy Advisory Committees to allow SANDAG to effectively address key public policy and funding responsibilities. All items delegated to the Policy Advisory Committees are subject to Board ratification. Below are the delegated actions taken by the Policy Advisory Committees that are subject to ratification.

Action: **Approve**

The Board of Directors is asked to ratify the delegated actions taken by the Policy Advisory Committees.

Transportation Committee: December 11, 2020¹

Adopted Resolution No. 2021-08, approving the FY 2020 Transportation Development Act amendment for the North County Transit District.

Approved the proposed changes to the Social Services Transportation Advisory Council Charter.

Hasan Ikhata, Executive Director

Key Staff Contact: Francesca Webb, (619) 699-1985, francesca.webb@sandag.org

¹ Any changes to the delegated actions will be reported to the Board of Directors following the Transportation Committee meeting that day.

FY 2020 Transportation Development Act Audit Extension Requests

Overview

In accordance with California Public Utilities Code Section 99245, each Transportation Development Act (TDA) claimant must submit an audit within 180 days after the end of the fiscal year. SANDAG, acting as the regional transportation planning agency for the San Diego region, may grant up to a 90-day extension, moving the deadline from December 27, 2020, to no later than March 27, 2021. No further extensions are permitted.

Key Considerations

SANDAG has engaged an independent certified public accounting firm to perform the required FY 2020 TDA compliance audits. While every effort is being made to complete each audit prior to December 27, 2020, the auditors anticipate that the Cities of National City, Solana Beach, Chula Vista, La Mesa, and San Diego may not meet this deadline and will require extensions for various reasons.

National City will need additional time due to staffing constraints and resources needed. The Cities of Solana Beach, Chula Vista, La Mesa, and San Diego will require additional time due to the volume of claimants needed to be finalized in order to bring the audits to completion.

Approval of the extension requests will allow these five cities to continue receiving allocated TDA funds in FY 2021.

Next Steps

Pending Board approval, staff will submit an extension request to the State Controller's Office.

Hasan Ikhata, Executive Director

Key Staff Contact: Marcus Pascual, (619) 699-1988, marcus.pascual@sandag.org

Attachments:

1. City of National City Extension Request
2. City of Solana Beach Extension Request
3. City of Chula Vista Extension Request
4. City of La Mesa Extension Request
5. City of San Diego Extension Request

Action: Approve

The Board of Directors is asked to approve the FY 2020 Transportation Development Act audit extension requests for the Cities of National City, Solana Beach, Chula Vista, La Mesa, and San Diego until March 27, 2021, as permitted by the California Public Utilities Code and the California Code of Regulations.

Fiscal Impact:

Approval of the extension requests will allow these five cities to continue receiving allocated TDA funds in FY 2021.

Schedule/Scope Impact:

With the requested extensions, submission of audited Transportation Development Act financial reports will be extended to March 27,



December 2, 2020

Andre Douzdjian
Chief Financial Officer
SANDAG
401 B Street
San Diego, CA 92101

Dear Mr. Douzdjian:

Please accept this letter as a request for an extension to submit the TDA Financial Report for the City of National City for the fiscal year ended June 30, 2020.

The auditors at Crowe LLP are working with City staff to complete the necessary review process. However, the City believes the TDA Financial Report will not be filed prior to December 27, 2020 due to recent staff turnover and would like to file an extension until the March 27, 2021, deadline.

If you have any questions or concerns, please contact Arnold Ocana at (619) 336-4342 or via email at aocana@nationalcityca.gov.

Sincerely,

A handwritten signature in dark ink that reads "Mark Roberts". The signature is fluid and cursive.

Mark Roberts
Director of Finance



CITY OF SOLANA BEACH FAX (858) 792-6513 / (858) 755-1782
635 SOUTH HIGHWAY 101 • SOLANA BEACH • CALIFORNIA 92075-2215 • (858) 720-2400

December 7, 2020

André Douzdjian
Chief Financial Officer
SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Dear Mr. Douzdjian:

Please accept this letter as a request for an extension to submit the TDA Financial Report for the City of Solana Beach for the fiscal year ended June 30, 2020.

The auditors at Crowe, LLP are working to complete the necessary review process. The City believes the TDA Financial Report will be filed prior to December 27, 2020. However, the City would like to take the conservative approach and file an extension until the March 27, 2021 deadline.

Please contact me at 858-720-2463 or via email at rgreek@cosb.org if you have any questions.

Sincerely,

Rodney J Greek

Rodney Greek
Interim Finance Director



Finance Department

December 7, 2020

Andre Douzjian
Chief Financial Officer
SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Dear Mr. Douzjian,

Please accept this letter as a request for an extension to submit the TDA Financial Report for the City of Chula Vista for the fiscal year ended June 30, 2020.

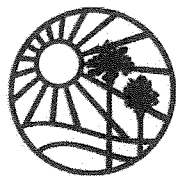
The auditors at Crowe LLP are working with City Staff to complete the necessary review process, and the City believes the TDA Financial Report will be filed prior to December 27, 2020. However, our agency would like to take a conservative approach and file an extension until the March 27, 2021 deadline.

If you have questions or concerns, please contact Pascal Saghbini at 619-409-3820 or via email at psaghbini@chulavistaca.gov.

Thank you,

David Bilby

David Bilby
Director of Finance



CITY OF
LA MESA
JEWEL of the HILLS

FINANCE DEPARTMENT

December 7, 2020

André Douzjian
Chief Financial Officer
SANDAG
401 B Street, Suite 800
San Diego, CA 92101

Dear Mr. Douzjian,

Please accept this letter as a request for an extension to submit the TDA Financial Report for the City of La Mesa for the fiscal year ended June 30, 2020.

The auditors at Crowe LLP are working with City staff to complete the necessary review process. The City believes the TDA Financial Report will be filed prior to December 27, 2020; however, we would like to take the conservative approach and file an extension until the March 27, 2021 deadline.

If you have questions or concerns, please contact me at 619.667.1122 or via email at troyales@cityoflamesa.us.

Sincerely,

Tammi Royales
Director of Finance

Department of Finance

December 8, 2020

Andre Douzajian
Chief Financial Officer SANDAG
401 B Street
San Diego, CA 92101

Dear Mr. Douzajian:

Please accept this letter as a request for an extension to submit the TDA Financial Report for the City of San Diego for the fiscal year ended June 30, 2020.

The auditors at Crowe LLP are working with City staff to complete the necessary review process. The City believes the TDA Financial Report will be filed prior to December 27, 2020; however, we would like to take the conservatory approach and file an extension until the March 27, 2021, deadline.

If you have any questions or concerns, please contact me at (619) 236-6218 or via email at MVespi@sandiego.gov.

Sincerely,



Matthew Vespi

Department of Finance Director & City Comptroller

2021 Calendar of Meetings of the SANDAG Board of Directors and Policy Advisory Committees*

Board of Directors (Normally second and fourth Fridays, 9 a.m. to 12 noon)	Transportation Committee (Normally first and third Fridays, 9 a.m. to 12 noon)	Regional Planning Committee (Normally first Friday, 12:30 to 2:30 p.m.)	Executive Committee (Normally second Friday, 8 to 9 a.m.)	Public Safety Committee (Normally third Friday, 1 to 3 p.m.)	Borders Committee (Normally fourth Friday, 12:30 to 2:30 p.m.)	Audit Committee (Normally fourth Friday, 12:30 to 2:30 p.m.)
January 8, 2021 January 22, 2021	January 15, 2021 (Only one meeting; third Friday due to holiday schedule)	No meeting due to holiday schedule	January 8, 2021	January 15, 2021	January 22, 2021	January 22, 2021
February 12, 2021 February 26, 2021	February 5, 2021 February 19, 2021	February 5, 2021	February 12, 2021	February 19, 2021	February 26, 2021	February 26, 2021
March 12, 2021 March 26, 2021	March 5, 2021 March 19, 2021	March 5, 2021	March 12, 2021	March 19, 2021	March 26, 2021	March 26, 2021
April 9, 2021 April 23, 2021	April 2, 2021 April 16, 2021	April 2, 2021	April 9, 2021	April 16, 2021	April 23, 2021	April 23, 2021
May 14, 2021 May 28, 2021	May 7, 2021 May 21, 2021	May 7, 2021	May 14, 2021	May 21, 2021	May 28, 2021	May 28, 2021
June 11, 2021 June 25, 2021	June 4, 2021 June 18, 2021	June 4, 2021	June 11, 2021	June 18, 2021	June 25, 2021	June 25, 2021
July 9, 2021 July 23, 2021	July 2, 2021 July 16, 2021	July 2, 2021	July 9, 2021	July 16, 2021	July 23, 2021	July 23, 2021
August 13, 2021 August 27, 2021	August 6, 2021 August 20, 2021	August 6, 2021	August 13, 2021	August 20, 2021	August 27, 2021	August 27, 2021
September 10, 2021 September 24, 2021	September 3, 2021 September 17, 2021	September 3, 2021	September 10, 2021	September 17, 2021	September 24, 2021	September 24, 2021
October 8, 2021 October 22, 2021	October 1, 2021 October 15, 2021	October 1, 2021	October 8, 2021	October 15, 2021	October 22, 2021	October 22, 2021
November 5, 2021 November 19, 2021 (First and third Fridays due to holiday schedule)	November 12, 2021 (Only one meeting; second Friday due to holiday schedule)	November 5, 2021	November 5, 2021 (First Friday due to holiday schedule)	November 12, 2021 (Second Friday due to holiday schedule)	November 19, 2021 (Third Friday due to holiday schedule)	November 19, 2021 (Third Friday due to holiday schedule)
December 3, 2021 December 17, 2021 (First and third Fridays due to holiday schedule)	December 10, 2021 (Only one meeting; second Friday due to holiday schedule)	December 3, 2021	December 3, 2021 (First Friday due to holiday schedule)	December 10, 2021 (Second Friday due to holiday schedule)	To be scheduled only if needed	To be scheduled only if needed

*Changes to the normal meeting schedule are shown in **bold**

Executive Director Delegated Actions

Overview

Various Board Policies require the Executive Director to report certain actions to the Board of Directors on a monthly basis or upon taking specified actions.

Delegated Actions

Investment Transactions: [SANDAG Board Policy No. 003](#) states that a monthly report of all investment transactions shall be submitted to the Board. Attachment 1 contains the reportable investment transactions for November 2020.

Legal Matters: [SANDAG Board Policy No. 008](#) authorizes the Office of the General Counsel or outside counsel to file documents and make appearances on behalf of the agency in court proceedings.

- On December 4, 2020, the Claim of Daniel Geiger was rejected. Claimant alleged greater than \$600,000 of damages arising from a bicycle crash on the Rose Creek Bikeway. Upon investigation of the claim, it was determined that SANDAG was not liable for the alleged damages.

Contract Relief From Maintenance: [SANDAG Board Policy No. 024](#): Procurement and Contracting—Construction Policy, 5.1, authorizes the Executive Director to grant Relief From Maintenance and Responsibility on major elements of each major construction project on behalf of the Board.

- In a letter dated November 20, 2020, Mid-Coast Transit Constructors was granted Limited Relief From Maintenance and Responsibility for the San Diego River Bridge Double Track Project – Effective October 1, 2020 (CIP 1239811, Contract No. 5008600, Supplement 2).

Regional Transportation Improvement Program Administrative Modification: Regional Transportation Commission (RTC) Resolution No. RTC-2020-01 authorizes the Executive Director to approve administrative modifications to the Regional Transportation Improvement Program. Changes are authorized by the requesting agency by resolution or approved policy. Administrative Modification No. 17 was approved on December 4, 2020. Attachment 2 summarizes the changes made to two projects in the region.

Hasan Ikhata, Executive Director

Key Staff Contact: Kimberly Monasi, (619) 699-6902, kimberly.monasi@sandag.org

Attachments:

1. November 2020 Investment Securities Transactions Activity
2. Regional Transportation Improvement Program Administrative Modification No. 16

Action: Information

In accordance with various Board Policies, this report summarizes delegated actions taken by the Executive Director since the last Board of Directors meeting.

Fiscal Impact:

Ten securities reached maturity for a total of \$21.3 million, and two securities were purchased for \$10.3 million, providing approximately \$11 million of liquidity to the agency.

**MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS
NOVEMBER 1 THROUGH NOVEMBER 30, 2020**

Transaction Date	Security/Coupon/Maturity Date	Par Value	Original Cost
BOUGHT			
11/23/2020	F H L M C M T N 0.350% 11/24/23	\$ 5,300,000.00	\$ 5,300,000.00
11/06/2020	INTER AMERICAN DEVEL 3.000% 2/21/24	5,000,000.00	5,436,150.00
	TOTAL BOUGHT:	<u>\$ 10,300,000.00</u>	<u>\$ 10,736,150.00</u>
MATURED			
11/09/2020	INTER AMER DEV BK 2.125% 11/09/20	\$ 3,605,000.00	\$ 3,638,415.12
11/09/2020	INTER AMER DEV BK 2.125% 11/09/20	5,300,000.00	5,319,557.00
11/15/2020	TOYOTA AUTO 1.930% 1/18/22	59,177.16	59,171.70
11/15/2020	TOYOTA AUTO 2.350% 5/16/22	50,034.01	50,033.43
11/15/2020	HYUNDAI AUTO 1.770% 1/18/22	57,199.75	57,189.84
11/15/2020	ALLY AUTO 1.990% 3/15/22	61,191.07	61,186.32
11/16/2020	SWEDBANK C D 2.270% 11/16/20	2,905,000.00	2,905,000.00
11/17/2020	F H L M C M T N 1.875% 11/17/20	4,100,000.00	4,087,167.00
11/21/2020	HONDA AUTO 2.050% 11/22/21	41,725.11	41,719.23
11/30/2020	U S TREASURY NT 1.625% 11/30/20	5,100,000.00	5,099,203.13
	TOTAL MATURED:	<u>\$ 21,279,327.10</u>	<u>\$ 21,318,642.77</u>
SOLD			
	NO REPORTABLE SECURITIES FOR THIS MONTH		

Table 1 - Summary of Changes Report (\$000)
Administrative Modification No. 17

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
SAN273	San Diego Association of Governments	Del Mar Bluffs VI	\$3,000	\$3,000	\$0	0%	↔ RSTP funds between fiscal years
SD34	San Diego, City of	El Camino Real	\$36,602	\$36,001	(\$601)	(2%)	↔ HBP funds between fiscal years; ↓ Local Funds

LEGEND:
↑ Increase
↓ Reduce
↔ Revise
+ Added fund

Abbreviation	Fund Type
HBP	Highway Bridge Program
Local Funds	Funds available from other sources such as developer fees, fare revenue or general fund
RSTP	Regional Surface Transportation Block Grant

Meetings and Events Attended on Behalf of SANDAG

Board members participated in the following meetings and events on behalf of SANDAG. Key topics of discussion are also summarized.

Action: **Information**

Board members will provide brief reports on external meetings and events attended on behalf of SANDAG.

**October 22, 2020: Facilitating Access to Coordinated Transportation meeting
San Diego, CA**

Mayor Jewel Edson attended the Facilitating Access to Coordinated Transportation (FACT) meeting as the SANDAG representative. Mayor Edson participated in discussions related to SANDAG support for FACT, an update on a new agreement for SANDAG direct funding, and FY 2020 Audits.

**November 16, 2020: Los Angeles – San Diego – San Luis Obispo Rail Corridor Special Board of Directors meeting
San Diego, CA**

Mayor Ellie Haviland attended the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Board of Directors meeting as the SANDAG representative. Mayor Haviland participated in a discussion related to potential disclosure of closed session discussions of the Board of Directors on November 18, 2019, and of the Executive Committee on December 2, 2019, to the audit firm of Crowe, LLP.

**November 16, 2020: Los Angeles – San Diego – San Luis Obispo Rail Corridor Board of Directors meeting
San Diego, CA**

Mayor Haviland attended the LOSSAN Rail Corridor Board of Directors meeting as the SANDAG representative. Mayor Haviland participated in discussions related to the Draft 2021 LOSSAN Agency Legislative Program, FY 2020-21 Through Fiscal Year 2024-25 State Rail Assistance, and the Los Angeles - San Diego - San Luis Obispo Optimization Study Update and Next Steps.

Hasan Ikhata, Executive Director

Key Staff Contact: Francesca Webb, (619) 977-9294, francesca.webb@sandag.org

Proposed Reinstatement of SR 125 toll violations

Overview

In response to the COVID-19 pandemic and the resulting economic impacts, the Board of Directors on April 10, 2020, approved the waiving of all toll violations on SR 125, suspension of the *FasTrak* monthly maintenance fee, and practice of vehicle registration holds for non-payment of violations until the statewide Shelter in Place executive order is lifted.

A toll violation occurs on SR 125 when a motorist does not pay the required toll using a *FasTrak* account, online, or at a cash and credit card machine located on the roadway. In FY 2020, \$5 million was collected from toll violations and related penalties. This accounted for 13% of total SR 125 revenues.

Key Considerations

In 2017, the Board reduced the total debt service on SR 125 by refinancing a Transportation Infrastructure Finance and Innovation Act loan through the sale of fixed-rate Revenue Bonds. Among the financial requirements set forth in the bond covenants is maintenance of a Debt Service Coverage Ratio of 1.50x (revenues must equal 1.50x the amount of annual debt service after deducting operating expenses).

The suspension of toll violations, as well as the reduction in traffic caused by the pandemic, has led to a 31% decrease in total SR 125 revenues through Q1 of FY 2021. Though traffic has begun to slowly recover since its low point in March 2020, revenues are not currently on track to meet the Debt Service Coverage Ratio by the year's end. If SANDAG were to fail to meet the Debt Service Coverage Ratio, the agency would be required by the bond covenants to hire an independent Traffic and Revenue consultant to develop a plan that would bring the coverage ratio back above the minimum threshold.

To improve the prospect of meeting the SR 125 bond covenants, and because the duration of the executive order is unknown, staff recommends reinstating SR 125 toll violations and resuming the practice of placing vehicle registration holds with the California Department of Motor Vehicles for overdue tolls. Registered vehicle owners that receive a toll violation for the first time would continue to be eligible for a waiver of penalties. To further support motorists currently experiencing economic hardship due to the pandemic, staff also recommends providing three temporary relief measures until the executive order is lifted:

1. Continue waiving the *FasTrak* monthly account maintenance fee requiring minimum usage.
2. Extend the timeframe to pay a toll before receiving a violation, from four days to ten days.
3. Extend the timeframe to pay a violation, from 30 days to 60 days.

Action: **Approve**

The Board of Directors is asked to approve the reinstatement of SR 125 toll violations, including the proposed relief measures detailed in the report, and the practice of placing vehicle registration holds with the California Department of Motor Vehicles for overdue tolls.

Fiscal Impact:

Reinstating SR 125 toll violation practices is projected to result in revenues of approximately \$278,000 per month for the remainder of FY 2021. These additional revenues will improve the probability of achieving the bond required Debt Service Coverage Ratio.

Next Steps

Upon approval, staff will make system changes to reinstate toll violations and related practices to pursue the collection of overdue tolls. Staff also plans to present an overview of SR 125 operating and financial performance in early calendar year 2021.

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