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(Representing **North County Coastal**)

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North County Transit District

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Cory Binns / Ann Fox
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Erica Pinto, Jamul
Allen Lawson, San Pasqual
**Southern California Tribal
Chairmen's Association**

Kim Kawada
Chief Deputy Executive Director, **SANDAG**



TRANSPORTATION COMMITTEE AGENDA

➤➤➤ **Please Note Meeting Time** ⏪⏪⏪

**Friday, November 3, 2017
11 a.m. to 1 p.m.
SANDAG Board Room
401 B Street, 7th Floor
San Diego**

AGENDA HIGHLIGHTS

- **SENATE BILL 1 FUNDING OPPORTUNITIES**
- **2018 STATE CAP-AND-TRADE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM: PROPOSED PROJECT SUBMITTALS**

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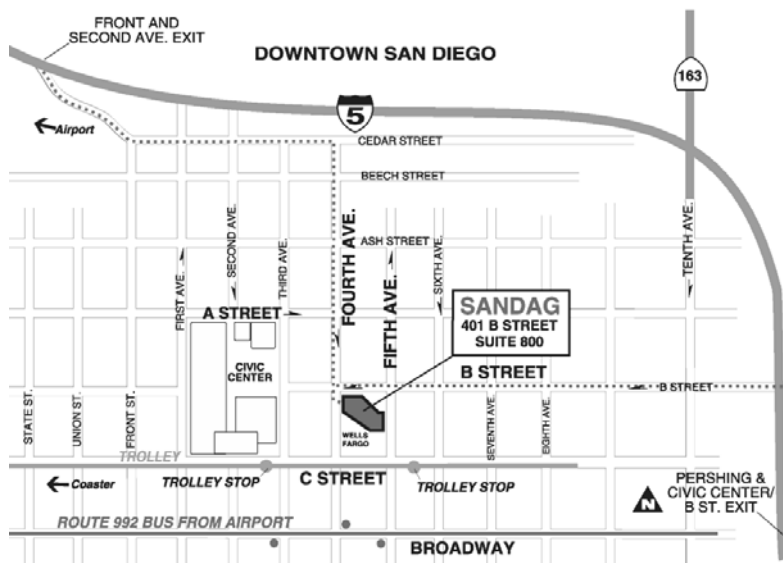
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TRANSPORTATION COMMITTEE

Friday, November 3, 2017

ITEM NO.

RECOMMENDATION

+1. APPROVAL OF MEETING MINUTES

APPROVE

The Transportation Committee is asked to review and approve the minutes from its October 20, 2017, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

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

REPORTS

+3. SENATE BILL 1 FUNDING OPPORTUNITIES (Robyn Wapner)

DISCUSSION

Staff will provide an overview of potential funding opportunities for the San Diego region under Senate Bill 1 (SB 1) (Beall). The Transportation Committee is asked to provide feedback on the proposed process to identify potential SANDAG project submissions to the various SB 1 programs.

+4. 2018 STATE CAP-AND-TRADE TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM: PROPOSED PROJECT SUBMITTALS (Linda Culp)

RECOMMEND

The Transportation Committee is asked to recommend that the Board of Directors approve the submittal of the proposed applications for the State Transit and Intercity Rail Capital Program.

5. 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.

6. UPCOMING MEETINGS

INFORMATION

The next meeting of the Transportation Committee is scheduled for Friday, December 8, 2017. Please note, this meeting is scheduled for the second Friday due to the holiday schedule.

7. ADJOURNMENT

+ next to an agenda item indicates an attachment



**TRANSPORTATION COMMITTEE
NOVEMBER 3, 2017**

ACTION REQUESTED: APPROVE

TRANSPORTATION COMMITTEE DISCUSSION AND ACTIONS

OCTOBER 20, 2017

The meeting of the Transportation Committee was called to order by Chair Jim Desmond (North County Inland) at 9 a.m.

1. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Vice Chair Bill Sandke (South County), and a second by Mr. Jim Janney (San Diego County Regional Airport Authority [SDCRAA]), the Transportation Committee approved the meeting minutes of October 6, 2017. Yes: Chair Desmond, Vice Chair Sandke, Councilmember Georgette Gomez (City of San Diego), Mayor Pro Tem Jennifer Mendoza (East County), Mayor Catherine Blakespear (North County Coastal), Chair Harry Mathis (Metropolitan Transit System [MTS]), Vice Chair John Aguilera (North County Transit District [NCTD]), and Mr. Janney. No: None. Abstain: None. Absent: County of San Diego.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Nancy Cuskaden, a member of the public, submitted written comments and spoke about various legal issues.

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

CONSENT

3. SPECIALIZED TRANSPORTATION GRANT PROGRAMS STATUS UPDATE (INFORMATION)

This report provided an overview of the progress made by the grant recipients in each program.

Action: This item was presented for information.

REPORTS

4. 2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT NO. 8 (ADOPT)

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

Action: Upon a motion by MTS Chair Mathis, and a second by Vice Chair Sandke, the Transportation Committee adopted Resolution No. 2018-06, approving Amendment No. 8 to the 2016 Regional Transportation Improvement Program. Yes: Chair Desmond, Vice Chair Sandke, Councilmember Gomez, Supervisor Ron Roberts (County of San Diego), Mayor Pro Tem Mendoza, Mayor Blakespear, MTS Chair Mathis, NCTD Vice Chair Aguilera, and Mr. Janney. No: None. Abstain: None. Absent: None.

6. 2018 STATE TRANSPORTATION IMPROVEMENT PROGRAM (DISCUSSION/POSSIBLE ACTION)

Dawn Vettese, Financial Programming Manager, presented the item.

Action: Upon a motion by Vice Chair Sandke, and a second by Supervisor Roberts, the Transportation Committee recommended that the Board of Directors approve the submission of the proposed 2018 State Transportation Improvement Program to the California Transportation Commission. Yes: Chair Desmond, Vice Chair Sandke, Councilmember Gomez, Supervisor Roberts, Mayor Pro Tem Mendoza, Mayor Blakespear, MTS Chair Mathis, NCTD Vice Chair Aguilera, and Mr. Janney. No: None. Abstain: None. Absent: None.

5. 2019 SAN DIEGO FORWARD: THE REGIONAL PLAN – PROPOSED REVENUE CONSTRAINED NETWORK SCENARIOS DEVELOPMENT PROCESS (RECOMMEND)

Phil Trom, Senior Regional Planner, and Elisa Arias, Principal Regional Planner, presented the item.

Action: Upon a motion by Mr. Janney, and a second by NCTD Vice Chair Aguilera, the Transportation Committee recommended that the Board of Directors accept the proposed process to develop the Revenue Constrained Network Scenarios for use in the development of 2019 San Diego Forward: The Regional Plan, including the existing project evaluation criteria; project rankings; and Unconstrained Transportation Network, with the addition of Skyways; from the 2015 Regional Plan. Yes: Chair Desmond, Vice Chair Sandke, Councilmember Gomez, Supervisor Roberts, Mayor Pro Tem Mendoza, Mayor Blakespear, MTS Chair Mathis, NCTD Vice Chair Aguilera, and Mr. Janney. No: None. Abstain: None. Absent: None.

7. CONTINUED PUBLIC COMMENTS

Chairwoman Erica Pinto, Jamul (Southern California Tribal Chairmen's Association [SCTCA]) spoke about the SANDAG and SCTCA leadership meeting held on Monday, October 16, 2017. The SCTCA will provide an update to the Board of Directors with the projects they intend to submit to compete for Senate Bill 1 funding.

8. UPCOMING MEETINGS

The next meeting of the Transportation Committee is scheduled for Friday, November 3, 2017. This meeting will be held at 11 a.m. due to the holiday schedule.

9. ADJOURNMENT

Chair Desmond adjourned the meeting at 10:23 a.m.

**CONFIRMED ATTENDANCE
 SANDAG TRANSPORTATION COMMITTEE MEETING
 OCTOBER 20, 2017**

JURISDICTION	NAME	MEMBER/ ALTERNATE	ATTENDING
North County Coastal	Catherine Blakespear	Member	Yes
	Ellie Haviland	Alternate	No
North County Inland	Jim Desmond (Chair)	Member	Yes
	Judy Ritter	Alternate	Yes
East County	Bill Baber	Member	No
	Jennifer Mendoza	Alternate	Yes
South County	Bill Sandke (Vice chair)	Member	Yes
	Mary Salas	Alternate	No
City of San Diego	Georgette Gomez	Member	Yes
	Mark Kersey	Alternate	No
County of San Diego	Ron Roberts	Member	Yes
	Bill Horn	Alternate	No
	Greg Cox	Alternate	No
Metropolitan Transit System	Harry Mathis	Member	Yes
	Lorie Bragg	Alternate	Yes
North County Transit District	John Aguilera	Member	Yes
	Bill Horn	Alternate	No
	Mark Packard	Alternate	No
San Diego County Regional Airport Authority	Jim Janney	Member	Yes
	April Boling	Alternate	No
ADVISORY MEMBERS			
San Diego Unified Port District	Rafael Castellanos	Member	Yes
	Michael Zuchet	Alternate	No
Caltrans	Cory Binns	Member	Yes
	Ann Fox	Alternate	No
SCTCA	Erica Pinto	Member	Yes
	Allen Lawson	Member	No
Other Attendees	Matt Tucker	NCTD	Yes
	Sharon Cooney	MTS	Yes

SENATE BILL 1 FUNDING OPPORTUNITIES










File Number 7300400

Discussion

On April 28, 2017, Governor Jerry Brown signed Senate Bill 1 (SB 1) (Beall, 2017) into law. SB 1 is a transportation funding package with investments primarily targeted towards fix-it-first infrastructure projects. Among its provisions, SB 1 provides an increase in local streets and roads funding for each city and county; funding for multi-modal improvements and transit operations; and competitive grant programs to provide new transportation improvements.

In general, SB 1 is estimated to provide about \$5.2 billion statewide annually, split equally between state and local investments, including several new funding programs that could benefit the San Diego region. This report provides a summary of some of the larger programs under SB 1, including annual estimates provided by the administration, and seeks feedback on the process to identify potential SANDAG submissions. Table 1 includes a summary of annual estimates by funding category.

Table 1: SB 1 Annual Estimates by Funding Category

 <p>State Highway System \$1.5 billion</p>	 <p>Local Streets and Roads \$1.5 billion</p>
 <p>State Transportation Improvement Program \$850 million</p>	 <p>Transit Operations and Capital \$750 million</p>
 <p>Trade Corridor Enhancement Program \$300 million</p>	 <p>Solutions for Congested Corridors Program \$250 million</p>
 <p>Local Partnership Program \$200 million</p>	 <p>Active Transportation Program \$100 million</p>
 <p>Caltrans Local Planning Grants \$25 million</p>	

Attachment 1 provides an overview of timelines for the discretionary programs that SANDAG is eligible to compete for. Due to the tight application deadlines, staff will be seeking recommendations from the Board of Directors later this month and in December 2017. The use and distribution of the funds will be managed by the California Transportation Commission (CTC), California State Transportation Agency (CalSTA), and California Department of Transportation (Caltrans), among others.



State Highway System

SB 1 is anticipated to generate approximately \$1.5 billion annually for distribution by the state for maintenance and rehabilitation projects on the state highway system. Much of this funding will be directed through the State Highway Operations and Protection Program (SHOPP), which provides support for non-capacity increasing projects on state highways and bridges.

SHOPP funding has previously been used for maintenance and operational projects like auxiliary lanes on State Route 78 (SR 78), State Route 52 (SR 52), as well as on the State Routes 905/125/11 connectors. Looking forward, similar projects on SR 78 and State Route 805 in the South Bay and SR 52 region (as well as other connector projects) could qualify.

Caltrans has the primary responsibility for planning, developing, managing, and reporting the four-year SHOPP portfolio of projects. The proposed 2018 SHOPP list is scheduled to be posted for public review on November 30, 2017, with final adoption by the CTC no later than April 1, 2018.



Local Streets and Roads

The Local Streets and Roads Program is anticipated to distribute approximately \$1.5 billion annually statewide to cities and counties on a formula basis. The objective of the program is to address deferred maintenance on the local streets and roads system through the prioritization and delivery of basic road maintenance and rehabilitation projects, as well as critical safety projects.

Cities and counties are responsible for submitting their project lists to the CTC each fiscal year. Once the CTC confirms that the submitted projects meet statutory requirements, the list is submitted to the State Controller so that monthly funding apportionments may begin.

Examples of projects that may use this funding include, but are not limited to, road maintenance and rehabilitation, safety projects, railroad grade separations, complete streets components (including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and storm water capture projects in conjunction with any other allowable project), and traffic control devices.

Upon full implementation of SB 1 the League of California Cities (League) estimates that local jurisdictions will receive about double what they currently receive per year for local streets and roads purposes. In FY 2017-2018, the League estimates that the San Diego region (the County and the 18 cities) will receive a cumulative amount of nearly \$35 million in additional revenues under the Local Streets and Roads Program. Project lists were due to the CTC on October 16, 2017, and apportionments are expected to begin in January 2018.

Additional information on the Local Streets and Roads Program may be found here: http://www.catc.ca.gov/programs/SB_1/102017_Final_Amended_LSR_Guidelines.pdf



State Transportation Improvement Program

The State Transportation Improvement Program (STIP) is an existing funding program for state highway improvements, intercity rail, and regional highway and transit improvement projects. As a result of SB 1, the 2018 Fund Estimate for the FY 2019-2023 STIP adds about \$2.2 billion of new capacity statewide.

STIP funds are divided into two broad programs: (1) the regional component, which comprises 75 percent of the funds, and (2) the interregional component, known as the Interregional Transportation Improvement Program (ITIP), which includes an interregional rail element and comprises the remaining 25 percent.

At its meeting on October 20, 2017, the Transportation Committee recommended that the Board of Directors approve the submission of the following projects to the CTC for San Diego's portion of the 2018 STIP, for a total of about \$187 million in funding over the next five years:

- I-5 North Coast Corridor
- Regional Planning, Programming, and Monitoring
- Advanced Project Development Element – Interstate 15/SR 78 HOV Direct Connector
- Advanced Project Development Element – Interstate 805/State Route 52 Auxiliary Lanes
- Advanced Project Development Element – State Route 94/State Route 125 Connector

Caltrans also is proposing to program approximately \$30 million in ITIP funding for construction of the San Onofre to Pulgas Phase 2 double-tracking project in the LOSSAN rail corridor. The Board of Directors is scheduled to consider the Transportation Committee's recommendation at its November 17, 2017, meeting. STIP proposals are due to the CTC in December 2017, with final adoption in March 2018.

Additional information on the STIP may be found here: <http://www.catc.ca.gov/programs/stip.htm>



Transit Operations and Capital

SB 1 is anticipated to provide more than \$750 million annually statewide for public transit purposes. This funding includes, but is not limited to, increases to the existing State Transit Assistance (STA) (including the creation of a new State of Good Repair Program) and Transit and Intercity Rail Capital Programs, as well as the creation of a new State Rail Assistance Program.

State Transit Assistance

SB 1 is expected to provide about \$250 million annually in additional funds to the existing STA Program. The STA Program provides funds on a formula basis statewide to transit operators for capital infrastructure and operational costs. With the passage of SB 1, FY 2017-2018 STA estimates increased by 69 percent (for a total of \$7.78 million) for North County Transit District (NCTD) and 41 percent (for a total of \$20.3 million) for Metropolitan Transit System (MTS).

State of Good Repair

SB 1 also is estimated to provide \$105 million annually statewide for a new State of Good Repair Program that will be distributed through and in addition to the existing STA Program. The goal of this new program is to provide formula funding to transit agencies for capital assistance to rehabilitate and modernize California's existing local transit systems.

NCTD is estimated to receive approximately \$1.7 million, and MTS is expected to receive approximately \$4.5 million under the State of Good Repair Program.

Additional information on the State of Good Repair Program may be found here: <http://www.dot.ca.gov/drmt/docs/spsgr/formalguidelines.pdf>

Transit and Intercity Rail Capital Program

The Transit and Intercity Rail Capital Program is expected to receive an annual increase of about \$300 million under SB 1. This is an existing state cap-and-trade program that funds projects that modernize transit systems and intercity, commuter, and urban rail systems to reduce greenhouse gas emissions by reducing vehicle miles travelled throughout California.

CalSTA issued a call for projects for this program on October 13, 2017. With the addition of SB 1 funding¹, the call provides approximately \$2.4 billion statewide over the next five years. Eligible applicants include public agencies that operate or have planning responsibility for intercity or commuter passenger rail service, urban rail transit service, or bus or ferry transit service.

SANDAG, MTS, and NCTD all have been successful in receiving awards under this program in the past. In 2015, SANDAG received about \$4 million for the South Bay *Rapid* project, and last year, SANDAG partnered with the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency and received about \$66 million for various LOSSAN projects in the San Diego region.

The Transportation Committee and Board of Directors are scheduled to consider potential SANDAG project submissions for the 2018 call at their November meetings (See Item No. 4 of the November 3, 2017, Transportation Committee agenda). Applications are due in January 2018, and awards are expected to be announced by April 30, 2018.

Additional information on the Transit and Intercity Rail Capital Program may be found here: <http://www.dot.ca.gov/drmt/docs/sptircp/2018finalgl.pdf>

State Rail Assistance

The State Rail Assistance Program is anticipated to provide approximately \$45 million annually on a formula basis to the state's commuter and intercity rail agencies. This funding will support both operations and capital improvements including, but not limited to, expanded service, outreach, increased customer amenities, discounted tickets, new and cleaner emissions rolling stock, as well as track and station investments.

¹ This includes Public Transportation Account funding that previously was allocated for the State Transportation Improvement Program.

In the San Diego region, this program is expected to provide about \$2.5 million to NCTD (COASTER) and \$3.1 million to LOSSAN (Pacific Surfliner) in FY 2017-2018.

Additional information on the State Rail Assistance Program may be found here: <http://calsta.ca.gov/wp-content/uploads/sites/12/2017/10/FINAL-SRA-Guidelines-for-2017-18-through-2019-20.pdf>



Trade Corridor Enhancement Program

The Trade Corridor Enhancement Program is anticipated to receive approximately \$300 million annually from SB 1. The objective of this new program is to fund infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, as identified in the California Freight Mobility Plan, and along other corridors that have a high volume of freight movement as determined by the Commission.

Eligible applicants include local, regional, and public agencies such as cities, counties, metropolitan planning organizations (MPOs), regional transportation planning agencies, port authorities, public construction authorities, and Caltrans. Project proposals from private entities must be submitted by a public agency sponsor.

There is a 30 percent match requirement for Trade Corridor Enhancement Program funding. The match may be private, local, federal, or state funds; however, except for STIP funding, the match may not include funds that are allocated by the CTC on a project specific basis.

The CTC issued a call for projects for the Trade Corridor Enhancement Program on October 20, 2017. With the inclusion of federal National Highway Freight Program² and other funding, the call provides approximately \$1.3 billion statewide over the next three years. Pursuant to statute, 40 percent of the program's funding is designated for projects nominated by Caltrans, and the remaining 60 percent is distributed on a competitive basis to the regions.

CalSTA has stated that one of its priorities for the Caltrans portion is to utilize \$150 million for border projects along the California-Mexico border. For the regional share, the CTC has developed corridor-based programming targets that are intended to support geographic balance; however, the programming targets are not guaranteed. The San Diego/Border target includes Imperial and San Diego counties and represents 11 percent of the total regional share (\$89 million).

In addition to being an eligible applicant, SANDAG (as the MPO) is responsible for compiling project nominations from the San Diego region for submission to the CTC. Per the adopted guidelines, SANDAG will submit a cover letter that includes a full list of all nominations received and confirm consistency with San Diego Forward: The Regional Plan and the adopted regional freight plan. Project nominations and supporting documentation must be submitted to the CTC by January 30, 2018.

² Projects receiving federal funds under this program are required to be located on the Primary Highway Freight System or a designated Critical Rural Freight Corridor or Critical Urban Freight Corridor. The Transportation Committee approved screening criteria for use in the SANDAG Critical Urban Freight Corridors Designation Process on September 15, 2017, as part of Item No. 6, entitled "Critical Urban Freight Corridors Designation Process."

As such, SANDAG requests that hard copies of all project applications be submitted to SANDAG by January 16, 2018³.

The CTC is scheduled to adopt the final program of projects in May 2018.

Additional information on the Trade Corridor Enhancement Program may be found here: http://www.catc.ca.gov/programs/SB_1/101817_Final_TCEP_Guidelines.pdf



Local Partnership Program

The Local Partnership Program is expected to distribute about \$200 million statewide annually on a formula and competitive basis. The objective of this new program is to reward counties, cities, districts, and regional transportation agencies in which voters have approved fees or taxes solely dedicated to transportation improvements or that have enacted fees solely dedicated to transportation.

CalSTA issued a call for projects for the Local Partnership Program on October 20, 2017. SANDAG is eligible for both the formula and competitive portions of the program. Eligible projects may include, but are not limited to, improvements to the state highway system, transit facilities, local road system, and bicycle or pedestrian safety.

There is a one-to-one match requirement for all Local Partnership Program funding⁴. The match may be private, local, federal, or state funds; however, except for STIP funding, the match may not include funds that are allocated by the CTC on a project specific basis.

Formula Portion

Jurisdictions that have sought and secured voter-approved taxes, tolls, and fees will be eligible under the formula portion if the taxes, tolls, or fees are dedicated solely to transportation. Based on information available at the time of this report, it appears that SANDAG would be the only eligible applicant for formula funds from the San Diego region.

To verify eligibility, agencies must submit specified documentation to the CTC by October 27, 2017. Based on these submissions, the CTC is scheduled to determine and then adopt the formulaic distribution of shares for this round of funding at its meeting on December 6-7, 2017. The CTC will include each project nominated by an eligible applicant for a formulaic funding share provided that the project meets statutory and guideline requirements.

Project applications for the formula portion of the Local Partnership Program are due on December 15, 2017. The CTC is scheduled to adopt the program of formula projects on January 31, 2018.

³ Please send completed applications to the attention of Tina Casgar, Principal Regional Planner, SANDAG, 401 B Street, Suite 800, San Diego, CA, 92101, (619) 699-1982, christina.casgar@sandag.org.

⁴ Except jurisdictions with a voter-approved tax or fee which generates less than \$100,000 annually only need to provide a match equal to 50 percent of the requested Local Partnership Program funds.

Competitive Portion

Jurisdictions that have sought and secured voter-approved taxes, tolls, and fees, or jurisdictions with imposed fees will be eligible for the competitive grant portion if the taxes, tolls, or fees are dedicated solely to transportation. To verify eligibility, agencies must submit specified documentation with their applications to the CTC. Priority will be given to projects based on cost-effectiveness, construction date, funding leverage, air quality improvements, community support, and advancement of the region's Sustainable Communities Strategy.

Project applications for the competitive portion of the Local Partnership Program are due on January 30, 2018, and awards are expected to be adopted in May 2018.

Incentive for New and Renewed Sales Tax Measures, Tolls, or Fees

To recognize new or renewed voter-approved "self-help" efforts and to incentivize jurisdictions to pursue future sales tax measures, tolls, or fees, a one-time incentive grant will be provided to jurisdictions that seek and receive voter approval of new or renewed sales tax measures, tolls, or fees, if those tax measures, tolls, or fees have a minimum period of ten-years, are solely dedicated to transportation, and for sales taxes that are equal to or greater than one-quarter cent. The total amount of incentive grants awarded will not exceed \$20 million annually.

Additional information on the Local Partnership Program may be found here: http://www.catc.ca.gov/programs/SB_1/102017_Final_LPP_Guidelines.pdf



Solutions for Congested Corridors Program

The Solutions for Congested Corridors Program is anticipated to distribute approximately \$250 million annually statewide on a competitive basis. The objective of this new program is to fund projects that make specific improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices while preserving the character of the local community and creating opportunities for neighborhood enhancement projects.

SANDAG and Caltrans are the only eligible applicants to this program in the San Diego region. Examples of projects that may use this funding include, but are not limited to, new or existing transit infrastructure improvements, high-occupancy-vehicle lanes and managed lanes, new or existing rail infrastructure, operational and safety improvements, environmental mitigation and technology projects, active transportation, and transportation demand management efforts. Funds may only be used for the construction component of a project. A match is not required; however, it will be considered in the evaluation of projects.

Under a statewide program similar to the Solutions for Congested Corridors Program (the Proposition 1B Corridor Mobility Improvement Account), the San Diego region received about 10 percent of overall funding for *TransNet* projects.

The Final Guidelines for the Solutions for the Congested Corridors Program are scheduled to be adopted by the CTC in December. The current version of the Draft Guidelines may be found here: http://www.catc.ca.gov/102317_Draft_Guidelines_Congested_Corridors_Program.pdf



Active Transportation Program

The Active Transportation Program is expected to receive an annual increase of approximately \$100 million under SB 1. This is an existing competitive funding program for projects that encourage increased use of active modes of transportation such as bicycling and walking. Funding for the program is awarded in three components: (1) the statewide competition, led by the CTC; (2) the small urban and rural competition, also led by the CTC; and (3) the regional competitions, facilitated by the MPOs.

Utilizing the new SB 1 funds, the CTC issued a call for projects for the SB 1 ATP Augmentation on June 30, 2017, and at its meeting in October approved funding (out of the statewide/rural component) for the following San Diego projects:

- Imperial Beach: Imperial Beach Boulevard Improvement and Safe Routes to Schools
- Chula Vista: Class 2 Bike Lanes on Broadway in Chula Vista
- El Cajon: Cajon Valley Union School District Safe Routes to School Plan (Phase 2)
- Encinitas: Santa Fe Drive Corridor Bike and Pedestrian Improvements
- National City: National City Safe Routes to School Pedestrian Enhancements

At its meeting on September 22, 2017, the Board of Directors approved the list of projects to be submitted to the CTC for funding approval under the regional portion of the ATP Program (Attachment 2). The CTC is scheduled to adopt the region's funding recommendations at its meeting on December 6-7, 2017.

The next call for the Active Transportation Program is expected to be released in March 2018, with applications due in May 2018.

Additional information on the Active Transportation Program may be found here: <http://www.dot.ca.gov/hq/LocalPrograms/atp/>



Caltrans Local Transportation Planning Grants

SB 1 is expected to provide \$25 million annually for Sustainable Communities Grants to encourage local and regional planning that further state goals, including, but not limited to, the goals and best practices cited in the regional transportation plan guidelines adopted by the CTC. Funding under this program will be distributed both on a formula and competitive basis. The formula portion will be distributed to MPOs; eligible primary applicants for the competitive portion include MPOs with sub-applicants, Regional Transportation Planning Agencies, transit agencies, cities and counties, and Native American Tribal Governments. Funding will be made over a rolling series of calls for projects over the next year and a half.

SB 1 also includes a one-time appropriation of \$20 million over three years for Adaptation Planning Grants to local and regional agencies for climate change adaptation planning. Eligible primary applicants include MPOs, Regional Transportation Planning Agencies, transit agencies, cities and counties, Native American Tribal Governments, local and regional agencies, and special districts.

Utilizing these funds, Caltrans issued a call for projects in September 2017 for both programs. The first round of applications was due in October. Awards are expected to be announced in January 2018, and the next call for projects is scheduled to be released on January 2, 2018.

SANDAG submitted the following projects for consideration under the Sustainable Communities Grants Program:

- Implement the Regional Complete Streets Policy (Formula)
- San Diego Regional Electric Vehicle Infrastructure Charging Program (Formula)
- Planning for Future Coastal Rail Trail Segments in an Integrated Transportation Network (Competitive)
- The Future of Mobility: Ride-Hailing Data Collection and Analysis project (Competitive; joint application with Metropolitan Transportation Commission, Southern California Association of Governments, and San Francisco County Transportation Authority)

Each of these planning efforts supports an identified objective in San Diego Forward: The Regional Plan and would help to advance Board-identified priorities. SANDAG also submitted the Regional Sea-Level Rise Adaptation Guidance for Transportation Infrastructure project for consideration under the Adaptation Planning Grants program which would help to fulfill requirements of the Regional Plan, including advancement of the Sustainable Communities Strategy.

Additional information on these programs may be found here:

<http://www.dot.ca.gov/hq/tpp/grants.html>

Proposed Process for Identification of SANDAG Projects

SANDAG staff currently is reviewing in more depth the guidelines and calls for projects for the SB 1 programs outlined above to determine project eligibility and competitiveness. It is proposed that San Diego Forward: The Regional Plan and the *TransNet* Early Action Program be used to guide the initial selection of potential SANDAG projects to submit to these programs, with a focus on projects currently scheduled for near-term completion. Current funding availability and need, project phase (i.e., design versus construction), environmental clearance, and community benefits then could be considered to help identify and prioritize potential submissions based on the specific criteria for each program.

Staff also will be working with local jurisdictions and stakeholders to coordinate region-wide submissions to help advance regional competitiveness at the statewide level.

Next Steps

Based on feedback from the Transportation Committee, staff would utilize the proposed process to identify recommended projects for the Board of Directors to consider for submission to the Trade Corridor Enhancement, Local Partnership, and Solutions for Congested Corridors Programs at its December 1, 2017, meeting.

In recognition of potential SB 1 repeal efforts, the Board of Directors could mitigate risk by refraining from programming any new SB 1 funds in the Regional Transportation Improvement Program or the SANDAG Program Budget. Similarly, the Board could choose not to award contracts funded with SB 1 funds prior to resolution of the potential repeal efforts.

VICTORIA STACKWICK

Principal Government Relations Analyst

Attachments: 1. Senate Bill 1 Funding Program Overview and SANDAG Project Approval Timelines
2. 2017 Active Transportation Program Augmentation – San Diego Regional Component Funding Recommendations

Key Staff Contact: Robyn Wapner, (619) 699-1994, robyn.wapner@sandag.org

PROGRAM	CALL FOR PROJECTS	APPLICATIONS DUE	PROGRAM ADOPTION	SANDAG PROJECT APPROVAL
 <p>State Transportation Improvement Program Over \$850 million</p>	August 2018	December 2018	March 2018	<p>10/20/17: Transportation Committee recommendation 11/17/2017: Board of Directors</p>
 <p>Transit Capital and Operations Over \$750 million</p>	October 2017	January 2018	May 2018	<p>11/03/17: Transportation Committee recommendation 11/17/2017: Board of Directors</p>
 <p>Trade Corridor Enhancement Program \$300 million</p>	October 2017	January 2018	May 2018	<p>12/01/17: Board of Directors 12/01/17: Board of Directors</p>
 <p>Solutions for Congested Corridors Program \$250 million</p>	December 2017*	February 2018*	May 2018*	12/01/17: Board of Directors
 <p>Local Partnership Program \$200 million</p>	October 2017	<p>Formula: December 2017</p> <p>Competitive: January 2018</p>	<p>Formula: January 2018</p> <p>Competitive: May 2018</p>	12/01/17: Board of Directors
 <p>Active Transportation Program \$100 million</p>	June 2017	August 2017	<p>Statewide/Rural: October 2017</p> <p>Regional: December 2017</p>	<p>09/15/17: Transportation Committee recommendation 09/22/17: Board of Directors</p>
 <p>Caltrans Local Planning Grants \$25 million</p>	September 2017	October 2017	January 2018	12/01/17: Board of Directors

*Pending final adoption of guidelines.

**2017 ATP Augmentation - San Diego Regional Component
Funding Recommendations**

SANDAG ID No.	Applicant Name	Project Name	Total Project Cost	Total Funding Request	ATP Funding Recommendation	Fiscal Year 17-18 Allocation	Fiscal Year 18-19 Allocation	Fiscal Year 19-20 Allocation	Fiscal Year 20-21 Allocation
2017 ATP Funded Projects - Retain Funding Without Advancement									
A13	National City	El Toyon - Las Palmas Regional Bicycle Boulevard	\$1,919,000	\$1,544,000	\$1,544,000	\$0	\$0	\$1,544,000	\$0
A3	Carlsbad	Avenida Encinas Coastal Rail Trail and Pedestrian Improvements	\$9,095,000	\$3,693,000	\$1,776,000	\$0	\$0	\$1,776,000	\$0
			\$11,014,000	\$5,237,000	\$3,320,000	\$0	\$0	\$3,320,000	\$0
2017 ATP Funded Projects - Recommended for Advancement									
A14	National City	Euclid Avenue Bicycle and Pedestrian Enhancements	\$3,960,000	\$3,335,000	\$3,335,000	\$3,335,000	\$0	\$0	\$0
A9	Escondido	Juniper Elementary Bike/Pedestrian Improvements and SRTS Outreach	\$1,386,000	\$1,336,000	\$1,336,000	\$86,000	\$93,000	\$1,157,000	\$0
A10	Escondido	Escondido Creek Trail Bike Path Improvements Project	\$1,632,000	\$1,632,000	\$1,632,000	\$90,000	\$200,000	\$1,342,000	\$0
			\$6,978,000	\$6,303,000	\$6,303,000	\$3,511,000	\$293,000	\$2,499,000	\$0
New Projects Recommended for Funding									
A15	San Diego Association of Governments	Inland Rail Trail-City of Vista Segment	\$11,083,000	\$5,603,000	\$5,603,000	\$0	\$500,000	\$5,103,000	\$0
A1	Chula Vista Elementary School District	Chula Vista Rides to School!	\$202,000	\$202,000	\$202,000	\$2,000	\$200,000	\$0	\$0
A21	San Diego County	Rock Springs Road SRTS Sidewalks and Bike Lanes	\$1,717,000	\$1,717,000	\$1,160,000	\$280,000	\$880,000	\$0	\$0
			\$13,002,000	\$7,522,000	\$6,965,000	\$282,000	\$1,580,000	\$5,103,000	\$0
Projects Recommended as Contingency Projects									
A5	El Cajon	Chase Avenue Elementary School Safe Routes to School Improvements		\$489,000	\$0	\$0	\$0	\$0	\$0
A18	San Diego County	Allen School Road SRTS Pedestrian and Bicycle Improvement Project		\$2,055,000	\$0	\$0	\$0	\$0	\$0
A19	San Diego County	Buena Creek Road-Pedestrian Improvements to Sprinter-Transit Station		\$1,249,000	\$0	\$0	\$0	\$0	\$0
A20	San Diego County	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming		\$499,000	\$0	\$0	\$0	\$0	\$0

- Projects recommended for full funding
- Projects recommended for partial funding
- Projects that did not apply for advancement



**TRANSPORTATION COMMITTEE
NOVEMBER 3, 2017**

ACTION REQUESTED: RECOMMEND

**2018 STATE CAP-AND-TRADE TRANSIT AND
INTERCITY RAIL CAPITAL PROGRAM:
PROPOSED PROJECT SUBMITTALS**

File Number 3400600

Introduction

The state cap-and-trade investment plan includes several transit and transportation-related programs, including the Transit and Intercity Rail Capital Program (TIRCP). This year, this program is supplemented with funding from Senate Bill 1 (Beall, 2017), bringing the total funding available to \$2.4 billion over the next five years. SANDAG is an eligible applicant. The California State Transportation Agency (CalSTA) issued a call for projects on October 13, 2017, with applications due on January 12, 2018. CalSTA is expected to announce awards by April 30, 2018.

Recommendation

The Transportation Committee is asked to recommend that the Board of Directors approve the submittal of the proposed applications for the State Transit and Intercity Rail Capital Program as described in this report.

Projects eligible for this program include projects that will modernize transit systems and intercity, commuter, and urban rail systems to reduce greenhouse gas (GHG) emissions by reducing vehicle miles travelled throughout California.

Discussion

TIRCP Objectives

The objectives of the TIRCP are to:

- Reduce GHG emissions
- Improve transit ridership
- Integrate with other rail and transit operations, including the High-Speed Rail system
- Improve safety

Available Funding

There is an estimated \$2.4 billion of funding available statewide under the TIRCP over the next five years. There is no minimum match requirement; however, additional funding from other sources is desirable. It is statutorily required that at least 25 percent of TIRCP funds support projects that provide a direct, meaningful, and assured benefit to disadvantaged communities.

In the first year of the program in 2015, SANDAG received \$4 million for the South Bay *Rapid* Project and the Metropolitan Transit System (MTS) received \$32 million for trolley improvements. In the second year of the program in 2016, SANDAG received \$66 million for three rail improvement projects along the San Diego subdivision of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) corridor.

Scoring and Selection Criteria

CalSTA intends to fund transformational rail and transit projects that improve the statewide transportation network and will give priority to projects that fund construction or implementation. Projects will be evaluated based on how well a project meets the objectives of the program (as outlined above) and the extent to which the project supports Sustainable Communities Strategy implementation, benefits disadvantaged communities, and is ready to go and includes a reasonable schedule. Program guidelines indicate that highly rated proposals have environmental clearance.

Additional information regarding this program can be found in the adopted guidelines at <http://www.dot.ca.gov/drrmt/docs/sptircp/2018finalgl.pdf>.

Proposed SANDAG Project Submittals

Project submittals are proposed to be concentrated in the following two categories. More detailed descriptions on individual submittals are included below.

(1) **Rail improvement projects along the San Diego Subdivision of the LOSSAN Rail Corridor.** The LOSSAN corridor, which is the nation's second busiest rail corridor, is shared by commuter and intercity passenger rail and freight services to Los Angeles and locations further to the north and east. Currently, two-thirds of the LOSSAN corridor in San Diego County is double tracked, providing the capacity for trains to pass one another. SANDAG continues to complete additional capacity projects that will facilitate additional train service in the future, as specified in San Diego Forward: The Regional Plan.

(2) **Bus improvement projects that upgrade existing bus stops along Clairemont Mesa Boulevard and University Avenue.** The *Rapid* 235 stop upgrades on Clairemont Mesa Boulevard include a protected bike lane within each transit station, a bigger platform area to accommodate a large modern shelter, a digital display announcing next vehicle arrival times, and secure bike parking. The Route 7 University Avenue improvements include a protected bikeway, stop upgrades, and pedestrian improvements and will be designed as part of the North Park Mid-City University Bikeways project.

Rail improvement projects in the LOSSAN Corridor:

The following LOSSAN Corridor proposals are being coordinated with the LOSSAN Rail Corridor Agency, which manages the Pacific Surfliner intercity passenger service along the corridor, to submit the rail improvement projects in one corridorwide application.

- **San Onofre to Pulgas Stage 1, Phase 2 Double Track:** Construct remaining 1.6 miles of double track and bridges on Camp Pendleton. Design for this project is 100 percent.
- **Batiquitos Lagoon Double Track:** Construction of 0.7 miles of double track and replacement of the Batiquitos Lagoon bridge in the City of Carlsbad. Design is 90 percent complete and construction is scheduled for Fall 2018.
- **Eastbrook to Shell Double Track:** Construction of 0.6 miles of double track and replacement of the San Luis Rey bridge in the City of Oceanside. Design is 90 percent complete.
- **San Onofre Bridge Replacements and Turnout:** Design and replacement of three aging timber bridges built in the early 1900s on Camp Pendleton.
- **San Dieguito Double Track and Special Events Platform:** Construction of 2.1 miles of track improvements, replacement of San Dieguito bridge and special events platform at Del Mar Fairgrounds. Design of the project is 60 percent complete and all environmental permits have been obtained.
- **Sorrento to Miramar Phase 2 Double Track:** Construction of 1.8 miles of double track and curve straightening in the City of San Diego. Design of the project is 60 percent complete and environmental clearance is pending.

Bus improvement projects in Kearny Mesa and along University Avenue:

The following proposals would be developed and submitted by SANDAG.

- **Kearny Mesa Transit Improvements:** Construction of the remaining five *Rapid* stations along Clairemont Mesa Boulevard between Interstate 15 and State Route 163 in the City of San Diego. Upgrades include a protected bike lane within each transit station, a bigger platform area to accommodate a large modern shelter, a digital display announcing next vehicle arrival times, and secure bike parking. The first station along this corridor currently is under construction at Ruffin Road in partnership with the new Kaiser Hospital construction.
- **University Avenue Transit Improvements:** This project is complimented by the North Park | Mid City: University Bikeway project, and upgrades 18 bus stops along the eastern area of University Avenue in the City of San Diego to provide safe and connected transportation options for people walking, biking, and using transit along the corridor. MTS Route 7, the region's busiest route, would benefit from these upgrades.

Other projects:

- **Proposed Railroad Trench in the City of Carlsbad:** In addition, it is proposed that funds be requested to complete final design for a proposed railroad trench in the City of Carlsbad pending completion of preliminary engineering and environmental clearance for the project.

Other Regional Submissions

The North County Transit District intends to submit an application to replace COASTER equipment. MTS is reviewing a potential program of trolley and bus improvement projects.

Next Steps

Pending action by the Transportation Committee and Board of Directors, SANDAG would submit applications for the projects listed above.

CHARLES "MUGGS" STOLL

Director of Land Use and Transportation Planning

Key Staff Contact: Linda Culp, (619) 699-6957, linda.culp@sandag.org