

## Members

Steve Vaus, Chair  
Mayor, City of Poway  
(Representing **North County Inland**)

Catherine Blakespear, Vice Chair  
Mayor, City of Encinitas  
(Representing **North County Coastal**)

Georgette Gomez  
Council President, **City of San Diego**

Jim Desmond  
Supervisor, **County of San Diego**  
Chair, **Transportation Committee**

Bill Wells  
Mayor, City of El Cajon  
(Representing **East County**)

Mary Salas  
Mayor, City of Chula Vista  
(Representing **South County**)  
Chair, **Regional Planning Committee**

## Alternates

Rebecca Jones  
Mayor, City of San Marcos  
(Representing **North County Inland**)

David Zito  
Mayor, City of Solana Beach  
(Representing **North County Coastal**)

Barbara Bry  
Councilmember, **City of San Diego**

Monica Montgomery  
Councilmember, **City of San Diego**

Kristin Gaspar  
Supervisor, **County of San Diego**

John Minto  
Mayor, City of Santee  
(Representing **East County**)  
Chair, **Public Safety Committee**

Serge Dedina  
Mayor, City of Imperial Beach  
(Representing **South County**)  
Chair, **Borders Committee**

Hasan Ikhata  
Executive Director, **SANDAG**



# Executive Committee Agenda

Friday, July 12, 2019

➤➤➤ **Please Note Meeting Time** ⏪⏪⏪

**8:30 to 9 a.m.**

**SANDAG, 7th Floor Conference Room  
401 B Street, 7th Floor  
San Diego**

## Agenda Highlights

- **FY 2020 Program Budget Amendments:  
Caltrans Planning Grants**
- **Legislative Status Report**

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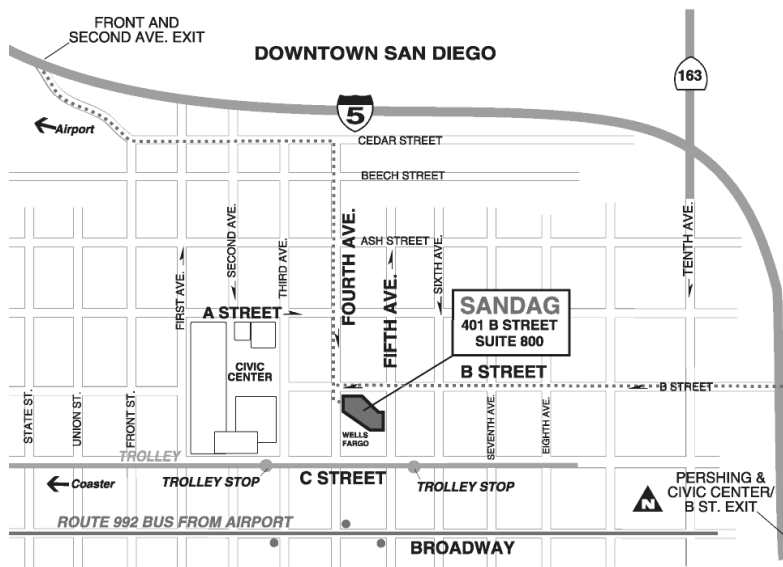
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# Executive Committee

Friday, July 12, 2019

Item No.		Action
+1.	<b>Approval of Meeting Minutes</b>  The Executive Committee is asked to review and approve the minutes from its June 14, 2019, meeting.	Approve
2.	<b>Public Comments/Communications/Member Comments</b>  Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Executive Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Other public comments will be heard during the items under the heading "Reports." 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.	
3.	<b>Executive Director's Report</b> <i>Hasan Ikhmeta, SANDAG</i>  An update on key programs, projects, and agency initiatives, including San Diego Forward: The 2021 Regional Plan and the Airport Connectivity Subcommittee, will be provided.	Discussion
<b>Consent</b>		
+4.	<b>Federal Highway Administration Advanced Transportation and Congestion Management Technologies Deployment Program: Proposed SANDAG Project Submittal</b> <i>Peter Thompson, SANDAG</i>  The Executive Committee is asked to approve the submission of the proposed project to the Federal Highway Administration Advanced Transportation and Congestion Management Technologies Deployment Grant Program.	Approve
<b>Reports</b>		
+5.	<b>Review of Draft Board Agendas</b> <i>Victoria Stackwick, SANDAG</i>  The Executive Committee is asked to approve the agenda for the July 26, 2019, Board Business meeting. A verbal update on the August 9, 2019, Board Policy agenda will be provided.	Approve

**+6. Proposed FY 2020 Program Budget Amendments: Caltrans Planning Grants** **Approve**  
*April Petonak, SANDAG*

The Executive Committee is asked to:

1. recommend that the Board of Directors approve the proposed amendments to the FY 2020 Program Budget, accepting \$1,625,502 in Caltrans Transportation Planning Grant funding; and
2. approve an amendment to Overall Work Program Element No. 3101500 (Airport Connectivity Planning), returning \$380,000 to the SANDAG Contingency reserve.

**+7. Legislative Status Report** **Information**  
*Victoria Stackwick, Laurie Gartrell, and Robyn Wapner, SANDAG*

An update on federal and state legislative and policy activities will be presented.

**8. 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.

**9. Upcoming Meetings** **Information**

The next meeting of the Executive Committee is scheduled for Friday, August 9, 2019, at 9 a.m.

**10. Adjournment**

+ Next to an agenda item indicates an attachment.



July 12, 2019

## June 14, 2019, Executive Committee Meeting Minutes

Chair Steve Vaus (North County Inland) called the meeting of the Executive Committee to order at 9 a.m.

Action: **Approve**

The Executive Committee is asked to approve the minutes from its June 14, 2019, meeting.

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

Action: Upon a motion by Supervisor Jim Desmond (County of San Diego), and a second by Council President Georgette Gomez (City of San Diego), the Executive Committee approved the minutes from its April 26, 2019, and the May 10, 2019, meetings. Yes: Chair Vaus, Vice Chair Catherine Blakespear (North County Coastal), Council President Gomez, and Supervisor Desmond. No: None. Abstain: None. Absent: East County and South County.

### 2. Public Comments/Communications/Member Comments (Information)

There were no comments.

## Reports

### 3. Review of Draft Board Agendas (Approve)

Victoria Stackwick, Principal Legislative Analyst, presented the draft Board Business meeting agenda for June 28, 2019, and the draft Board Policy meeting agenda for the July 12, 2019.

Action: Upon a motion by Supervisor Desmond, and a second by Mayor Vaus, the Executive Committee voted to add the Regional Plan 5 Big Moves to a future board agenda for discussion. Yes: Chair Vaus, Supervisor Desmond, and Mayor John Minto (East County), No: Vice Chair Blakespear, Council President Gomez, and Mayor Mary Salas (South County). Abstain: None. Absent: None. The motion failed.

Action: Upon a motion by Chair Vaus, and a second by Supervisor Desmond, the Executive Committee approved the draft agendas for the June 28, 2019, Board Business and the July 12, 2019, Board Policy meetings. Yes: Chair Vaus, Vice Chair Blakespear, Council President Gomez, Supervisor Desmond, Mayor Minto, and Mayor Salas. No: None. Abstain: None. Absent: None.

### 4. Proposed Final FY 2020 Program Budget (Recommend)

The Executive Committee was asked to recommend that the Board of Directors adopt Regional Transportation Commission (RTC) Resolution No. RTC-2019-04, adopting the Final FY 2020 Program Budget

André Douzdjian, Finance Director; and Sandi Craig, Senior Budget Program Analyst, presented the item.

Action: Upon a motion by Mayor Salas, and a second by Council President Gomez, the Executive Committee recommended that the Board of Directors approve the Final FY 2020 Program Budget. Yes: Chair Vaus, Vice Chair Blakespear, Council President Gomez, Supervisor Desmond, Mayor Minto, and Mayor Salas. No: None. Abstain: None. Absent: None.

**5. Proposed New Board Policy No. 040: Unsolicited Proposals and Partnership Requests (Discussion/Possible Action)**

The Executive Committee was asked to discuss proposed new Board Policy No. 040: Unsolicited Proposals and Partnership Requests, and either recommend that the Board of Directors approve the new policy or direct staff to return to the Executive Committee for further discussion or review.

Julie Wiley, Special Counsel and Manager of Contracts and Procurement, presented the item.

Action: Upon a motion by Vice Chair Blakespear, and a second by Council President Gomez, the Executive Committee recommended that the Board of Directors approve Board Policy No. 040: Unsolicited Proposals and Partnership Requests. Yes: Chair Vaus, Vice Chair Blakespear, Council President Gomez, Supervisor Desmond, Mayor Minto, and Mayor Salas. No: None. Abstain: None. Absent: None.

**6. Annual Review of Committees and Working Groups (Discussion/Possible Action)**

The Executive Committee was asked to provide feedback on any needed revisions in functions or membership in the FY 2019 Committees and Working Groups.

Ms. Stackwick presented the annual review.

Action: Discussion/possible action only.

**7. Legislative Status Report (Information)**

Ms. Stackwick and Laurie Gartrell, Associate Regional Planner, presented the update on federal and state legislative and policy activities.

Action: Information only.

**8. Continued Public Comments**

There were no continued public comments.

**9. Upcoming Meetings**

The next meeting of the Executive Committee is scheduled for Friday, July 12, 2019, at 9 a.m.

**10. Adjournment**

Chair Vaus adjourned the meeting at 10: 01 a.m.

## Confirmed Attendance at SANDAG Executive Committee Meeting

June 14, 2019

Jurisdiction	Name	Member/ Alternate	Attended
North County Inland	Steve Vaus, Chair	Primary	Yes
	Rebecca Jones	Alternate	No
North County Coastal	Catherine Blakespear, Vice Chair	Primary	Yes
	David Zito	Alternate	Yes
South County	Mary Salas	Primary	Yes
	Serge Dedina	Alternate	No
East County	Bill Wells	Primary	No
	John Minto	Alternate	Yes
City of San Diego	Georgette Gomez	Primary	Yes
	Barbara Bry	Alternate	No
	Monica Montgomery	Alternate	No
County of San Diego	Jim Desmond	Primary	Yes
	Kristin Gaspar	Alternate	No

July 12, 2019

## Federal Highway Administration Advanced Transportation and Congestion Management Technologies Deployment Program: Proposed SANDAG Project Submittal

### Overview

The U.S. Department of Transportation (U.S. DOT) has announced the availability of funding for the Federal Fiscal Year (FFY) 2019 Advanced Transportation and Congestion Management Technologies (ATCMTD) Discretionary Grant Program. There is \$60 million available nationwide for this round.

### Key Considerations

Eligible surface transportation projects for the FFY 2019 ATCMTD program include but are not limited to: intelligent transportation systems, connected or autonomous vehicles, smart grid, and payment systems.

The DOT anticipates making between five and ten awards each fiscal year. Both capital and planning dollars are available, though only 5 percent of the grant request is allowed for planning. Capital grants may not be greater than \$12 million.

Eligible applicants include state or local governments, transit agencies, metropolitan planning organizations, or academic institutions. Projects will be evaluated based on a list of selection criteria that includes, among other criteria: technology alignment with U.S. DOT vision, the portability of the proposed technology, staffing, and cost.

The U.S. DOT has emphasized its interest in proposals that seek to build a unified fare collection and payment system that spans across transportation modes and jurisdictions. As such, a focus was placed on SANDAG projects that support the Regional Mobility Hub Strategy and are ready to construct, have requisite match funds, and would be competitive according to the specific focus of the Federal program. Based on the ATCMTD guidelines and evaluation criteria outlined above, the following regional project has been proposed for submission:

- Mobility as a Service (MaaS) Proof of Concept for Mobility Hubs – SANDAG would request \$4 million to fund the development of a seamless door-to-door trip planning mobile application tool that incorporates single ticketing, a personalized assistant to make multi-modal trip planning easier and safer, and an instant rewards program that seeks to influence commuters to not drive alone. Approximately \$2 million in matching funds would be provided from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. SANDAG would partner with North County Transit District, Caltrans, and Carlsbad to submit this award.

### Action: **Approve**

The Executive Committee is asked to approve the submission of the proposed project to the Federal Highway Administration Advanced Transportation and Congestion Management Technologies Deployment Grant Program.

### Fiscal Impact:

Mobility Hub MaaS Application Project:  
\$4 million request, \$2 million match

### Schedule/Scope Impact:

ATCMTD grant applications are due by July 19, 2019, and awards are expected to be announced in November 2019.



**Local and Other Project Submittals**

For local jurisdictions and other public agencies seeking support from SANDAG for their own ATCMTD grant proposals, staff recommends providing support letters for project submittals that are consistent with SANDAG policies and programs. At a minimum (and consistent with the direction provided in the ATCMTD guidelines), staff recommends that local project submittals: (1) be included in San Diego Forward: The Regional Plan; and (2) demonstrate that the funds can be programmed to meet the required statutory deadlines.

**Next Steps**

Pending action by the Executive Committee, the grant proposal will be submitted to the U.S. DOT by the stated deadline of July 19, 2019.

***Ray Traynor, Director of Operations***

Key Staff Contact: Peter Thompson, (619) 794-4884, [peter.thompson@sandag.org](mailto:peter.thompson@sandag.org)

July 12, 2019

**July 26, 2019, Draft Board Business Agenda**

<b>Item No.</b>		<b>Recommendation</b>
+1.	<b>Approval of Meeting Minutes</b> +1A. June 14, 2019, meeting minutes +1B. June 28, 2019, meeting minutes	Approve
2.	<b>Public Comments/Communications/Member Comments</b>  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. Other public comments will be heard during the items under the heading "Reports." Anyone desiring to speak shall reserve time by completing a "Request to Speak" form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.	
3.	<b>Policy Advisory Committee Chairs' Report</b>  Policy Advisory Committee Chairs will provide updates on key Committee activities.	Information
4.	<b>Executive Director's Report</b> <i>Hasan Ikhata, SANDAG</i>  An update on key programs, projects, and agency initiatives, including San Diego Forward: The 2021 Regional Plan and the Airport Connectivity Subcommittee will be provided.	Discussion
<b>Consent</b>		
+5.	<b>2020 Census Complete Count Stakeholder Working Group</b> <i>Darlanne Hoctor Mulmat, SANDAG</i>  The 2020 Census Complete Count Stakeholder Working Group recommends that the Board of Directors approve the 2020 Census Complete Count Strategic Plan.	Approve

- |  |                       |
|--|-----------------------|
| <p><b>+6. Approval of Proposed Solicitations and Contract Awards</b><br/> <i>Julie Wiley, SANDAG</i></p> <p>The Board of Directors is asked to review and approve the proposed solicitations and contract awards summarized in the attached reports.</p> <p>+6A. Solicitations<br/> +6B. Contract Awards</p>   | <p><b>Approve</b></p> |
| <p><b>+7. Policy Advisory Committee Actions</b><br/> <i>Victoria Stackwick, SANDAG</i></p> <p>The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees since the last Board Business meeting.</p>   | <p><b>Approve</b></p> |
| <p><b>+8. Proposed Amendments to Conflict of Interest Code</b><br/> <i>John Kirk, SANDAG</i></p> <p>The Board of Directors is asked to approve the proposed amendments to the SANDAG Conflict of Interest Code.</p>  | <p><b>Approve</b></p> |
| <p><b>+9. Proposed FY 2020 Program Budget Amendments: Caltrans Planning Grants</b><br/> <i>April Petonak, SANDAG</i></p> <p>The Executive Committee recommends that the Board of Directors approve the proposed FY 2020 Program Budget amendments to accept Caltrans planning grant awards.</p>  | <p><b>Approve</b></p> |
| <p><b>+10. FY 2020 SANDAG Financial and Compliance Audit: Solicitation Process</b><br/> <i>Lisa Kondrat-Dauphin, SANDAG</i></p> <p>The Board of Directors is asked to approve the firm recommended by the Audit Committee to conduct the FY 2020 SANDAG Financial and Compliance Audit.</p>  | <p><b>Approve</b></p> |
| <p><b>+11. iCommute Rideshare Week</b><br/> <i>Jay Faught, SANDAG</i></p> <p>The Board of Directors is asked to adopt Resolution No. 2020-XX, proclaiming October 7-11, 2019, as Rideshare Week.</p>   | <p><b>Adopt</b></p>   |
| <p><b>+12. TransNet Smart Growth Incentive Program: Approval of Proposed Climate Action Plan Requirement Time Extension</b><br/> <i>Tracy Ferchaw, SANDAG</i></p> <p>The Board of Directors is asked to approve a four-month time extension of the <i>TransNet</i> Smart Growth Incentive Program Climate Action Plan requirement for the City of Lemon Grove.</p> | <p><b>Approve</b></p> |

- |             |  |                    |
|-------------|--|--------------------|
| <b>+13.</b> | <p><b>Proposed FY 2020 Program Budget Amendment: Fiber Optic Communication Network Gap Closures</b><br/> <i>Dinara Ussenova, SANDAG</i></p> <p>The Transportation Committee recommends that the Board of Directors approve an amendment to the FY 2020 Program Budget, creating the Fiber Optic Communications Network Gap Closure Project (Capital Improvement Program Project No. 1131500); transferring \$430,000 from SANDAG Toll Operations; and accepting \$90,000 from North County Transit District to complete the design and issue work to construction.</p> | <b>Approve</b>     |
| <b>+14.</b> | <p><b>Proposed FY 2020 Program Budget Amendment: El Portal Undercrossing</b><br/> <i>Bruce Smith, SANDAG</i></p> <p>The Transportation Committee recommends that the Board of Directors approve an amendment to the FY 2020 Program Budget, creating the El Portal Undercrossing Project (Capital Improvement Program Project No. 1146900); and accepting \$8.937 million to construct the project.</p>  | <b>Approve</b>     |
| <b>+15.</b> | <p><b>SB 1 State of Good Repair Program: North County Transit District Project List</b><br/> <i>Michelle Smith, SANDAG</i></p> <p>The Board of Directors is asked to adopt Resolution No. 2020-XX, authorizing the submittal of the North County Transit District project list under the FY 2019-2020 SB 1 State of Good Repair Program.</p>   | <b>Adopt</b>       |
| <b>+16.</b> | <p><b>Proposition 68 Department of Conservation Local and Regional Planning Grant: SANDAG Project Submittal</b><br/> <i>Allison Wood and Sarah Pierce, SANDAG</i></p> <p>The Board of Directors is asked to adopt Resolution No. 2020-XX, authorizing the proposed SANDAG project submission to the Department of Conservation Local and Regional Planning Grant Program.</p>  | <b>Adopt</b>       |
| <b>+17.</b> | <p><b>Equal Employment Opportunity Program</b><br/> <i>Rachel Nycholat, SANDAG</i></p> <p>In accordance with SANDAG Board Policy No. 007: Equal Employment Opportunity (EEO) Program, this report summarizes employment results for FY 2019 and reviews EEO Program goals for the upcoming year.</p>   | <b>Information</b> |
| <b>+18.</b> | <p><b>Executive Director Delegated Actions*</b><br/> <i>André Douzdjian, SANDAG</i></p> <p>In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Executive Director since the last Board Business meeting.</p>   | <b>Information</b> |

- +19. **Meetings and Events Attended on Behalf of SANDAG** Information  
*Victoria Stackwick, SANDAG*

Board members will provide brief reports orally or in writing on external meetings and events attended on behalf of SANDAG since the last Board Business meeting.

### Reports

- +20. **Memorandum of Agreement with Imperial Beach: *TransNet* Debt Financing Program\*** Approve

*San Diego County Supervisor Jim Desmond, Transportation Committee Chair*

*Lisa Kondrat-Dauphin, SANDAG*

The Transportation Committee recommends that the Board of Directors authorize the Executive Director to execute a Memorandum of Agreement with the City of Imperial Beach to issue \$1.5 million in commercial paper through the *TransNet* Debt Financing Program.

- +21. **2018 Regional Transportation Improvement Program Delegation of Authority** Adopt

*San Diego County Supervisor Jim Desmond, Transportation Committee Chair*

*Sue Alpert, SANDAG*

The Transportation Committee recommends that the Board of Directors adopt Resolution No. 2020-XX, requesting delegation of authority from Caltrans to approve administrative modifications to the Regional Transportation Improvement Program and further delegating approval of administrative modifications to the Executive Director.

- +22. **2018 Regional Transportation Improvement Program Amendment No. 5** Adopt

*San Diego County Supervisor Jim Desmond, Transportation Committee Chair*

*Sue Alpert, SANDAG*

The Transportation Committee recommends that the Board of Directors adopt Resolution 2020-XX, approving Amendment No. 5 to the 2018 Regional Transportation Improvement Program.

- +23. **San Diego Forward: The 2020 Federal Regional Transportation Plan Draft Transportation Network** Discussion

*Rachel Kennedy, SANDAG*

To mitigate risks to transportation funding, SANDAG is preparing a federal Regional Transportation Plan to meet federal requirements for adoption in spring 2020. The draft transportation network will be presented for Board discussion.

**24. Risk Consideration: An Invitation from the Independent Performance Auditor to Board Members Regarding Risk Discussions** **Information**

*Mary Khoshmashrab, Independent Performance Auditor*

The SANDAG Independent Performance Auditor is in the process of performing an organizational-wide risk assessment (consideration of audit, fraud, and business risk). This item will outline next steps for Board Members to engage in a discussion with the Independent Performance Auditor on high-level risk concerns for the agency, including risk tolerance and risk appetite.

**+25. Closed Session: Conference with Legal Counsel - Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(D)(2) (One Potential Case)**

*Amberlynn Griffin and Jim Linthicum, SANDAG*

The Board of Directors will be briefed on construction claims related to the Los Peñasquitos Bridge project located in the City of San Diego.

**26. 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.

**27. Upcoming Meetings** **Information**

The next Board Policy meeting is scheduled for Friday, August 9, 2019, at 10 a.m. The next Board Business meeting is scheduled for Friday, August 23, 2019, at 9 a.m.

**28. 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

July 12, 2019

## Proposed FY 2020 Program Budget Amendments: Caltrans Planning Grants

### Overview

In spring 2019, Caltrans announced the award of four planning grants to SANDAG totaling \$1,625,502. These grants were approved by the Board of Directors as FY 2020 Pending Discretionary Grants. Acceptance of the awards requires amendments to the FY 2020 Program Budget and Overall Work Program (OWP) for the grant amounts and required matching funds.

### Key Considerations

Table 1 below lists the work element number, the title of each awarded project, the award amount, and local match requirement.

Contingency funds were programmed in the FY 2020 Program Budget to advance work on the Airport Connectivity Planning project. The project will be amended to transfer required matching funds to the new grant project and to return Contingency funds. See Table 2 below for details. Returning these funds to the Contingency Reserve brings the balance of uncommitted reserve funds to \$4.9 million, or 9 percent of the FY 2020 OWP Budget.

### Action: **Approve**

The Executive Committee is asked to:

1. recommend that the Board of Directors approve the proposed amendments to the FY 2020 Program Budget, accepting \$1,625,502 in Caltrans Transportation Planning Grant funding; and
2. approve an amendment to Overall Work Program Element No. 3101500 (Airport Connectivity Planning), returning \$380,000 to the SANDAG Contingency reserve.

### Fiscal Impact:

Adds approximately \$1.6 million in grant funds to the FY 2020 Program Budget.

### Schedule/Scope Impact:

Amendments must be submitted to Caltrans no later than November 1, 2019, to begin grant work.

**Table 1**

Work Element Number	Project Title	Amount Awarded	Local / In-kind Match	Total Project Cost
2302400	Update of SANDAG's Cross Border Travel Model Component of the Activity Based Model	\$200,000	\$118,753	\$318,753
3101501	San Diego Airport Transit Corridor Study	458,102	59,352	517,454
3102400	Congestion Pricing Feasibility Study and Concept of Operations: I-805 Direct Access Ramps	302,400	75,600	378,000
3201800	Holistic Implementation of Adaptation and Transportation Resilience Strategies	440,000	57,007	497,007
3401100	State Route 94 Multiuse Pathway Feasibility Study	\$225,000	\$29,151	\$254,151
	<b>Total</b>	<b>\$1,625,502</b>	<b>\$339,863</b>	<b>\$1,965,365</b>

**Table 2**

<b>Work Element Number</b>	<b>Project Title</b>	<b>Current Budget</b>	<b>Amendment Amount</b>	<b>Revised Budget</b>
3101500	Airport Connectivity Planning	\$2,094,686	(\$439,602)	\$1,655,084

Note: Work Element No. 3101500 is reduced by \$439,000; \$380,000 returned to Contingency and \$59,000 transferred to No. 3101501 to fund the required match.

**Next Steps**

Pending approval by the Board of Directors, staff will coordinate with Caltrans District 11 to amend the FY 2020 Program Budget and the OWP Agreement to accept the funds. Planning work will commence in FY 2020 and be completed by FY 2022.

***Charles “Muggs” Stoll, Director of Land Use and Transportation Planning***

Key Staff Contact: April Petonak, (619) 699-7322, april.petonak@sandag.org

- Attachments:
1. Update of Cross Border Travel Model Component of the Activity Based Model – New Work Element No. 2302400
  2. San Diego Airport Transit Corridor Study – New Work Element No. 3101501
  3. Congestion Pricing Feasibility Study and Concept of Operations: I-805 Direct Access Ramps – New Work Element No. 3102400
  4. Holistic Implementation of Adaptation and Transportations Resilience Strategies – New Work Element No. 3201800
  5. State Route 94 Multiuse Pathway Feasibility Study – New Work Element No. 3401100
  6. Airport Connectivity Planning – Amended Work Element No. 3101500



**WORK ELEMENT:** 2302400 **NEW-Update of SANDAG's Cross Border Travel Mode Component of the Activity Based Model**

**FY 2020 BUDGET:** \$116,753

**AREA OF EMPHASIS:** Modeling and Research

Amendment Title: Update of SANDAG's Cross Border Model

<b>Funds Source</b>				
	Prior	FY 2020	FY 2021	Total
SB1 Sustainable Communities Grant	\$0	\$106,763	\$93,237	\$200,000
TDA Planning/Administration	\$0	\$9,990	\$108,763	\$118,753
<b>TOTAL</b>	<b>\$0</b>	<b>\$116,753</b>	<b>\$202,000</b>	<b>\$318,753</b>

<b>Funds Application</b>				
	Prior	FY 2020	FY 2021	Total
Salaries, Benefits, Indirect	\$0	\$48,753	\$70,000	\$118,753
Contracted Services	\$0	\$68,000	\$132,000	\$200,000
Employee Benefits		\$0		\$0
<b>TOTAL</b>	<b>\$0</b>	<b>\$116,753</b>	<b>\$202,000</b>	<b>\$318,753</b>

## **OBJECTIVE**

The objective of this work element is to update SANDAG's Cross Border Model using a 2020 Cross Border Survey to ensure regional planning processes can rely on quantitative analysis tools adequate for border policy, investment, and travel behavioral challenges. The updated Cross Border Model will be a key component of SANDAG's third generation of Activity-Based Model (ABM3), designed for applications in the San Diego Forward: The 2025 Regional Plan. Emphasis in FY 2020 will be on developing scope of work, model structural design, survey data processing, and software implementation.

## **PREVIOUS ACCOMPLISHMENTS**

This is a new work element funded by the Caltrans Planning Grant. SANDAG has an existing Cross Border Model developed from a 2010 cross border survey. In FY 2020 OWP 2301100, a new cross border travel behavior survey is included, which will be used to update the Cross Border Model.

**JUSTIFICATION**

SANDAG is required by state and federal law to maintain a transportation modeling system that addresses regional planning needs. One of the unique travel demand markets in San Diego are Mexican residents who cross the U.S-Mexican border and make trips in San Diego. Modeling travel behaviors and evaluating Mexican residents' travel demand impact on San Diego's transportation systems is critical for border investment, operation, and environmental decision-making process, one of SANDAG's core functions.

**Project Manager:** Wu Sun

**Committee(s):** Transportation Committee

**Working Group(s):** None

**PRODUCTS, TASKS, AND SCHEDULES FOR FY2020**

<b>Task No.</b>	<b>% of Effort</b>	<b>Task Description / Product / Schedule</b>	
1	20	<b>Task Description:</b>	Develop Scope of Work & Select Consultant
		<b>Product:</b>	Scope of work
		<b>Completion Date:</b>	4/1/2020
2	10	<b>Task Description:</b>	Propose a Model Design Structure
		<b>Product:</b>	Memo of model design structure
		<b>Completion Date:</b>	5/1/2020
3	15	<b>Task Description:</b>	Project Management
		<b>Product:</b>	Weekly project team meetings
		<b>Completion Date:</b>	6/30/2020
4	25	<b>Task Description:</b>	Cross border survey data processing and cleaning.
		<b>Product:</b>	Processed survey data.
		<b>Completion Date:</b>	6/30/2020
5	30	<b>Task Description:</b>	Software update from Java-Based CT-RAMP to Python-Based ActivitySim
		<b>Product:</b>	Updated software
		<b>Completion Date:</b>	6/30/2020

**FUTURE ACTIVITIES**

Continue work to develop, implement, calibrate, and validate the updated Cross Border Model, including updating model software from a Java-Based CT-RAMP platform to a Python-Based ActivitySim Platform. Additionally, a series of sensitivity and scenario tests will be performed to test the suitability of the updated Cross Border Model in border decision-making process.

Note: This is a new work element funded by the Caltrans Planning Grant. This project is to update SANDAG's existing Cross Border Model from a 2010 cross border survey to a 2020 cross border survey. The updated Cross Border Model will be a key component of SANDAG's third generation of Activity-Based Model (ABM3), designed for applications in the San Diego Forward: The 2025 Regional Plan.

**WORK ELEMENT:** 3101501 NEW-San Diego Airport Transit Corridor Study

**FY 2020 BUDGET:** \$517,454

**AREA OF EMPHASIS:** Sustainable Development: Planning and Funding Strategies

Amendment Title: Caltrans Strategic Partnerships Grant - San Diego Airport Transit Corridor Study

	Prior	FY 2020	Total
FTA 5304 Strategic Partnerships Transit	\$0	\$458,102	\$458,102
TDA Planning/Administration	\$0	\$59,352	\$59,352
<b>TOTAL</b>	<b>\$0</b>	<b>\$517,454</b>	<b>\$517,454</b>

	Prior	FY 2020	Total
Salaries, Benefits, Indirect	\$0	\$59,601	\$59,601
Contracted Services	\$0	\$457,853	\$457,853
<b>TOTAL</b>	<b>\$0</b>	<b>\$517,454</b>	<b>\$517,454</b>

## OBJECTIVE

The objective of the San Diego Airport Transit Corridor Study will create a regional, long-term transit vision for the two critical transportation corridors that service the San Diego International Airport (SDIA); Harbor Drive and Pacific Highway; through the lens of comprehensive multi-modal corridor plans. Utilizing project recommendations from SANDAG's newly formed Airport Steering Committee coupled with CTC-approved corridor planning guidelines, this study will actively engage regional stakeholders, including the San Diego County Regional Airport Authority, Port of San Diego, City of San Diego, County of San Diego, MTS, and Coastal Commission, to identify a shared vision and implementation strategy for transit projects to SDIA that will compete competitively for various federal, state, and local discretionary funds.

## PREVIOUS ACCOMPLISHMENTS

SANDAG and its partner agencies have completed numerous planning studies which were analyzed and discussed at various inter-agency team meetings as well as several Airport Steering Committee meetings. Additionally, SANDAG submitted a Request for Information to the Department of the Navy for information related to further development of the NAVWAR site to include transportation projects to the SDIA. Additionally, SANDAG released a RFI for Airport Connectivity Concepts and the proposals were analyzed by an expert review panel for consideration into further planning. Several land use concepts have been presented, sites narrowed for further study, and now modeling work has begun to inform staff and the Airport Steering Committee on identifying a shared vision and implementation strategy.

## JUSTIFICATION

With direction from the SANDAG Board of Directors and its newly formed Airport Steering Committee, SANDAG has committed to be the lead agency for the collaborative effort between the Port of San Diego, the San Diego County Regional Airport Authority, the City of San Diego, the two transit operators, as well as other stakeholders to continue its work assessing and evaluating concepts for further planning and design.

**Project Manager:** Jennifer Williamson  
**Committee(s):** None  
**Working Group(s):** Airport Connectivity Subcommittee

**PRODUCTS, TASKS, AND SCHEDULES FOR FY2020**

<b>Task No.</b>	<b>% of Effort</b>	<b>Task Description / Product / Schedule</b>
1	2	<p><b>Task Description:</b> Working Group Prioritization</p> <p><b>Product:</b> SANDAG and Working Group staff will develop a summary of key findings.</p> <p><b>Completion Date:</b> 1/31/2020</p>
2	3	<p><b>Task Description:</b> Project Management</p> <p><b>Product:</b> SANDAG will work to complete a task order for consultant assistance on airport transit corridor study and report quarterly on efforts.</p> <p><b>Completion Date:</b> 6/30/2020</p>
3	12	<p><b>Task Description:</b> Public Participation and Outreach</p> <p><b>Product:</b> Staff will develop a working group charter, create public involvement and outreach materials in addition to hosting and managing all stakeholder meetings.</p> <p><b>Completion Date:</b> 6/30/2020</p>
4	65	<p><b>Task Description:</b> Airport Corridor Study</p> <p><b>Product:</b> A feasibility study will be conducted and will include a prioritized list of projects. Siting, ROW needs, alignments, and priority measures will be conducted and modeled. The projects will then be moved into 30% design for public review and stakeholder use. Lastly, an analysis of capital and operating costs will be conducted.</p> <p><b>Completion Date:</b> 6/30/2020</p>
5	10	<p><b>Task Description:</b> Collaborative Funding to Facilitate Airport Ground Access</p> <p><b>Product:</b> A case studies white paper will be developed consisting of recommendations and a matrix of cost-sharing alternatives to be considered.</p> <p><b>Completion Date:</b> 6/30/2020</p>
6	8	<p><b>Task Description:</b> Draft and Final Report</p> <p><b>Product:</b> A draft report will be completed for review and then a final report submitted. SANDAG will then present the final report.</p> <p><b>Completion Date:</b> 6/30/2020</p>

**FUTURE ACTIVITIES**

The main goal of this study is to develop airport transit corridor plans that will prioritize and identify implementation strategies for the region's preferred SDIA transit projects. A critical component to this study will be the collaborative funding strategies analysis, preferred financial strategy, and multi-agency partnership agreements that will determine how partner agencies will fund any necessary project initiation documents and ultimately program the preferred transit projects.

Note: SANDAG was awarded a Caltrans Strategic Partnership Grant in the amount of \$458,102 for FY 2020.

**WORK ELEMENT:** 3102400 **NEW-Congestion Pricing Feasibility Study and Concept of Operations: I-805 Direct Access Ramp**

**FY 2020 BUDGET:** \$57,350

**AREA OF EMPHASIS:** Sustainable Development: Planning and Funding Strategies

Amendment Title: Amendment to Accept Grant Funds

<b>Funds Source</b>				
	Prior	<b>FY 2020</b>	FY 2021 - 2022	Total
FHWA Strategic Partnership for Sustainable Transportation	\$0	\$45,880	\$256,520	\$302,400
TDA Planning/Administration	\$0	\$11,470	\$64,130	\$75,600
<b>TOTAL</b>	<b>\$0</b>	<b>\$57,350</b>	<b>\$320,650</b>	<b>\$378,000</b>

<b>Funds Application</b>				
	Prior	<b>FY 2020</b>	FY 2021 - 2022	Total
Salaries, Benefits, Indirect	\$0	\$14,350	\$27,650	\$42,000
Contracted Services	\$0	\$43,000	\$293,000	\$336,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$57,350</b>	<b>\$320,650</b>	<b>\$378,000</b>

#### **OBJECTIVE**

The objective of the project is to develop a feasibility study and concept of operations to assess the operational and financial viability of implementing congestion pricing on the two existing Interstate 805 (I-805) Direct Access Ramps (DARs). The proposed study will also evaluate how Active Transportation and Demand Management (ATDM) strategies can be applied to the DARs to optimize the overall efficiency of the transportation system and will evaluate possible project delivery methods.

#### **PREVIOUS ACCOMPLISHMENTS**

This is a new OWP Element.

#### **JUSTIFICATION**

This project will help examine the implementation of congestion pricing as part of the I-805 Express Lanes project, which is an integral part of the San Diego region's plan to deploy a system of interconnected managed lanes that can effectively meet the changing and diverse needs of travelers along the corridor. The study supports SANDAG's ongoing effort and collaboration with state, regional, and local entities, as well as with transit operators, to improve tolling operations and promote ATDM strategies to maximize the efficiency to the existing transportation system.

**Project Manager:** Alex Estrella  
**Committee(s):** Transportation Committee  
**Working Group(s):** None

**PRODUCTS, TASKS, AND SCHEDULES FOR FY2020**

<b>Task No.</b>	<b>% of Effort</b>	<b>Task Description / Product / Schedule</b>
1	30	<p><b>Task Description:</b> Project Initiation and Project Administration and Management</p> <p><b>Product:</b> Grant kick-off meeting, executed consultant contracts, quarterly reports.</p> <p><b>Completion Date:</b> 6/30/2020</p>
2	70	<p><b>Task Description:</b> Assess Existing Conditions and Operational Performance</p> <p><b>Product:</b> Inventory of Existing and Planned Transportation Infrastructure and Operational Analysis and Findings.</p> <p><b>Completion Date:</b> 6/30/2020</p>

**FUTURE ACTIVITIES**

This is a multi-year project and future activities include the identification and assessment of ATDM and congestion pricing concepts, completion of a sketch level tolling revenue assessment and financial plan, and completion of a congestion pricing implementation plan for the I-805 DARs.

**WORK ELEMENT:** 3201800 **NEW-Holistic Implementation of Adaptation and Transportation Resilience Strategies**

**FY 2020 BUDGET:** \$119,996

**AREA OF EMPHASIS:** Sustainable Development: Planning and Funding Strategies

Amendment Title: NEW-Holistic Implementation of Adaptation & Transportation Resilience Strategies

<b>Funds Source</b>				
	Prior	FY 2020	FY 2021 - 2022	Total
Public Transportation Account - Adaptation Planning Grant	\$0	\$115,027	\$324,973	\$440,000
TDA Planning/Administration	\$0	\$4,969	\$14,038	\$19,007
<b>TOTAL</b>	<b>\$0</b>	<b>\$119,996</b>	<b>\$339,011</b>	<b>\$459,007</b>
In-kind Match	\$0	\$9,934	\$28,066	\$38,000
<b>Total Project Cost</b>				<b>\$497,007</b>

Note: In-kind match of \$38,000 will be provided by San Diego Regional Climate Collaborative

<b>Funds Application</b>				
	Prior	FY 2020	FY 2021 - 2022	Total
Salaries, Benefits, Indirect	\$0	\$9,996	\$19,011	\$29,007
Contracted Services	\$0	\$15,000	\$120,000	\$135,000
Pass Through to Other Agencies	\$0	\$95,000	\$200,000	\$295,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$119,996</b>	<b>\$339,011</b>	<b>\$459,007</b>
In-kind Match	\$0	\$9,934	\$28,066	\$38,000
<b>Total Project Cost</b>				<b>\$497,007</b>

## OBJECTIVE

The objective of this grant-funded work element is to support SANDAG member agencies that are transitioning from planning to implementation of their climate planning work. In addition, this work element will help jurisdictions identify synergies among existing local, regional, and state mitigation, transportation, and adaptation policies, plans, and projects to maximize co-benefits and investment efficiencies. The major project deliverables include: (1) a methodology to help local jurisdictions prioritize adaptation strategies (Comprehensive Prioritization Tool); (2) a regional economic guidance document; (3) a guidance document for integrating equity into adaptation and transportation resilience planning; and, (4) an adaptation implementation toolkit that incorporates previously-funded Senate Bill 1 grants to help jurisdictions build capacity to implement strategies that will provide their communities the most co-benefits.

Emphasis in FY 2020 will be on consultant procurement, beginning preparation of the regional economic guidance document, performing a review of existing equity indicators and local and regional climate and transportation planning documents, and beginning development of an engagement strategy to involve new partners and stakeholders.



**PREVIOUS ACCOMPLISHMENTS**

This new work element would leverage results from related SANDAG initiatives. With previously awarded SB 1 funding, SANDAG is currently developing a Regional Sea-Level Rise Adaptation Guidance Document and a Regional Adaptation Needs Assessment. In addition, the SANDAG Roadmap Program has provided technical assistance and regional guidance to local jurisdictions for the development, implementation, and monitoring of Climate Action Plans. This project will leverage these previous and current adaptation and mitigation efforts to support member agencies in prioritizing implementation of adaptation strategies that link mitigation, adaptation, and broader community benefits.

**JUSTIFICATION**

The San Diego region has made strides in achieving climate change mitigation goals through local Climate Action Plans (CAPs), with 18 of the region’s 19 jurisdictions either developing, updating, or adopting CAPs that focus on climate mitigation. However, planning for climate change adaptation in the region is still relatively nascent, and is often conducted in a silo separate from more advanced climate action planning. There are numerous opportunities to leverage existing CAP efforts to rapidly advance our local and regional capacity to adapt to and prepare for climate impacts that affect our regional transportation infrastructure and communities, while simultaneously addressing mitigation priorities. However, jurisdictions need tools and guidance on how to holistically implement local climate strategies before large investments are made without full consideration of synergies among transportation, mitigation, and adaptation efforts. This project will build on SANDAG’s previous SB 1-funded adaptation work and Roadmap Program activities to provide member agencies with tangible guidance on how to prioritize identified climate risks and adaptation needs.

**Project Manager:** Anna Lowe  
**Committee(s):** Regional Planning Committee  
**Working Group(s):** Regional Energy Working Group, Regional Planning Technical Working Group, Environmental Mitigation Program Working Group

**PRODUCTS, TASKS, AND SCHEDULES FOR FY2020**

<b>Task No.</b>	<b>% of Effort</b>	<b>Task Description / Product / Schedule</b>
1	3	<p><b>Task Description:</b> Project management, administration, and coordination.</p> <p><b>Product:</b> Prepare meeting materials and notes invoice packages and quarterly reports and develop case studies.</p> <p><b>Completion Date:</b> 6/30/2020</p>
2	38	<p><b>Task Description:</b> Develop economic guidance document for climate planning and transportation professionals.</p> <p><b>Product:</b> Summary of existing local and regional climate and transportation planning documents; draft regional economic guidance document.</p> <p><b>Completion Date:</b> 6/30/2020</p>
3	17	<p><b>Task Description:</b> Integration of equity into climate and transportation planning and implementation.</p> <p><b>Product:</b> Assessment of equity indicators in climate and transportation planning and implementation documents.</p> <p><b>Completion Date:</b> 6/30/2020</p>

4	30	<p><b>Task Description:</b> Develop a Comprehensive Prioritization Tool to support moving from planning to implementation.</p> <p><b>Product:</b> Begin development of the Comprehensive Prioritization Tool.</p> <p><b>Completion Date:</b> 6/30/2020</p>
5	12	<p><b>Task Description:</b> Develop, implement and track an engagement strategy to involve new partners, specifically equity and community organizations as well as new regional and statewide audiences.</p> <p><b>Product:</b> Develop engagement strategy; track engagement.</p> <p><b>Completion Date:</b> 6/30/2020</p>

### **FUTURE ACTIVITIES**

Future activities include development of a methodology for prioritizing adaptation and transportation resilience strategies (Comprehensive Prioritization Tool); development of a regional economic guidance document; development of a guidance document for integrating equity into adaptation and transportation resilience planning; development of an adaptation implementation toolkit; and, related trainings, and outreach and engagement.

**WORK ELEMENT: 3401100 NEW-State Route 94 Multiuse Pathway Feasibility Study****FY 2020 BUDGET: \$53,708****AREA OF EMPHASIS: Sustainable Development: Planning and Funding Strategies**

Amendment Title: State Route 94 Multiuse Pathway Feasibility Study

<b>Funds Source</b>				
	Prior	<b>FY 2020</b>	FY 2021 - 2022	Total
State Highway Account - Sustainable Communities	\$0	\$53,708	\$171,292	\$225,000
<b>TOTAL</b>	<b>\$0</b>	<b>\$53,708</b>	<b>\$171,292</b>	<b>\$225,000</b>
In-kind Match	\$0	\$6,958	\$22,193	\$29,151
<b>Total Project Cost</b>				<b>\$254,151</b>

Note: In-kind match of \$29,151 will be provided by Jamul Indian Village of California.

<b>Funds Application</b>				
	Prior	<b>FY 2020</b>	FY 2021 - 2022	Total
Salaries, Benefits, Indirect	\$0	\$3,708	\$2,605	\$6,313
Contracted Services	\$0	\$50,000	\$168,687	\$218,687
<b>TOTAL</b>	<b>\$0</b>	<b>\$53,708</b>	<b>\$171,292</b>	<b>\$225,000</b>
In-kind Match	\$0	\$6,958	\$22,193	\$29,151
<b>Total Project Cost</b>				<b>\$254,151</b>

**OBJECTIVE**

The objective of this grant-funded work element is to study alternatives for a multi-use path along SR 94 between Jamacha Road/Campo Road and the Jamul Indian Village (Jamul). Through this study, Jamul Indian Village plans to address a missing active transportation link by looking at multi-use path alternatives to increase access to key community destinations and improve safety for residents, employees, and tribal members. This study will include the involvement of stakeholders and members of historically disadvantaged rural communities along the corridor. The study will complete a multi-use pathway concept plan, planning-level cost estimates, and a feasibility analysis. The core project team will include Caltrans, the County of San Diego, Grossmont Union High School District, and SANDAG with Jamul as a lead.

Emphasis in FY 2020 will include procurement of the consulting services and development of existing conditions.

## PREVIOUS ACCOMPLISHMENTS

This project was identified by the Jamul Indian Village of California and local stakeholders through the Intraregional Tribal Transportation Strategy (ITTS). It builds upon previous community engagement efforts made by the ITTS and the County Trails Master Plan.

## JUSTIFICATION

The 2018 Intraregional Tribal Transportation Strategy (ITTS) identified SR 94 as a major commuter facility that provides access into and out of the Jamul Indian Village (Jamul). As a result of community input, SR 94 has been identified as a corridor that should provide increased mobility options. SR 94 serves as the only access to and from the reservation, which is one of the largest employment centers within the project area. With the newly completed gaming facility, there is an increase in vehicles along SR 94 due to visitors and employees coming to the site. However, the only existing method to and from the reservation is by driving or taking transit. To provide mobility options for employees and tribal members of the reservation. The study will address a missing active transportation link for the entire community as there are no existing bike or pedestrian facilities along SR 94 today.

**Project Manager:** Tracy Ferchaw

**Committee(s):** Transportation Committee, Borders Committee

**Working Group(s):** Interagency Technical Working Group on Tribal Transportation Issues

## PRODUCTS, TASKS, AND SCHEDULES FOR FY2020

Task No.	% of Effort	Task Description / Product / Schedule
1	50	<p><b>Task Description:</b> Project Management:</p> <p><b>Product:</b> Consultant task order, PM meeting agenda and summaries, Project Development Team (PDT) notes, monthly invoices, and quarterly progress reports</p> <p><b>Completion Date:</b> 6/30/2020</p>
2	10	<p><b>Task Description:</b> Existing Conditions Analysis</p> <p><b>Product:</b> Existing Plan Review, Collision Analysis, Opportunities and Constraints Map</p> <p><b>Completion Date:</b> 6/30/2020</p>
3	15	<p><b>Task Description:</b> Concept Development</p> <p><b>Product:</b> Alternative Alignments (up to 5), Intersection Designs, Cost Analysis, and Funding Opportunities</p> <p><b>Completion Date:</b> 6/30/2020</p>
4	25	<p><b>Task Description:</b> Stakeholder Engagement</p> <p><b>Product:</b> Open House and Workshop Events (up to 4) and Stakeholder Interviews (up to 4)</p> <p><b>Completion Date:</b> 6/30/2020</p>

## **FUTURE ACTIVITIES**

The study will ultimately result in a preferred alternative alignment and concept for the multi-use path along SR 94 that will improve access to key community resources for students, employees, tribal members, and residents. After the selection of a preferred alignment, the study will create an action plan that identifies steps to move towards project implementation. As funding sources are identified, steps to work towards project implementation include on-going coordination with project stakeholders, preliminary engineering to develop 30% plans, right-of-way considerations, environmental permits, and development of final design plans.

Note: The purpose of this amendment is to create an OWP to accept a Sustainable Communities Caltrans grant. SANDAG will be the Grantee with Jamul Indian Village of California as Sub-Recipient.

**WORK ELEMENT:** 3101500 Airport Connectivity Planning  
**FY 2020 BUDGET:** ~~\$834,686~~ ~~\$395,084~~  
**AREA OF EMPHASIS:** Sustainable Development: Planning and Funding Strategies

Amendment Title: Airport Connectivity Planning

	Prior	FY 2020	Total
SANDAG Contingency Reserve Fund	\$1,000,000	<del>\$500,000</del> \$120,000	<del>\$1,500,000</del> \$1,120,000
TDA Planning/Administration	\$260,000	<del>\$334,686</del> \$275,084	<del>\$594,686</del> \$535,084
<b>TOTAL</b>	<b>\$1,260,000</b>	<b><del>\$834,686</del> \$395,084</b>	<b><del>\$2,094,686</del> \$1,655,084</b>

	Prior	FY 2020	Total
Salaries, Benefits, Indirect	\$260,000	<del>\$324,686</del> \$265,084	<del>\$584,686</del> \$525,084
Other Direct Costs	\$3,000	\$10,000	\$13,000
Contracted Services	\$997,000	<del>\$500,000</del> \$120,000	<del>\$1,497,000</del> \$1,117,000
<b>TOTAL</b>	<b>\$1,260,000</b>	<b><del>\$834,686</del> \$395,084</b>	<b><del>\$2,094,686</del> \$1,655,084</b>

## OBJECTIVE

The objective of this work element is to develop an airport ground access plan, including the potential development of a people mover (or other mode of regional transit), a comprehensive multi-use development to support the people mover (or other mode of regional transit) and provide a central multimodal transportation hub. Emphasis in FY 2020 will be on working with regional stakeholders to develop a comprehensive funding strategy for the Intermodal Transportation Center and related components.

## PREVIOUS ACCOMPLISHMENTS

Work efforts on this project began in FY 2019. The first six months of the project included the development of a work plan, alignment studies, planning analysis, coordination with regional stakeholders, modeling work, identification of Environmental Impact Report (EIR) needs and interagency agreements.

## JUSTIFICATION

On December 21, 2018, the SANDAG Board of Directors approved the formation of an inter-agency group for collaboration on the project, which includes the City of San Diego, the San Diego County Regional Airport Authority, San Diego Port District, California Department of Transportation, San Diego Metropolitan Transit System and U.S. Department of Defense (Airport Connectivity Subcommittee). The Airport Connectivity Subcommittee is responsible for bringing forward concepts for improving transportation to the Airport. As part of the project, SANDAG will

evaluate viable options for future transit, roadway and highway improvements, an automated people mover or other rail improvements as well as the Intermodal Transportation Center (ITC). As a key component of the project, SANDAG will work to redefine the ITC and design the San Diego Grand Central Station to connect trolleys, buses, COASTER and Amtrak trains to the Airport. The Airport Connectivity Subcommittee is expected to produce a blueprint for the transportation center and other alternatives by June 2019, and ultimately propose a shared funding strategy among all relevant agencies.

**Project Manager:** Jennifer Williamson  
**Committee(s):** None  
**Working Group(s):** Airport Connectivity Subcommittee

**PRODUCTS, TASKS, AND SCHEDULES FOR FY2020**

<b>Task No.</b>	<b>% of Effort</b>	<b>Task Description / Product / Schedule</b>	
1	40	<b>Task Description:</b>	Preliminary engineering and design
		<b>Product:</b>	Development of ground access concepts through 33 percent design.
		<b>Completion Date:</b>	6/30/2020
2	20	<b>Task Description:</b>	Environmental Preparation
		<b>Product:</b>	Scope of work and Notice of Preparation for EIR
		<b>Completion Date:</b>	6/30/2020
3	20	<b>Task Description:</b>	Real estate analysis and land use acquisition
		<b>Product:</b>	Real estate proformas/land use acquisition plan
		<b>Completion Date:</b>	6/30/2020
4	20	<b>Task Description:</b>	Interagency agreements to support one ITC project.
		<b>Product:</b>	Ongoing Development of Memoranda of Understanding, agreements, acquisitions.
		<b>Completion Date:</b>	6/30/2020

**FUTURE ACTIVITIES**

There is currently no funding to advance this project past its current phase. Future activities involve seeking funding to deliver the final design and construction.

Note: Revisions to staff hours and consultant costs to account for Caltrans grant dollars.

July 12, 2019

## Legislative Status Report

Monthly status reports on legislative activities are provided to the Executive Committee.

Attachments 1 and 2 include summaries from Ellison Wilson Advocacy, LLC on state legislative activity, and from Peyser Associates LLC on federal legislative activity related to SANDAG for June 2019.

**Action: Information**

An update on federal and state legislative and policy activities will be presented.

### Key Considerations

Consistent with the approved [2019 SANDAG Legislative Program](#), the Executive Director submitted letters of support for the following two bills.

**Senate Bill 5 (Beall):** This bill would allow local governments to collaborate on state-approved redevelopment plans that help to advance affordable housing, transit-oriented development, infill development, neighborhood revitalization, and planning for projects that mitigate the effects of climate change.

The funding provided through SB 5 would help the San Diego region continue to make important progress toward addressing the state's housing needs while supporting the development of a transportation network that complements and supports any planned housing units.

This bill is consistent with the following 2019 SANDAG Legislative Program Goal:

Goal No. 10A: Support incentives to jurisdictions that provide opportunities for more housing, including affordable and transit-oriented developments, supports regional fair-share allocation of housing funds, and provides additional affordable housing funding with greater local/regional control. (2002)

**Senate Bill 277 (Beall):** This bill would define the funding distribution formula for the SB 1 Local Partnership Program. The Local Partnership Program allows self-help agencies to leverage funding from existing measures to build much needed transportation projects that have been approved by local voters.

The formula funding provided by the Local Partnership Program will be an important and reliable resource to help leverage these critical investments in the San Diego region. Additionally, the formula funding distribution will result in significantly reduced overhead costs that come along with writing and reviewing expensive grant applications and strict accountability provisions will ensure that taxpayer dollars are being used according to the voter's approval.

This bill is consistent with the following 2019 SANDAG Legislative Program Goals:

Goal No. 2A: Pursue resources and funding mechanisms consistent with financial strategies adopted in the Regional Plan, including but not limited to increasing revenues for transportation, cap-and-trade revenues, gas tax or equivalent revenue sources, bond measures, public/private partnerships, smart growth, and higher pass-through maintenance/preservation funding. (2012)

Goal No. 3A: Expand access to resources and technical tools that will enable SANDAG to implement San Diego Forward: The Regional Plan, including value pricing, Managed Lanes, High Occupancy Toll Lanes, the alleviation of current constraints on transponder technology, transit priority treatments, Transportation Demand Management, and other efforts that promote efficient use of highways and local roads. (2003, 2009, 2015)

### **Victoria Stackwick, Principal Government Relations Analyst**

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Attachments: 1. Report from Ellison Wilson Advocacy  
2. Report from Peyser and Associates





**TO:** SANDAG BOARD OF DIRECTORS  
**FROM:** ELLISON WILSON ADVOCACY, LLC  
**SUBJECT:** SANDAG LEGISLATIVE ACTIVITY REPORT – JUNE 2019

### **Legislative Update**

#### ***Legislative Overview***

July 10 is the last day for all policy committees to hear and report fiscal bills to fiscal committees, while July 12 is the last day for all policy committees to hear and report all bills. The Legislature will adjourn for Summer Recess from July 12-August 12.

#### ***SANDAG's Regional Plan Bill Unanimously Passed by Senate Policy Committees***

On June 4, the Senate Housing Committee heard and unanimously passed SANDAG's Assembly Bill 1730 (AB 1730), 9-0, and on June 19 the bill was heard and unanimously passed by the Senate Environmental Quality Committee, 6-0. This bill extends SANDAG's Regional Transportation Plan (RTP) deadline from 2019 to 2021 and divorces the Regional Housing Needs Assessment (RHNA) process from the Regional Plan process to ensure the sixth RHNA cycle (and related housing element updates) stay on the current timeline. Specifically, the bill:

- Provides that the environmental impact report adopted by SANDAG on October 9, 2015, shall remain in effect until SANDAG adopts its next update to its RTP.
- Requires SANDAG to adopt and submit its update to the 2015 RTP on or before December 13, 2021, and every four years thereafter.
- Prohibits the Air Resources Board (ARB) from adopting regional greenhouse gas emission reduction targets for SANDAG before SANDAG adopts its update to the 2015 RTP.
- Provides that the RTP adopted by SANDAG that is due to federal agencies in October 2019 shall not be considered an RTP for state purposes and shall not constitute a project under the California Environmental Quality Act.
- Provides that the resolution approving the final RHNA allocation for SANDAG's sixth housing element cycle shall use the Sustainable Communities Strategies (SCS) in the 2015 RTP to demonstrate the required consistency determinations.
- Authorizes SANDAG to conduct its RHNA allocation process for the sixth housing element cycle prior to adopting an updated RTP and SCS.
- Authorizes a local government within SANDAG's jurisdiction to adopt its housing element for the sixth cycle on or before April 30, 2021, using the final RHNA allocation adopted by SANDAG on or before November 1, 2019.

- Requires all local governments within SANDAG’s jurisdiction to adopt the housing element for the seventh cycle no later than 18 months after SANDAG adopts its first RTP update in 2029.

In addition to SANDAG, also in support are: the cities of San Diego (co-sponsor), Carlsbad, Del Mar, Encinitas, Escondido, Imperial Beach, La Mesa, National City, Oceanside, and Poway; Alliance for Regional Solution; Bayside Community Center; Chula Vista Community Collaborative; Circulate San Diego; City Heights Community Development Corporation; Climate Action Campaign; El Cajon Collaborative; Environmental Health Coalition; IBEW 569; Nile Sisters Development Initiative; North County Transit District; San Diego County Regional Airport Authority; San Diego Regional Chamber of Commerce; SanDiego350; the Urban Collaborative Project; and United Association of Plumbers and Steamfitters Local #230. There was no opposition.

The bill will now head for a vote on the Senate Floor.

### ***Governor Newsom Signs \$215 Billion State Budget***

On June 27, Governor Newsom signed into law his first state budget bill, Assembly Bill 74, which will go into effect on July 1. The budget increases spending on child care, health insurance, and homelessness, and fills the state’s “rainy day” reserve accounts with more than \$19 billion. A number of additional budget trailer bills enacting various policy components of the budget, including one enacting several housing planning policies, are still being finalized.

## Activity Report

- 6/3: Prepared with SANDAG staff and author's office for AB 1730 hearing in the Senate Housing Committee.
- 6/4: Attended Senate Housing Committee's hearing on AB 1730 with SANDAG staff.
- 6/5: Reviewed/analyzed amendments to transportation omnibus bill; Provided subsequent updates to SANDAG staff.
- 6/6: Prepared with SANDAG staff for AB 1730 hearing in the Senate Environmental Quality Committee; Communicated with pro Tem staff on pertinent legislation; Provided SANDAG staff with an updated list of pertinent bills.
- 6/10: Prepared with SANDAG staff for AB 1730 hearing in the Senate Environmental Quality Committee, including communication with legislative staff; Met with budget staff on pertinent budget items.
- 6/11: Reviewed/analyzed amendments to pertinent legislation; Provided subsequent updates to SANDAG staff.
- 6/12: Prepared with SANDAG staff for AB 1730 hearing in the Senate Environmental Quality Committee, including communication with legislative staff; Reviewed/analyzed transportation budget trailer bill; Met with legislator on pertinent legislation; Communicated with SANDAG staff on pertinent legislation.
- 6/13: Reviewed/analyzed budget bill; Attended meeting with transportation committee consultants on pertinent legislation; Provided subsequent updates to SANDAG staff.
- 6/14: Reviewed/analyzed amendments to pertinent legislation; Provided subsequent updates to SANDAG staff.
- 6/17: Provided SANDAG staff with League of California Cities' budget overview.
- 6/18: Prepared with SANDAG staff for AB 1730 hearing in the Senate Environmental Quality Committee; Met with legislators on pertinent legislation.
- 6/19: Attended Senate Environmental Quality Committee hearing on AB 1730 with SANDAG staff.
- 6/20: Communicated with pro Tem staff on budget matters.
- 6/24: Communicated with Senate Rules Committee staff regarding confirmation hearings.
- 6/25: Prepared with SANDAG staff for AB 1730 Senate Floor vote; Met with committee staff on pertinent legislation.
- 6/26: Communicated with Governor's staff on pertinent legislation; Provided SANDAG staff with updates on housing budget trailer bill.
- 6/27: Communicated with pro Tem staff on budget matters.
- 6/28: Reviewed/analyzed amendments to housing budget trailer bill; Provided subsequent updates to SANDAG staff.

# PEYSER ASSOCIATES

LLC

Peter A. Peyser

## **Transportation Update from Peyser Associates**

**June 7, 2019**

### ***House Advances Transportation Housing and Urban Development Spending Bill, Preserving Policy Riders***

The House Committee on Appropriations on Tuesday reported to the full House their version of the FY 2020 appropriations bill for the Departments of Transportation and HUD. The measure reported by full committee is substantially the same as the one reported by the THUD Subcommittee on May 23. The only change was a Managers Amendment that made small adjustments in the bill to reflect recent events.

The committee turned-back two attempts to delete policy riders that had been included in the subcommittee version. One of the proposed amendments was to delete a section of the bill intended to prevent Department of Transportation from pre-empting trucker work rules enacted by states—such as California—that are more strict than those at the federal level. The other amendment would have deleted the section of the bill that would prevent DOT from taking further steps to pull federal support from California’s high-speed rail program.

The amendment concerning California high-speed rail was offered by Rep. Mike Simpson (R-ID). Speakers on its behalf included Rep. Mario Diaz-Balart (R-FL) and Rep. Ken Calvert (R-CA). Speaking in opposition to the amendment were Rep. David Price (D-CA) and California Democrats Barbara Lee and Pete Aguilar.

Both amendments were defeated on straight party line votes of 29-21.

The House will begin voting on appropriations bills next week when they take up a five-bill “minibus” package including Defense, Labor-Health and Human Services-Education, State and Foreign Operations, Energy and Water, and Legislative Branch spending bills. It is unclear when the THUD bill will come to the floor, but it is likely to do so before the July 4th recess.

### ***Negotiations Continue on Budget Caps and Debt Limit***

Congress is entering into the first stage of concern over a potential government shutdown late this year. Congress and the Administration are facing a potential “triple witching hour” this fall – the expiration of spending bills on September 30, the potential imposition of sequestration with its across-the-board cuts and a lapse in government borrowing authority.

Negotiations are taking place between House and Senate appropriators and the White House in an effort to get to an agreement on the most difficult issue – budget caps. As with the last time these sorts of negotiations occurred – way back in February of this year – congressional appropriators from both parties appear confident they can reach an agreement if left to their own devices. The big unknown is how the White House will engage in the process.

After talks with the White House and the Office of Management and Budget before Memorial Day Senate Appropriations Committee Chair Richard Shelby (R-AL) expressed optimism that a deal could be reached. But the most recent statement from President Trump was about a month ago when he tweeted that a budget deal was “not happening!” That ominous tweet was before the President declared in the Rose Garden that he was not inclined to work with Congress on legislation while it continues with investigations into his Administration and his personal finances.

Appropriations bills in the House – including the “minibus” coming to the floor next week – are being drafted based on an assumption that spending caps will be raised in a new budget deal. The Senate has yet to show its cards regarding the assumptions it will build into its spending bills. When they start working at committee on spending bills, possibly later this month, we will get a window into Senate leadership’s views about the negotiation process ahead.

**June 14, 2019**

***Senate Republican Leaders and White House Discuss Budget Deal***

Senate Majority Leader Mitch McConnell (R-KY), Appropriations Committee Chair Richard Shelby (R) and other key Republican leaders met Wednesday with Acting White House Chief of Staff Mick Mulvaney and Treasury Secretary Stephen Mnuchin to discuss their strategy for a deal on spending caps and a debt limit increase for FY 2020 and 2021.

The meeting did not produce a firm strategy for moving ahead to make a deal with House Democrats. According to media reports, the Administration made clear their interest in a debt limit increase sufficient to get them past the 2020 election – meaning it would have to cover FY 2021 as well as FY 2020. While the White House has not stated a public position on raising spending caps, it is clear that Democrats won’t agree to a debt limit increase without raising the caps and that Republican Members also support an increase in the caps to ensure defense spending can grow.

House Speaker Nancy Pelosi (D-CA) underlined her party’s position yesterday when she said there would have to be agreement on the spending cap increase before she would discuss raising the debt limit.

These discussions are evidence that both parties would like to avoid the brinksmanship that led to the government shutdown in late 2018 and early 2019. The President has not been heard from publicly on these budget matters in recent weeks and that has given negotiators the room to work on a solution. There is clearly a deal to be made if the two sides continue talking. While a deal is pending, House Democrats are moving ahead with spending bills reflecting their proposed increases in spending caps. Senate Republicans have yet to show their hand on their plan for spending levels for FY 2020.

***Transportation Spending Part of Second House “Minibus” Spending Bill***

House leaders are expecting to bring to the floor next week a package of spending bills for FY 2020 that will include the Transportation-HUD (THUD) measure. Also included in that package are the Agriculture-Food and Drug Administration, Commerce-Justice-Science, Interior-Environment and Military Construction-Veteran Affairs bills.

Members who wished to have amendments considered on bills in the package were required to submit them by 11am yesterday. Among the amendments submitted were two – one from Rep. Doug Lamalfa (R-CA) and the other from Rep. Scott Perry (R-PA) – that would strike the provision in the bill that would prevent DOT from taking further steps to pull federal support for California’s high-speed rail project. Rep. Lamalfa also submitted an amendment that would prohibit any funds in the bill from California high-speed unless DOT certifies the state has reimbursed landowners for any property taken for the project. In addition, Rep. Greg Pence (R- IN) and 6 Republican co-sponsors submitted an amendment to strike the provision that prevents DOT from pre-empting state work rules for truckers that are more stringent than the federal rules.

**June 21, 2019**

***House Begins Floor Action on “Minibus” Including Transportation Spending***

The House on Wednesday passed its first “minibus” spending bill and then took up the second package, which includes the spending bill for the Departments of Transportation and Housing and Urban Development. The House must dispose of 286 amendments to the five bills included in the package – 62 of them on the “THUD” bill.

Among the amendments the House Rules Committee made in order for consideration on the floor were two of particular interest to the public transit community:

Amendment by Rep. Scott Perry (R) – This amendment would strike Section 164 of the bill. That section includes several important changes to the Federal Transit Administration's (FTA) administration of the Capital Investment Grants (CIG) program. The bill prohibits FTA from:

- requiring or requesting that projects have a CIG share of less than 50 percent;
- determining the CIG share until at least 180 days after the project has entered the Engineering phase; and
- for projects currently in the CIG pipeline, requiring a probability threshold greater than 50 percent when determining the project's budget and schedule. This provision restores FTA's Risk Assessment policy to its terms prior to FTA's new policy announced on June 29, 2018.

The Perry Amendment would also re-apply to the transit program the “Rostenkowski test”, which is a limitation on expenditures from the Mass Transit Account of the Highway Trust Fund. The effect of this would be 12 percent reduction in all formula fund allocations from the FTA.

Amendment by Rep. Greg Woodall (R-GA) – The Woodall amendment strikes section 193 of the bill which clarifies that, under current law, Transportation Infrastructure Finance and Innovation Act (TIFIA) loans repaid with local funds are considered part of the non-Federal share of the project cost. The Woodall Amendment strikes this TIFIA clarification and allows the U.S. Department of Transportation to continue to consider TIFIA loans repaid with local funds “in the context of all Federal funding sources.”

The American Public Transportation Association on Wednesday issued a Legislative Alert urging its Members to oppose both of these amendments.

The House Rules Committee did NOT make in order for consideration the amendments filed to strip from the bill the provision that protect the California high speed rail project from further attempts by the Federal Railroad Administration to pull federal funding from the project. It appears that provision will survive the House consideration of this package.

The House had completed action on 190 of the 286 amendments to the package. As this is written, the House has convened to resume consideration of the bill.

### ***High-Level Budget Talks Continue with Little Progress***

In recent weeks, this report has outlined the conversations taking place at the leadership level on Capitol Hill and in the Administration over spending caps and the national debt limit. Those talks continued this week, but no progress appears to have been made in solving the most critical issues.

On Wednesday, White House Acting Chief of Staff Mick Mulvaney and Treasury Secretary Steve Mnuchin met with key Senators of both parties to discuss spending caps for defense and non-defense spending. The talks broke down with mutual finger pointing as Mnuchin accused Democrats of raising their spending target for non-defense spending above the levels previously discussed. Minority Leader Chuck Schumer (D-NY) disputed Mnuchin's accusation. On the positive side, the two leading appropriators from the Senate, Sen. Richard Shelby (R) and Sen. Patrick Leahy (D-VT) refused to take the confrontational bait and continued to say they thought a deal could be reached. All parties to the Wednesday discussion agreed the reaching out to House Speaker Nancy Pelosi (D) would be the key to striking the ultimate deal over spending caps and the debt limit increase.

For her part, Speaker Pelosi on Thursday indicated she had minimal interest in speaking with Mick Mulvaney on the topic of the debt limit. She accused him of being one of the leaders of the movement to shut down the government in 2013 and said he has “no credibility” on the debt limit issue. She said her position has not

changed – the agreement to extend the debt limit is tied to a two-year agreement on spending caps that includes increases in non-defense spending alongside increases in defense spending.

As Congress approaches its July 4th recess, there are likely to be further efforts to advance the conversations.

### ***Batory Says Gateway EIS Could Take Another Year***

Federal Railroad Administrator Ron Batory on Wednesday indicated it may be another year before the Environmental Impact Statement (EIS) for the Hudson River Tunnels project is finalized. Under questioning from Sen. Richard Blumenthal (D-CT) at a hearing of the Senate Commerce Committee, Batory noted that the EIS process for the Hudson River Tunnels project just “celebrated its third birthday” and for comparison sake noted the EIS for the nearby Portals Bridge project took ten years to complete. He said that as of now, FRA had completed 95 administrative steps towards completing the EIS with 27 more to go. “Does that mean another year? I don’t know,” he said.

Sen. Blumenthal reminded Batory that last fall he had testified that the EIS should be complete by the first or second quarter of this year (i.e. by now). In responding to that, Batory apologized to Blumenthal for not having responded to a letter the Senator sent him after that hearing last fall on the topic. He said “everybody’s working” on the EIS and that it’s “not sitting on my desk under a paperweight.”

### ***House Advances Tax Extenders Bill with Transportation Provisions***

The House Committee on Ways and Means yesterday approved the “Taxpayer Certainty and Disaster Relief Act of 2019” for consideration by the full House. The bill retroactively extends a number of tax code provisions that expired at the end of 2018 for two years. It also includes provisions to incentivize charitable donations for disaster recovery and otherwise facilitates disaster recovery.

Among the extend tax breaks in the legislation are the following that relate to transportation:

- Freight Railroad Track Maintenance – A 50 percent tax credit for railroad track maintenance expenses on Class II or III railroads (i.e. short lines.)
- Biodiesel Fuel Credit – This encompasses several tax income tax credits for using biodiesel fuels or fuel mixtures.
- Biodiesel Producer Credit – Tax credit for each gallon of biodiesel produced.
- Alternative Refueling Property Credit – Tax credit for installing a refueling facility.
- Excise Tax Credit for Alternative Fuels – Tax credits for purchasing alternative fuels or alternative fuels mixtures.

House Ways and Means Committee Chair Richard Neal (D-MA) acknowledged before the mark-up that there isn’t an agreement yet with the Senate tax writers about what will be included in the final package of extenders. Senate Finance Committee Chuck Grassley (R-IA) confirmed that, but said he wanted to “focus on the positive” results in the House in terms of advancing the conversation.

### ***Derek Kan to Depart US DOT***

In a meeting at DOT this week, Derek Kan told your reporter and others that he plans to leave DOT by the end of the month. He will be taking a position at the Office of Management and Budget. This leaves vacancies at the #2 and #3 posts at the Department.

**June 28, 2019**

### ***House Passes “Minibus” Spending Bill with Transportation Included***

The House on Tuesday passed a minibus spending bill including the Transportation-HUD measure. The vote on final passage was 227-194. Every Republican member voted “no” and every Democratic member save one – Rep. Ben McAdams (UT) – voted “aye.”

During consideration of the bill, the House disposed of two amendments regarding Federal Transit Administration programs. One was offered by Rep. Greg Woodall and would have deleted the section of the bill that would ensure TIFIA loans are considered part of the local share of a Capital Investment Grant (CIG) project. After brief discussion of the amendment, Rep. Woodall allowed it to go down on a voice vote. By not demanding a recorded vote, Rep. Woodall showed he recognized that defeat was certain. The other amendment was to have been offered by Rep. Scott Perry (R). The Perry amendment would have stricken the section of the bill that would block implementation of certain FTA policy for the CIG program and would also have ensure a 12 percent cut in FTA formula funding by applying a now-waived test of the fiscal solvency of the Highway Trust Fund Mass Transit Account. In the face of strong opposition to his amendment, Rep. Perry decided not to offer it all.

The outcome on these amendments was a significant victory for transit advocates. The American Public Transportation Association (APTA) appears to have effectively mobilized its membership in opposition.

The timing of Senate action on appropriations bills remains uncertain. The lack of progress on an agreement on spending caps for FY 2020 continues to hold up an allocation of spending authority to each of the appropriations subcommittees. Appropriations Committee leaders are seeking approval to move ahead with subcommittee mark-ups in July, but they will need backing from their leadership and the White House before proceeding. Congress returns from its brief Independence Day recess on July 9 and all eyes will be trained on the Senate leadership to see if they are prepared to give a “go” signal to the appropriators.

### ***FTA Leadership Defends its Record on CIG Program***

During the APTA Rail Conference meeting, FTA Acting Administrator K. Jane Williams and her team offered robust defenses of the agency’s record in managing the CIG program in several conference sessions. The two main pillars of the defense are that the agency has committed more money to more projects in its first two and a half years than did the Obama Administration and that the President requested money for non-Full-Funding Grant Agreements projects in his FY 2020 budget submittal.

Ms. Williams’ forceful presentation quelled the kind of critical questioning she and her staff had endured at other APTA meetings over the past two years.

At a session focusing on the management of the CIG program, FTA career staff defended against questions about the policies included in last summer’s “Dear Colleague” letter and separate policy guidance. They insisted that the policies laid out in those documents, particularly those concerning the treatment of TIFIA loans as part of the federal contribution and the implementation of the “P65” risk calculation policy were not new policy, but rather restatement of existing policy. They indicated that even though Congress is considering legislation to reverse those policies, they will continue to operate under them unless and until the law is changed.

### ***House Vote on Emergency Border Funding May Signal Trouble on Spending Cap Debate***

House Speaker Nancy Pelosi’s (D) efforts to maintain unity in her caucus ran aground this week on the legislation to supply emergency funding to the Trump Administration to support humanitarian aid at the Southern border. If the split in her caucus were to re-emerge on the issue of how to allocate spending authority between defense and non-defense programs, the road to a final budget deal could be a rocky one.



The key issue on the border funding bill was whether Congress would include strings on the money designed to prevent the funds from being used to support family separation and other policies in place for asylum seekers and illegal immigrants. Such was language was included in the House's original version of the bill, which passed on Tuesday on an almost-straight party line vote of 230 – 195.

On Wednesday, the Senate passed a "clean" emergency funding bill (i.e. without the House conditions) by a convincing bipartisan vote of 84-8. This made it clear to Speaker Pelosi that insisting on the House conditions in a House-Senate conference would be fruitless. So she decided to put the Senate version of the House floor to a vote yesterday. It passed on a vote of 305-142, with 95 Democrats voting against it and 129 voting for it.

The moderate/progressive tension in the House Democratic caucus has been clear to observers ever since last fall's election. Until now, Speaker Pelosi has skillfully bridged the divide by convincing her caucus of the value of unity in the face of their GOP opposition. Letting a humanitarian aid package through as she did can be viewed as a strategic retreat. Whether or not it has emboldened the progressive wing of her caucus to dig in their heels for a stronger commitment to non-defense spending in the budget deal remains to be seen. If they do, we could be headed for a long fall and winter before reaching a budget deal and gaining approval of appropriations bills.