Board of Directors Agenda

Friday, September 27, 2019
9 a.m. to 12 noon
SANDAG Board Room
401 B Street, 7th Floor
San Diego

Agenda Highlights

- **Proposed FY 2020 Program Budget Amendment: Capital Improvement Program**
- **Recommended Concepts for Improved Regional Connectivity**
- **Proposed FY 2020 Program Budget Amendment: 2021 Regional Plan, Modernization Program, and Independent Performance Auditor**

Please silence all electronic devices during the meeting

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Message from the Clerk

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

Mission Statement

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

San Diego Association of Governments · 401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900 · Fax (619) 699-1905 · sandag.org

Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Please complete a Request to Comment form located in the lobby. Members of the public may address the Board on any issue under the agenda item entitled Public Comments/Communications/Member Comments. Public speakers are limited to three minutes or less per person. The Board may take action on any item appearing on the agenda.

Both agenda and non-agenda comments should be sent to the Clerk of the Board via clerk@sandag.org. Please include the meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the meeting should be received by the Clerk no later than 5 p.m. two working days prior to the meeting. All public comments and materials received by the deadline become part of the official public record and will be provided to the members for their review at the meeting.

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Board of Directors

Friday, September 27, 2019

Item No. **Recommendation**

1. Public Comments/Communications/Member Comments

Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. 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.

2. Policy Advisory Committee Chairs' Report — Information

Policy Advisory Committee Chairs will provide updates on key committee activities.

3. Executive Director's Report — Discussion

Hasan Ikhrata, SANDAG

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.

Chair's Report

+4. 2019 iCommute Diamond Award Recipients — Information

The Board of Directors is asked to recognize the recipients of the 2019 Diamond Awards.

Consent

+5. Approval of Proposed Contract Award — Approve

Julie Wiley, SANDAG

The Board of Directors is asked to authorize the Executive Director to execute an agreement for the transfer and long-term management of mitigation land.

+6. Proposed FY 2020 Program Budget Amendment: State Route 125/905 Southbound to Westbound Connector — Approve

Mario Orso, Caltrans

The Board of Directors is asked to approve an amendment to the FY 2020 Program Budget to accept $938,000 of state Trade Corridor Improvement funds.

+7. **Proposed FY 2020 Program Budget Amendment: Northbound Border Wait Time Data Collection System** — Approve

Mario Orso, Caltrans

The Board of Directors is asked to approve an amendment to the FY 2020 Program Budget to:

(1) accept $1 million of Coordinated Border Infrastructure program funds from the state; and

(2) create a new Overall Work Program Project Element No. 3420200 to establish the Northbound Border Wait Time Data Collection System project.

+8. **Proposed Amendments to Board Policy No. 039: Audit Policy Advisory Committee and Audit Procedures** — Approve

John Kirk, SANDAG

Board of Directors is asked to approve the proposed amendments to Board Policy No. 039: Audit Policy Advisory Committee and Audit Activities.

+9. **Proposed Board Policy No. 041: Internal Control Standards** — Approve

Mary Khoshmashrab, Independent Performance Auditor

The Audit and Executive Committees recommend that the Board of Directors approve proposed Board Policy No. 041: Internal Control Standards.

+10. **Proposed Board Policy No. 042: Policy of Reporting Procedures and Form for Fraud, Waste, and Abuse** — Approve

Mary Khoshmashrab, Independent Performance Auditor

The Audit and Executive Committees recommend that the Board of Directors approve proposed Board Policy No. 042: Policy of Reporting Procedures and Form for Fraud, Waste, and Abuse.

+11. **FY 2019 State Transit Assistance – Claim Amendment** — Adopt

Michelle Smith, SANDAG

The Board of Directors is asked to adopt Resolutions Nos. 2020-08 and 2020-09, in substantially the same form as attached, approving the FY 2019 State Transit Assistance and State of Good Repair claim amendments for the North County Transit District.

+12. **Quarterly Progress Report on Transportation Projects through June 2019*** — Information

Michelle Smith, SANDAG

This quarterly report provides an update on the status of major SANDAG and Caltrans projects and programs in the San Diego region.

+13. Executive Director Delegated Actions* — Information

André Douzdjian, SANDAG

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

+14. Meetings and Events Attended on Behalf of SANDAG — Information

Tessa Lero, SANDAG

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

Reports

+15 Proposed FY 2020 Program Budget Amendment: Capital Improvement Program* — Approve

José Nuncio, SANDAG

The Board of Directors is asked to:

(1) approve an amendment to the FY 2020 Program Budget, adding $593.4 million in formula funds for the projects outlined in Attachment 4; and

(2) adopt Resolution No. 2020-07, authorizing the acceptance of $6 million in California Natural Resources Agency funds for the Del Mar Bluffs Stabilization projects.

+16. Recommended Concepts for Improved Regional Connectivity — Approve

Coleen Clementson and Jennifer Williamson, SANDAG

The Board of Directors is asked to approve the recommendation of the Airport Connectivity Subcommittee.

+17. Proposed FY 2020 Program Budget Amendment: 2021 Regional Plan, Modernization Program, and Independent Performance Auditor — Approve

Hasan Ikhrata, SANDAG

The Board of Directors is asked to:

(1) approve a budget amendment, swapping $8.5 million of *TransNet* funds with Interstate 15 FasTrak® funds;

(2) approve an update to the FY 2020 Salary Schedule; and

(3) approve the Independent Performance Auditor FY 2020 Budget amendment, as recommended by the Audit Committee.

+18. Overview of Developments in the Financial Markets, Quarterly Finance Report, and Annual Interest Rate Swap Evaluation as of June 30, 2019* — Information

André Douzdjian and Ray Major, SANDAG

This quarterly report provides an update on the financial markets, economy, and SANDAG investments including all money under the direction or care of SANDAG as of June 30, 2019.

19. 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.

20. Upcoming Meetings — Information

The next Board Policy meeting is scheduled for Friday, October 11, 2019, at 10 a.m. The next Board Business meeting is scheduled for Friday, October 25, 2019, at 9 a.m.

21. 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

2019 iCommute Diamond Award Recipients

Action: **Information**

The Board of Directors is asked to recognize the recipients of the 2019 Diamond Awards.

Fiscal Impact:

The iCommute Employer Program was approved in the FY 2019 budget.

Schedule/Scope Impact:

A Diamond Award luncheon was held on September 26, 2019.

Overview

The SANDAG iCommute Diamond Awards program recognizes employers in the San Diego region with outstanding commuter programs. The Board of Directors and iCommute congratulate this year's list of Bronze, Silver, Gold, and Platinum Diamond Awards recipients.

Key Considerations

iCommute works with employers to reduce traffic on the region's roadways by offering commuter programs that measurably reduce the number of employees driving alone to work. Diamond Award employers work side by side with iCommute to promote sustainable transportation choices that reduce traffic congestion and greenhouse gas emissions. Employers of all sizes across the region are encouraged to participate in the iCommute Employer Services Program to be eligible for Diamond Awards recognition. The iCommute Employer Services Program provides employers with specialized consulting services to develop customized commuter benefits that support their business goals.

In FY 2019, 131 employers qualified for a Diamond Award — a forty percent increase over 2018. Also, more local jurisdictions received a Diamond Award this year than in previous years including the cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, La Mesa, Oceanside, San Diego, Solana Beach, Vista, and the County of San Diego. Attachment 1 provides a complete list of FY 2019 Diamond Awards recipients.

Next Steps

Recipients were acknowledged at the Diamond Award luncheon, and will be acknowledged in an agency press release, a *San Diego Business Journal* newspaper ad, and on SANDAG and iCommute social media channels.

Hasan Ikhrata, Executive Director

Key Staff Contact: Deborah Jones, (619) 699-6988, deborah.jones@sandag.org

Attachment: 1. FY 2019 iCommute Diamond Awards Recipients

Diamond Awards
excellence in commute programs

Celebrating 10 YEARS of iCommute

FY 2019 iCommute Diamond Awards Recipients

platinum tier

AECOM*
Alexandria Real Estate Equities, Inc.*
BD Biosciences Pharmingen
Caltrans District 11
Center for Sustainable Energy*
Circulate San Diego
Dudek*
Fehr & Peers*
HM Electronics, Inc.*
HII San Diego Shipyard
ICF
Illumina, Inc.
Jacobs
LPL Financial*
Outdoor Outreach
RECON Environmental, Inc.*
Sempra Energy*
Southwest Strategies LLC*
TD Ameritrade*
U.S. Coast Guard Sector San Diego*
UC San Diego
Vertex Pharmaceuticals, Inc.
Watkins Wellness
WSP

gold tier

BAE Systems San Diego Ship Repair
Catalent Pharma Solutions*
City of Chula Vista
City of Encinitas*
City of Vista*
Collins Aerospace*
County of San Diego - County Operations Center
Cuyamaca College*
Genentech*
General Atomics*
Grossmont College
HDR Engineering*
Naval Base Coronado*
Naval Base Point Loma
Naval Base San Diego
Pfizer*
Port of San Diego
San Diego County Regional Airport Authority
San Diego State University
San Diego Gas & Electric
Sharp HealthCare
Sony Electronics
ViaSat*

silver tier

AleSmith Brewing Company
Alliant Insurance Services, Inc.*
BioLabs*
Celgene
City of Carlsbad
City of Coronado*
City of Del Mar
City of El Cajon*
City of La Mesa*
Full Swing Golf*
GenMark DX*
Heron Therapeutics*
Irvine Company (La Jolla Center)*
Mission Federal Credit Union
Northrop Grumman Mission Systems
Salk Institute for Biological Studies
San Diego County Water Authority
Scripps Health
The Scripps Research Institute
Thermo Fisher Scientific
Tocagen*

List continued on page 2

These organizations are new recipients or recently graduated to a higher tier.

SANDAG 511 iCommute

Diamond Awards
excellence in commute programs

Celebrating 10 YEARS of iCommute

FY 2019 iCommute Diamond Awards Recipients

bronze tier

ACE Hardware, Downtown*
Ajinomoto Bio-Pharma Services
Alta Planning + Design, Inc.
Amazon*
ASML*
Astellas Pharma*
Avexis*
Avison Young*
Brookwood Management Partners LLC*
Callaway Golf Company*
City of Escondido*
City of Oceanside*
City of San Diego
City of Solana Beach
Cooley LLP*
Cruzan - MAKE
California State University San Marcos
Cubic Defense
Del Mar Fairgrounds
Dexcom
Diakont Advanced Technologies*
General Dynamics NASSCO
Go Daddy
Google*
Hughes Network Systems LLC*
Hunter Industries*
iMatrix
Inseego*
Intuit
Irvine Company Office Properties (La Jolla Square)*
Janssen Research & Development
Jerome's Furniture*
LeeMarc Industries
LEGOLAND California Resort
Marine Corps Air Station Miramar
Meissner Jacquét*
Miracosta College*
Naval Coating, Inc.*
Northrop Grumman Corporation - Rancho Bernardo*
Olympus Communication Technology of America, Inc.*
Pacific Advisors*
Palomar College*
Park Hyatt Aviara Resort*
Poseida Therapeutics*
prAna Living LLC
QDOBA
Qualcomm
San Diego Convention Center
San Diego County Air Pollution Control District*
San Diego County Office of Education*
San Diego Humane Society*
San Diego Mesa College
San Diego Unified School District
San Diego Zoo Global*
Shorenstein Realty Services, L.P.*
Solar Turbines
Takeda California*
Texas Instruments, Inc.
University of San Diego
US Department of Veterans Affairs (VA)
Verimatrix
WinCo Oceanside*
Z57*

These organizations are new recipients or recently graduated to a higher tier.

SANDAG 511 iCommute

5113 8/19

Approval of Proposed Contract Award

Overview

Pursuant to Board direction, professional services awards associated with an original solicitation valued at $5 million or more are brought to the Board of Directors for approval.

Action: **Approve**

The Board of Directors is asked to authorize the Executive Director to execute an agreement for the transfer and long-term management of mitigation land.

Key Considerations

Caltrans owns three properties that were purchased by SANDAG under the *TransNet* Environmental Mitigation Program as mitigation for various highway transportation projects. The properties are required to be managed in perpetuity under the *TransNet* Extension Ordinance and the permit approvals for their respective projects. The three properties have served their intended purpose, and Caltrans and SANDAG desire to transfer the land and funding necessary to implement the long-term management of each property to a qualified land manager.

Fiscal Impact:

The cost for the endowment will be funded through the Environmental Mitigation Program, Capital Improvement Program Project No. 1200200: Project Biological Mitigation Fund.

Schedule/Scope Impact:

Following California Transportation Commission approval, the conservation easement will be signed, the property will be transferred, and an escrow account will be established.

The Board of Directors authorized the Executive Director to conduct a solicitation for ownership and management of the three open-space properties at its meeting on December 19, 2014. The solicitation was the first of its kind in California and required extensive research and collaboration between Caltrans and SANDAG to ensure its success. The solicitation process was conducted in 2016 and the contract for one of the properties, Jeffries Ranch, is now ready for approval.

Jeffries Ranch was acquired in 2011 as mitigation for the SR 76 Melrose Drive to South Mission Road and SR 76 South Mission Road to I-15 widening projects. The independent cost estimate for the long-term management of this property was $401,500 million, based on an estimated management cost of $5,000 per acre. Attachment 1 provides a map identifying the location of the parcel.[1]

SANDAG conducted a formal procurement to solicit for qualified land managers for all three properties and two proposals were received for the Jeffries Ranch property. The Center for Natural Lands Management was selected for negotiations due to receiving the highest rank during evaluations. Attachment 2 provides a summary of overall evaluation results. The total endowment amount will be $886,043, or approximately $11,000 per acre. This amount is higher than the independent cost estimate because the estimate was derived from 2002 data. Staff believes the negotiated amount is fair and reasonable for current market conditions.

[1] Parcel nos. 157-150-47; 157-150-48; 157-150-49; 157-151-06

Next Steps

Pending approval by the Board of Directors, SANDAG and Caltrans will submit the property transfer documents for Jeffries Ranch to the California Transportation Commission (CTC) for consideration at its December 4-5, 2019, meeting. Property transfer arrangements for the other two properties, Rancho Lilac and Forester Creek, have not yet concluded and will be brought to the Board for consideration after negotiations are complete.

Hasan Ikhrata, Executive Director

Key Staff Contact: Julie Wiley, (619) 699-6966, julie.wiley@sandag.org
Attachments: 1. Jeffries Ranch Property Map
2. Summary of Overall Evaluation Results

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Caltrans

Figure 4
Location Map
Jeffries Ranch

SANDAG
San Diego's Regional Planning Agency

Ownership and Management of Excess Open Space Property
RFP No. 5004420
Jeffries Ranch Scoring Results

Proposer	Interview Evaluation Criteria	Total Weighted Score	Total Max. Weighted Score Possible	Sum of Ranks	Overall Rank*
Center for Natural Lands Management	Knowledge and Technical Competence	38.00	40.00	4	1
	Consultant Experience	112.50	120.00		
	Proposed Methodology & Approach to Work	76.00	80.00		
	General Quality of Proposal Submittal	38.00	40.00		
	Cost	80.00	80.00		
	Additional Information	37.00	40.00		
	Interview Questions	146.00	160.00		
	Total Score	527.50	560.00		
San Diego Habitat Conservancy	Knowledge and Technical Competence	38.50	40.00	8	2
	Consultant Experience	108.00	120.00		
	Proposed Methodology & Approach to Work	66.00	80.00		
	General Quality of Proposal Submittal	35.00	40.00		
	Cost	72.00	80.00		
	Additional Information	35.00	40.00		
	Interview Questions	132.00	160.00		
	Total Score	486.50	560.00		

*Final Proposer Overall Rank is determined using the Sum of Ranks instead of the Total Weighted Score. Each evaluator's total scores are sorted into individual Proposal ranks. Their individual ranks are then added together for a Sum of Ranks. The Sum of Ranks are ordered into Overall Ranks, with the lowest number indicating which Proposal scored the highest across the evaluators. This measure is more objective, mitigating for and normalizing the evaluators' scoring differentials.

Proposed FY 2020 Program Budget Amendment: State Route 125/905 Southbound to Westbound Connector

Overview

The State Route (SR) 125/905 Southbound to Westbound Connector Project will complete the final move of the SR 11/125/905 interchange integrating three state highways serving the border region just north of the Otay Mesa port of entry. This freeway connector represents a critical link in the San Diego region facilitating the movement of people and goods serving the border area. Currently, vehicles must use city streets to access westbound SR 905 from southbound SR 125.

Action: **Approve**

The Board of Directors is asked to approve an amendment to the FY 2020 Program Budget to accept $938,000 of state Trade Corridor Improvement funds.

Fiscal Impact:

Approval of the proposed budget amendment would allow SANDAG to accept $938,000 of state Trade Corridor Improvement funds into the FY 2020 Program Budget.

Schedule/Scope Impact:

Approval of this action by the Board of Directors would allow the project to proceed on schedule.

Key Considerations

In May 2018, the project received $21,980,000 in Trade Corridor Enhancement Program (TCIF) funding. Coupled with $9,420,000 in local funds and $4,857,000 in federal funds, the project was fully funded. In August 2018, the California-Mexico Border System Network Improvements Baseline Agreement was approved by the California Transportation Commission (CTC), including the SR 125/905 Southbound to Westbound Connector Project. In February 2019, bid results from an adjacent project along the same corridor reflected a 10 percent increase in project costs. Upon review of those bid results, the project development team prepared a revised cost estimate for the SR 125/905 Southbound to Westbound Connector Project using the updated unit prices from the adjacent project. The revised estimate indicated a cost increase of $1,708,000.

In June 2019, the CTC reprogrammed $1,708,000 in TCIF funds to the Southbound to Westbound Connector Project. Of the $1,708,00 in TCIF funds, $770,000 is already programmed in the FY 2020 Program Budget. The remaining $938,000 is savings from CIP Project No. 1239807, the Sorrento Valley Double Track Project that was deallocated by the CTC in FY 2018 and is not reflected in the FY 2020 Program Budget. This proposed budget amendment would program these funds to the Southbound to Westbound Connector Project and allow it to proceed on schedule.

Next Steps

If approved by the Board of Directors, the project construction contract will be advertised pending CTC allocation of the funds. The Southbound to Westbound Connector is scheduled to be open to the public in late 2022.

Hasan Ikhrata, Executive Director

Key Staff Contact: Mario Orso, (619) 688-2561

Attachment: 1. Proposed FY 2020 Program Budget Amendment for Capital Improvement Program Project No. 1390506, SR 125/905 Southbound to Westbound Connector

FY 20 CAPITAL BUDGET AMENDMENT IN '000'S

Project Number: 1390506
RTIP Number: CAL38C
Project Name: SR 125/905 Southbound to Westbound Connector

Corridor Director: Mario Orso
Project Manager: Jacqueline Appleton-Deane
PM Phone Number: (619) 491-3080

PROJECT SCOPE

Construct SR 125/905 southbound to westbound freeway grade-separated interchange connector.

SITE LOCATION

PROGRESS TO DATE

Design is 95 percent complete.

PROJECT LIMITS

At SR 125/905 Interchange

MAJOR MILESTONES	Approved	Proposed
Draft Environmental Document	N/A	N/A
Final Environmental Document	N/A	N/A
Ready to Advertise	~~Aug-19~~	May-20
Begin Construction	~~Mar-20~~	Oct-20
Open to Public	~~Feb-22~~	Aug-22
Close-Out	~~Mar-22~~	Oct-24

SANDAG EXPENDITURE PLAN ($000)

TASK	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23		FY24		FY25		FY26		FY27		FY28		TOTAL	
Administration	~~$0~~	$0	~~$40~~	$0	~~$38~~	$39	~~$138~~	$190	~~$134~~	$120	~~$2~~	$4	~~$2~~	$1	~~$1~~	$1	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$355~~	$355
Environmental Document	~~0~~	0	~~0~~	0	~~0~~	~~0~~	~~0~~	0	~~0~~	~~0~~	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	~~0~~	~~0~~	0	~~0~~	~~0~~	~~$0~~	0
Design	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~$0~~	0
Right-of-Way Support	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~$0~~	0
Right-of-Way Capital	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~$0~~	0
Construction Support	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~$0~~	0
Construction Capital	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~$0~~	0
Vehicles	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~$0~~	0
Legal Services	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~$0~~	0
Communications	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~$0~~	0
Project Contingency	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~$0~~	0
Total SANDAG	~~$0~~	$0	~~$40~~	$0	~~$38~~	$39	~~$138~~	$190	~~$134~~	$120	~~$2~~	$4	~~$2~~	$1	~~$1~~	$1	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$355~~	$355

CALTRANS EXPENDITURE PLAN ($000)

TASK	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23		FY24		FY25		FY26		FY27		FY28		TOTAL	
Environmental Document	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0
Design	~~173~~	$173	~~4,000~~	2,365	~~684~~	2,319	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~$4,857~~	4,857
Right-of-Way Support	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~$0~~	0
Right-of-Way Capital	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~$0~~	0
Construction Support	~~0~~	$0	~~0~~	0	~~250~~	250	~~2,900~~	2,900	~~1,800~~	1,800	~~40~~	40	~~6~~	6	~~4~~	4	~~0~~	0	~~0~~	0	~~0~~	0	~~$5,000~~	5,000
Construction Capital	~~0~~	$0	~~0~~	0	~~2,000~~	2,131	~~14,800~~	15,771	~~9,245~~	9,851	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~$26,045~~	27,753
Total Caltrans	~~$173~~	$173	~~$4,000~~	$2,365	~~$2,934~~	$4,700	~~$17,700~~	$18,671	~~$11,045~~	$11,651	~~$40~~	$40	~~$6~~	$6	~~$4~~	$4	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$35,902~~	$37,610
Total SANDAG & Caltrans	~~$173~~	$173	~~$4,040~~	$2,365	~~$2,972~~	$4,739	~~$17,838~~	$18,861	~~$11,179~~	$11,771	~~$42~~	$44	~~$8~~	$7	~~$5~~	$5	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$36,257~~	$37,965
SBX Pass-Through	~~$0~~	$0	~~$0~~	$0	~~$696~~	$696	~~$5,151~~	$5,151	~~$3,218~~	$3,218	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$9,065~~	$9,065

FUNDING PLAN ($000)

FUNDING SOURCE	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23		FY24		FY25		FY26		FY27		FY28		TOTAL	
Federal																								
Demo	~~$173~~	$173	~~$4,000~~	$2,365	~~$684~~	$2,319	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$4,857~~	$4,857
State																								
SB1-TCEP	~~0~~	$0	~~$0~~	$0	~~1,554~~	$1,554	~~$12,549~~	$12,549	~~7,827~~	$7,827	~~$40~~	$40	~~6~~	6	~~$4~~	$4	~~0~~	0	~~$0~~	$0	~~0~~	0	~~$21,980~~	$21,980
TCIF	~~0~~	$0	~~$0~~	$0	~~0~~	$131	~~$0~~	$971	~~0~~	$606	~~$0~~	$0	~~0~~	0	~~$0~~	$0	~~0~~	0	~~$0~~	$0	~~0~~	0	~~$0~~	$1,708
Local																								
93140001 SR 125 Revenues	~~0~~	$0	~~$40~~	$0	~~734~~	$735	~~$5,289~~	$5,341	~~3,352~~	$3,338	~~$2~~	$4	~~2~~	1	~~$1~~	$1	~~0~~	0	~~$0~~	$0	~~0~~	0	~~$9,420~~	$9,420
TOTAL:	~~$173~~	$173	~~$4,040~~	$2,365	~~$2,972~~	$4,739	~~$17,838~~	$18,861	~~$11,179~~	$11,771	~~$42~~	$44	~~$8~~	$7	~~$5~~	$5	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$36,257~~	$37,965

Proposed FY 2020 Program Budget Amendment: Northbound Border Wait Time Data Collection System

Overview

The Northbound Border Wait Time Data Collection System project would install infrastructure that measures northbound wait times and disseminates this information to cross-border travelers at San Ysidro and Otay Mesa Ports of Entry.

Building upon the successful southbound pilot project at the San Ysidro Port of Entry, this Border Wait Time Data Collection System will gather northbound wait time data through Wi-Fi or RFID equipment in Mexico, which will be simultaneously processed and posted to the Caltrans QuickMap website. This data also will be used to inform regional planning, economic, and environmental studies, including San Diego Forward: The Regional Plan.

Action: **Approve**

The Board of Directors is asked to approve an amendment to the FY 2020 Program Budget to:

(1) accept $1 million of Coordinated Border Infrastructure program funds from the state; and

(2) create a new Overall Work Program Project Element No. 3420200 to establish the Northbound Border Wait Time Data Collection System project.

Fiscal Impact:

Approval of the proposed budget amendment will add $1 million of federal Coordinated Border Infrastructure program funds into the FY 2020 Program Budget.

Schedule/Scope Impact:

This amendment would allow the Northbound Border Wait Time Data Collection System to collect and display wait time data, beginning in summer 2020.

Key Considerations

The San Ysidro and Otay Mesa Ports of Entry are two of the busiest international crossings in the western hemisphere. With more than 23 million northbound private autos, bus, and truck vehicle crossings in 2018, they provide vital connections between the significantly interdependent economies in California and Baja California. Over the next ten years, wait times and traffic congestion near the border are expected to increase substantially, which will have adverse impacts on cross-border trade and vehicle emissions.

While governmental entities and business groups are interested in accurate border wait times data, the San Diego/Tijuana region lacks a sufficient system to measure and report northbound border wait times for travelers crossing into the United States. U.S. Customs and Border Protection provides border wait times in the region, however, they are estimated via line of sight and are limited to surveys of cross border travelers.

In order to better manage the border as a transportation system, the ultimate goal of this pilot project is to provide travelers with decision-quality information so they can make educated choices on when and how to travel. At the same time, more accurate border wait time predictions will benefit local, state, and federal agencies that are involved in border operations and traffic management. This project builds upon the successful Border Wait Time Detection Pilot program, which is currently collecting and displaying southbound border wait times data at the San Ysidro Port of Entry. In addition, this project would implement Phase III of the California Sustainable Freight Action Plan Advanced Technology Corridors at Border Ports of Entry pilot project, one of three pilot projects in the state.

The project will be funded through the federal Coordinated Border Infrastructure program. These federal dollars will be matched with toll credits.

Next Steps

If approved, the Northbound Border Wait Time Data Collection System project is scheduled to begin in summer 2020. After this pilot project ends, the equipment could be transferred to appropriate agencies to continue the project. The border wait times data at San Ysidro and Otay Mesa Ports of Entry will integrate into a Regional Border Management System and ultimately help to support implementation of the new State Route 11/Otay Mesa East Port of Entry project.

Hasan Ikhrata, Executive Director

Key Staff Contacts: Mario Orso, (619) 688-2561, mario.orso@dot.ca.gov
Keri Robinson, (619) 699-6954, keri.robinson@sandag.org

Attachment: 1. Proposed FY 2020 Program Budget Amendment for Overall Work Program Project No. 3420200, Northbound SR 11 Border Wait Time Study

WORK ELEMENT: **3420200 NEW - Northbound SR11 Border Wait Time Study**

FY 2020 BUDGET: **$297,500**

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

Amendment Title: Northbound Border Wait Time Data Collection System for the San Ysidro and Otay Mesa Ports of Entry

Funds Source				
	Prior	**FY 2020**	FY 2021	Total
FHWA Coordinated Border Infrastructure Planning	$0	$297,500	$702,500	$1,000,000
TOTAL	**$0**	**$297,500**	**$702,500**	**$1,000,000**

Funds Application				
	Prior	**FY 2020**	FY 2021	Total
Salaries, Benefits, Indirect	$0	$46,900	$76,900	$123,800
Contracted Services	$0	$220,000	$575,000	$795,000
Pass Through to Other Agencies	$0	$30,600	$50,600	$81,200
TOTAL	**$0**	**$297,500**	**$702,500**	**$1,000,000**

OBJECTIVE

Development and installation of a data collection system to collect reliable and continuous northbound time data on commercial and private vehicles crossing the border at the San Ysidro and Otay Mesa Ports of Entry from Tijuana into San Diego.

PREVIOUS ACCOMPLISHMENTS

SANDAG and Caltrans have successfully deployed a southbound border wait times system at the San Ysidro Land Port of Entry (LPOE). This pilot project, which has been collecting southbound border wait times data over the last couple of years, is being expanded to all California-Baja California LPOEs as part of a recent SB1 Trade Corridor Enhancement Program award and will be operating in the next two years.

JUSTIFICATION

The San Diego/Tijuana region lacks an accurate system to measure northbound border wait time for travelers crossing into the United States of America. While governmental entities and business groups are interested in accurate northbound border wait time data, there is no real system that collects and reports this information. Currently, northbound border wait times data is estimated via line of sight or collected by limited surveys of cross border travelers.

Collecting reliable northbound border wait times data is vital for the region to perform robust planning and economic studies, including the Regional Transportation Plan, Border Delays Economic Impact Study, and SR-11/Otay Mesa East LPOE investment grade traffic and revenue study.

The project will be funded with dollars from the federal Coordinated Border Infrastructure (CBI) Program. These federal dollars will be matched with toll credits.

Project Manager: Robinson, Keri

Committee(s): Transportation Committee

Working Group(s): Freight Stakeholders Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY2020

Task No.	% of Effort	Task Description / Product / Schedule	
1	40	**Task Description:**	Design and permitting of locations for border wait times equipment
		Product:	Design plans and permitting specifications for border wait times equipment site locations
		Completion Date:	6/30/2020
2	35	**Task Description:**	Develop the algorithm and Transportation Management Center backend solutions to process data from border wait times equipment
		Product:	Northbound border wait times algorithms for each land port of entry, and the associated Transportation Management Center backend solutions to process this data for public use
		Completion Date:	6/30/2020
3	25	**Task Description:**	Administrative oversight
		Product:	Review of design plans, permitting applications, algorithm development, and assist with any installation issues
		Completion Date:	6/30/2020

FUTURE ACTIVITIES

In future fiscal years, this project will require the procurement, installation, and maintenance of border wait times equipment in Mexico and the United States. SANDAG and Caltrans District 11 are currently developing a new variable toll land port of entry (Otay Mesa East Land Port of Entry), which will require up to the minute border wait times information at San Ysidro and Otay Mesa Land Ports of Entry in order to manage the border as a system. SANDAG and Caltrans have been planning a Regional Border Management System (RBMS), which will host this border wait times data for US and Mexico agencies. In order for this RBMS to function, both countries will require permanent border wait times systems which will feed information to the future Otay Mesa East LPOE variable tolling system.

Proposed Amendments to Board Policy No. 039: Audit Policy Advisory Committee and Audit Activities

Action: **Approve**

Board of Directors is asked to approve the proposed amendments to Board Policy No. 039: Audit Policy Advisory Committee and Audit Activities.

Fiscal Impact:

None

Schedule/Scope Impact:

The proposed amendments to Board Policy No. 039: Audit Policy Advisory Committee and Audit Activities would take effect upon approval by the Board of Directors and clarify the roles and responsibilities of both the Audit Policy Advisory Committee and the Independent Performance Auditor, as well as establish best practices for audit activities at SANDAG.

Overview

Board Policy No. 039: Audit Policy Advisory Committee and Audit Activities (Board Policy No. 039), initially approved by the Board of Directors in December 2017, provides guidance on the roles and responsibilities of the Audit Policy Advisory Committee (Audit Committee) and the Independent Performance Auditor (IPA).

Over the past year, the Audit Committee has established a regular meeting schedule, and the Office of the IPA has been filled. The proposed amendments to Board Policy No. 039 are based on input from both the IPA and members of the Audit Committee and are intended to clarify the roles and responsibilities of both the Audit Committee and the IPA, as well as establish best practices for audit activities at the agency.

Key Considerations

The proposed amendments to Board Policy No. 039 are reflected in redline format in Attachment 1 and summarized below. The Audit Committee considered these proposed amendments at its July and August meetings, and the Executive Committee considered the proposed amendments at its September meeting. Both bodies unanimously recommended their approval.

Section 3.1.10: Reflects the intention that the IPA establish consistent communication with members of the Audit Committee.

Section 6: Underscores the independence of the IPA from agency internal management and reflects the functional role of the IPA, in conjunction with the Audit Committee, as providing oversight of agency operations and programs on behalf of the Board of Directors.

Sections 6.2 and 6.3: Reflects the risk-based approach that will form the basis for the IPA's audit plan and work activities. As reflected, this would allow the Audit Committee and the Board of Directors to initially identify the risk factors that are most important, with the IPA's audit plan and audit activities subsequently based upon those factors.

Section 6.5: Identifies the scope of the IPA's assessments in conducting audits and provide expectations and uniformity in the conduct of audits.

The remaining proposed amendments provide clarity on communicating the results of audit activities to the Audit Committee and the Board of Directors, as well as prescribe processes to respond to audit findings.

Next Steps

Pending approval by the Board of Directors, the updated Board Policy No. 039 will be published to the SANDAG website and will guide activities of the Audit Committee and the Independent Performance Auditor.

Hasan Ikhrata, Executive Director

Key Staff Contact: John Kirk (619) 699-1997, john.kirk@sandag.org
Attachment: 1. Board Policy 039: Audit Policy Advisory Committee and Audit Activities

SANDAG

Board Policy

No.: **039**

Audit Policy Advisory Committee and Audit Activities

1. Purpose

The purpose of this policy is to specify the functions of the Audit Committee and the SANDAG Independent Performance Auditor.

2. Governance and Role of the Audit Committee

2.1 The Audit Committee shall be overseen by the SANDAG Board of Directors and shall govern itself in accordance with Public Utilities Code Sections 132351.4 and 132354.1, and the policies and procedures applicable to all SANDAG Policy Advisory Committees.

2.2 Membership of the Audit Committee shall be as set forth in Board Policy No. 002:

2.3 Policy Advisory Committee Membership. The Audit Committee shall consist of five voting members with two members of the Board of Directors and three members of the public, all of which shall be appointed by the Board of Directors. Due to the qualification requirements and selection process described in this policy, Audit Committee members and alternates shall be selected according to the processes below.

2.4 The Chair of the Board will select which members of the Audit Committee will hold the Chair and Vice Chair positions on the Audit Committee every two years or whenever a position is vacant.

2.5 The role of the Audit Committee is to assist the Board in fulfilling its oversight responsibilities and provide a forum for pursuing the opportunities for improvements in operations, financial reporting and internal controls identified through the agency's audit products.

3. Authority of the Audit Committee

3.1 The Audit Committee may hear items within the subject areas of audits, internal controls and investigations into fraud, waste, or impropriety, and may be asked to provide actions or recommendations on other matters within the Audit Committee's purview. The responsibilities of the Audit Committee include:

3.1.1 Recommend to the Board which firm to contract with to conduct the annual financial statement audits and oversee the conduct of such audits.

3.1.2 Meet with management and the independent performance auditor to review and discuss SANDAG's annual financial statement audits, internal control reports and other audits performed by external auditors.

3.1.3 Review and oversee the implementation of corrective action to address noted audit deficiencies.

3.1.4 Based on the Board's direction regarding whether to hire an individual or firm, recommend to the Board which individual or firm to hire to carry out independent performance auditor responsibilities.

3.1.5 Recommend to the Board the annual compensation of the independent performance auditor.

3.1.6 Oversee the work of the independent performance auditor in preparing and issuing audit and investigative reports and other audit, review or attest activities.

3.1.7 Approve the annual audit plan after discussion with the independent performance auditor, pursuant to Public Utilities Code Section 132354.1(b), and make recommendations to the Board regarding the budget needed to carry out the annual audit plan of the independent performance auditor.

3.1.8 Monitor the implementation of the annual audit plan and provide an annual report to the Board.

3.1.9 Monitor the implementation of corrective action identified in audit and investigative reports and inform the Board when corrective action is insufficient or untimely.

3.1.10 Independently communicate with the IPA consistent with the limitations set forth in the Brown Act.

~~3.1.10~~3.1.11 Conduct the independent performance auditor's annual performance evaluation against performance measures established and adopted by the Audit Committee.

~~3.1.11~~3.1.12 Vote on whether to remove the independent performance auditor for cause including, but not limited to incompetence, dishonesty, unethical behavior, violation of state or federal laws, or failure to maintain required professional certifications; such removal being subject to an approving vote by two-thirds of the Audit Committee and the Board.

~~3.1.12~~3.1.13 Recommend internal control guidelines to be adopted by the Board to prevent and detect financial errors and fraud based on the internal control guidelines developed by the State Controller pursuant to Government Code Section 12422.5 and the standards adopted by the American Institute of Certified Public Accountants.

4. Selection of Audit Committee Members

4.1 The Board members serving on the Audit Committee shall be appointed by the Board using the procedures in this subsection 4.1.

4.1.1 The two Board members and any Board member alternates serving on the Audit Committee shall be recommended for appointment by the Chair of the Board. The Chair of the Board shall select Board members to recommend to the Board based on the following criteria:

4.1.1.1 The Board member shall have served on the Board for at least three years;

4.1.1.2 The Board member shall have a basic understanding of the role of the Audit Committee; and

4.1.1.3 The Board member shall express a willingness to work through the Audit Committee to pursue opportunities for improvements in operations, financial reporting, and internal controls identified through the agency's audit products.

4.1.2 The Board members recommended by the Chair of the Board shall be subject to approval by a majority vote of the Board.

4.1.3 Audit Committee members shall serve until their successors are appointed. In the event that the Board member who has been appointed to serve on the Audit Committee is no longer a primary or alternate member of the Board of Directors, the position shall be considered vacant. If and when vacancies in the voting membership of the Audit Committee occur, the same selection process as outlined above shall be followed to select a replacement.

4.1.4 Board members appointed to the Audit Committee shall serve a term of two years. At the completion of a term, eligible incumbent members will need to apply for reappointment for another term. In no case shall any member serve more than five years on the Audit Committee.

4.2 The public members serving on the Audit Committee shall be appointed by the Board using the procedures in this Subsection 4.2.

4.2.1 Whenever there is a vacancy for a public member seat on the Audit Committee, application forms will be made available on the SANDAG website for persons interested in applying for an Audit Committee position. Applications shall be due within 30 days after the application forms are posted. Only candidates who submit an application by the deadline will be considered.

4.2.2 Applicants shall possess the independence, experience, and technical expertise necessary to carry out the duties of the Audit Committee. This expertise includes, but is not limited to, knowledge of accounting, auditing, and financial reporting. The minimum professional standards for public members shall include at least ten years of experience as a certified public accountant or as a certified internal auditor, or ten years of other professional accounting, financial, or legal experience in audit management.

4.2.3 The candidates shall be recommended by a majority vote of a screening committee composed of a member of the Board selected by the Chair of the Board, the chief financial officer or finance director of a SANDAG member agency, and at least one outside financial expert appointed by the other two members of the screening committee and confirmed by the Board. Persons serving on the screening committee shall sign a declaration establishing that they do not have a conflict of interest.

4.2.4 The screening committee may interview one or more of the candidates. The screening committee shall submit its recommended nominee(s) for the position(s). The screening committee also may nominate alternates from among the applicants.

4.2.5 In the event that the screening committee is unable to recommend any of the applicants for any or all positions, or an insufficient number of applications have been received, the screening committee may recommend a supplemental process, subject to Board approval. The constraints set forth in the normal nomination process shall not be mandated to apply to the supplemental process.

4.2.6 The public members nominated by the screening committee shall be subject to approval by a majority vote of the Board.

4.2.7 Audit Committee members shall serve until their successors are appointed. If and when vacancies in the voting membership of the Audit Committee occur, the same selection process as outlined above shall be followed to select a replacement to fill the remainder of the term.

4.2.8 Public members appointed to the Audit Committee shall serve a term of two years. At the completion of a term, eligible incumbent members will need to apply for reappointment for another term. In no case shall any member serve more than five years on the Audit Committee.

5. Selection of Independent Performance Auditor

5.1 The independent performance auditor shall serve a two-year term and shall be selected by the Board on the basis of qualifications and experience, which include, but are not limited to:

5.1.1 At least ten years of experience performing audits under Government Audit Standards;

5.1.2 At least five years of management experience;

5.1.3 A Bachelors or higher degree in business, public administration, finance, accounting or a related field; and

5.1.4 Possession of a Certified Public Accountant or Certified Internal Auditor license or certificate.

6. Scope of Authority and Responsibilities of Independent Performance Auditor

6.1 The independent performance auditor shall report to the Audit Committee and shall be independent of SANDAG's internal management and administration, except that SANDAG's Director of Finance role shall maintain administrative oversight of the IPA's monthly timesheets and tracking of annual leave.

6.2 The objective of the IPA is to serve as the Board of Directors oversight function that objectively evaluates and recommends improvements to SANDAG including prioritizing its efforts by continuously facilitating an objective risk assessment. The Independent Performance Auditor's audit functions are designed to include timely reporting of significant issues to appropriate oversight authorities.

6.3 The IPA may facilitate and conduct a risk assessment process to assist management to logically identify key risks within SANDAG and its components and shall annually present and discuss risk with the Committee to receive input and feedback. As part of the aforementioned process, the IPA shall receive input from SANDAG's executive management and staff, the Committee, and the Board of Directors as to the risk factors that the Committee deems most important to SANDAG.

6.4 Based upon the results of the risk assessment, the independent performance auditor ~~and~~ shall annually prepare an audit plan and conduct audits in accordance therewith. The independent performance auditor shall have authority to conduct, or to cause to be conducted~~,~~ ~~including~~ performance audits of ~~all~~ SANDAG departments, offices, boards, activities, agencies, and programs and perform those other duties as may be required by the Board or as provided by the California Constitution and general laws of the state.

6.5 The IPA will oversee and conduct independent examinations, including audits, of SANDAG programs, functions, operations, or management systems and procedures. In performing such audits, the IPA will independently and objectively assess whether:

6.5.1 Activities and programs being implemented have been authorized by the appropriate governing laws or codes, state or local law, or applicable federal law or regulations.

6.5.2 Activities and programs are in compliance, properly conducted, and funds expended in accordance with the applicable laws.

6.5.3 The departments, divisions, or agencies are acquiring, managing, protecting, and using its resources, including public funds, personnel, property, equipment, and space, economically, efficiently, equitably, and effectively, and in a manner consistent with the objectives intended by the authorizing entity or enabling legislation.

6.5.4 The entity, programs, activities, functions, or policies are effective, including the identification of any causes of inefficiencies or uneconomical practices.

6.5.5 The desired result or benefits are being achieved.

6.5.6 Financial and other reports are being provided that disclose fairly, accurately, and fully all information required by law, to ascertain the nature and scope of programs and activities, and to establish a proper basis for evaluating the programs and activities including the collection of, accounting for, and depositing of revenues and other resources.

6.5.7 Management has established adequate operating and administrative procedures and practices, fiscal and accounting systems, and an adequate system of controls or internal management controls.

6.5.8 Indications of fraud, abuse, waste, misappropriation, or illegal acts are valid and need further investigation.

6.6 The IPA may also perform external reviews of contracts or service programs of entities that are awarded funds overseen by SANDAG.

6.7 The independent performance auditor shall from time to time advise the Audit Committee on existing and evolving governance practices that may be best suited for SANDAG.

6.8 The independent performance auditor shall follow the most recent version of Generally Accepted Government Auditing Standards as published by the United States Government Accountability Office.

~~6.1~~6.9 The Committee shall approve the processes pertaining to follow-up audit procedures, if appropriate. The IPA shall have procedures in place to track, monitor, and evaluate the status of identified control issues with a tracking mechanism and with consideration to the risk of each issue and the cost and benefit of various audit procedure alternatives.

All officers and employees of SANDAG shall furnish to the independent performance auditor unrestricted access to employees, information, and records, including electronic data, within their custody regarding powers, duties, activities, organization, property, financial transactions, contracts, and methods of business required to conduct an audit or otherwise perform audit duties. It is also the duty of any consolidated agency officer, employee, or agent to fully cooperate with the auditor, and to make full disclosure of all pertinent information, with the exception of information that is protected by law from disclosure.

6.10 The IPA shall hold data and information obtained during the course of its audit activities with due care and the appropriate level of confidentiality. Unless otherwise mandated by law, the IPA shall have authority to grant, limit, and restrict access to work papers and records.

6.11 The IPA shall communicate results of its work and otherwise known issues to management and the Committee. The IPA shall form and report appropriate opinions based on audit evidence. Management shall provide responses to issues in a prompt and efficient manner. Written reports may be distributed to the Committee, SANDAG's Management, and if appropriate for reports containing significant issues or when there is a disagreement with management other than minor in nature, to the Board of Directors. The IPA shall provide summary information to the Committee pertaining to issues resulting from audit procedures as well as known issues outside of the audit scope of review. Additionally, the IPA shall provide the Committee with an annual

assessment as to the effectiveness of management's attention to resolving identified control issues.

~~6.2~~6.12 The independent performance auditor shall prepare a proposed budget and submit it to the Audit Committee for a recommendation to the Board of Directors for its approval 180 days prior to the beginning of each fiscal year or as otherwise requested by the Director of Finance.

~~6.3~~6.13 The independent performance auditor shall have the power to appoint, employ, and remove assistants, employees, and personnel as deemed necessary for the efficient and effective administration of the affairs of the independent performance auditor. The independent performance auditor may prescribe the duties, scope of authority, and qualifications of employees and consultants overseen by the independent performance auditor. The independent performance auditor's authority shall be subject to the annual audit plan and the budget approved by the Board, SANDAG rules and policies related to the management and hiring of SANDAG employees and consultants, and the scope of the independent performance auditor's purview as determined by the Board.

~~6.4~~6.14 The independent performance auditor may investigate any material claim of financial fraud, waste, or impropriety within SANDAG and for that purpose may summon any officer, agent, or employee of the consolidated agency, any claimant, or other person, and examine him or her upon oath or affirmation relative thereto. The independent performance auditor will conduct investigations generally following the procedures recommended by the Association of Certified Fraud Examiners' Fraud Examiners Manual for any allegations of financial fraud, waste or impropriety. Prior to questioning any person under oath, the independent performance auditor shall advise the members of the Audit Committee of that intention, seek legal counsel from the Office of General Counsel or outside counsel under contract to SANDAG regarding the relevant legal issues, and document the reasons why the questioning must be done under oath instead of by some other form of affirmation.

~~6.5~~6.15 The independent performance auditor shall coordinate audit functions such that there is no duplication of effort between the audits undertaken by the independent performance auditor and audits undertaken by the Independent Taxpayer Oversight Committee.

~~6.6~~6.16 Pursuant to Government Code section 8546.7, when the amount of a contract will exceed $10,000, SANDAG and the State Auditor, at the request of SANDAG or as part of any audit of SANDAG, have authority to examine and audit a contracting party for a period of three years after SANDAG's final payment on the contract, whether or not audit language is included in the contract document. As an additional measure, all SANDAG contracts with consultants, vendors, or agencies in excess of $25,000 in aggregate within a fiscal year, which call for a contracting party to provide goods or services to SANDAG over a period of time, will be prepared with an adequate audit provision to allow the independent performance auditor access to the entity's records needed to verify compliance with the terms specified in the contract. The intent of this provision is to put parties contracting with SANDAG on notice that the independent performance auditor will have the right to audit both the party's accounting methods and performance on such contracts.~~All SANDAG contracts with consultants, vendors, or agencies will be prepared with an adequate audit provision to allow the independent performance auditor access to the entity's records needed to verify compliance with the terms specified in the contract.~~

~~6.7~~6.17 Results of all audits and reports shall be made available to the public in accordance with the requirements of the California Public Records Act (Chapter 3.5 ~~(~~[commencing with Section 6250~~)~~] of Division 7 of the Title 1 of the Government Code). Final versions of formal reports also shall be posted on the SANDAG website.

~~6.8~~6.18 All materials or services needed by the independent performance auditor shall be procured using an open and competitive basis with solicitation of proposals from the widest possible number of qualified firms as prescribed by SANDAG~~'s~~ procedures for procurement. The scope of work of all such consultant work shall be subject to approval by the independent performance auditor prior to any such solicitation.

Adopted: December 2017
Amended: January 2019
Amended: 2019

Proposed Board Policy No. 041: Internal Control Standards

Overview

The Audit and Executive Committees recommend that the Board of Directors approve proposed Board Policy No. 041 in accordance with the Committee on Sponsoring Organization (COSO) Framework of 2013 that applies the COSO Framework to the agency environment.

Board Policy No. 041 meets the requirements of the State Controller's guidelines and is intended to help prevent and detect potential fraud, waste, and abuse of public funds by guiding and encouraging agency management and staff to consider, implement, and monitor good system controls.

Action: **Approve**

The Audit and Executive Committees recommend that the Board of Directors approve proposed Board Policy No. 041: Internal Control Standards.

Fiscal Impact:

None

Schedule/Scope Impact:

None

Key Considerations

Board Policy No. 039: Audit Policy Advisory Committee and Audit Procedures, Section 3.1.12, states the Audit Committee shall recommend internal control guidelines be adopted by the Board of Directors to prevent and detect financial errors and fraud. Board Policy No. 041 is based on the internal control guidelines developed by the State Controller pursuant to Government Code Section 12422.5, and the standards adopted by the American Institute of Certified Public Accountants.

Next Steps

Once approved by the Board of Directors, the Independent Performance Auditor will post Board Policy No. 041 to the SANDAG website and begin implementation.

Mary Khoshmashrab, Independent Performance Auditor

Key Staff Contact: Mary Khoshmashrab, (619) 595-5323, mary.khoshmashrab@sandag.org

Attachment: 1. Proposed Board Policy No. 041: Internal Control Standards

SANDAG

Board Policy

No.: **041**

Internal Control Standards

Purpose

This policy reflects and conforms to the Internal Control – Integrated Framework (2013) issued by the Committee on Sponsoring Organization of the Treadway Commission (COSO).

Internal control is a process, effected by the Board of Directors, management, and other personnel, designed to provide reasonable assurance of financial accountability.

The San Diego Association of Governments (SANDAG) management team and staff are responsible for fostering adequate internal controls to achieve accountability; the SANDAG Independent Performance Auditor shall issue and maintain Internal Control Standards for SANDAG application.

The primary purpose of this publication is to establish internal control standards for SANDAG management and staff that are governed by the Board of Directors.

The secondary purpose is to provide the tools for working business partners such as contractors to establish and maintain good internal controls.

These standards will be revised from time to time to reflect changes in the SANDAG control environment.

1. Public Accountability

    1.1 The Board of Directors is accountable to their constituents, state officials, and the public at large in conducting the affairs of SANDAG. SANDAG executive management including appointed positions also are accountable to the public.

    1.2 These levels of accountability contain four basic elements, which form the essence of public accountability:

        1.2.1 Effectiveness: achieving SANDAG goals

        1.2.2 Efficiency: making optimal use of scarce resources

        1.2.3 Compliance: observing restrictions on the use of resources and complying with mandates and other legal requirements

        1.2.4 Reporting: periodically demonstrating accountability for the stewardship of resources placed in their care.

    1.3 SANDAG executive management and staff are responsible for maintaining sufficient internal controls to obtain reasonable assurance that SANDAG goals are achieved efficiently and in compliance with laws. Reasonable assurance of public accountability is achieved by maintaining strong internal controls within the organization, at least equivalent to the Internal Control Standards issued by the Independent Performance Auditor.

    1.4 This publication prescribes standards of internal control that conform to the Internal Control – Integrated Framework (2013) issued by the Committee on Sponsoring Organization of the Treadway Commission (COSO) that help to achieve adequate public accountability.

1.5 The publication also recommends methods to develop and maintain the optimum level of internal control.

Public Accountability
Effectiveness and Efficiency of Operations
Compliance with applicable Laws and Regulations
Reliability of Financial and Non-Financial Reporting

2. Responsibilities

2.1 The Board of Directors, executive management, and department directors are primarily responsible for establishing and maintaining the necessary internal control to ensure adequate public accountability.

2.2 The SANDAG Independent Performance Auditor and Internal Auditor are responsible for providing expert advice to management. The SANDAG auditors shall regularly monitor compliance with the Internal Control Standards, assess the risk of insufficient accountability organizational wide, and make recommendations for improvements.

2.3 The Board of Directors has the ultimate responsibility for public accountability, and thus, the ultimate responsibility for ensuring that there is adequate internal control to achieve accountability.

2.4 Other advisors such as the independent auditors and other expert consultantscan assist management and the Board in discharging their responsibilities.

3. Internal Control

3.1 Internal Control is broadly defined as **a process** effected by an entity's directors, managers, and other personnel, designed to provide **reasonable assurance** regarding the achievement of objectives in the following categories:

3.1.1 Effectiveness and efficiency of **operations**

3.1.2 Reliability of financial and performance **reporting**

3.1.3 **Compliance** with applicable laws and regulations

3.2 Why is Internal Control Important? Internal control helps management achieve the mission of the organization and prevent or detect improper activities. The cost of fraud cannot always be measured in dollars. Improper activities erode public confidence in the government.

3.2.1 Internal control is a process. It is a means to an end, not an end in itself.

3.2.2 Internal control is not merely documented by policy manuals and forms. Rather, it is put in by people at every level of an organization.

3.2.3 Internal control can provide only reasonable assurance, not absolute assurance, to an entity's management and board.

3.2.4 Internal control is geared to the achievement of objectives in one or more separate but overlapping categories.

4. Internal Control – Local Government

4.1 As a result of the passing of Assembly Bill 1248 (Garcia) (AB 1248), The State Controller has issued Internal Control guidelines that are applicable to local government." AB 1248 is a bill that is designed to strengthen public confidence in that layer of government that most frequently touches their lives – local government." Internal control standards include separation of powers between budgeting and check-writing, avoiding potential conflicts of interest in hiring or contracting, and other measures designed to protect the integrity of a local government's finances. The State Controller guidelines that are applicable to local government can be found at https://www.sco.ca.gov/Files-AUD/2015_internal_control_guidelines.pdf. The COSO Framework 2013 Internal Control Standards are consistent with the State Controller's guidelines.

4.2 What Internal Control Can Do:

4.2.1 Help achieve performance goals and objectives

4.2.2 Help prevent loss of resources

4.2.3 Help ensure reliable reporting

4.2.4 Help ensure compliance with laws and regulations

4.3 What Internal Control Cannot Do:

4.3.1 Internal Controls can only help an entity achieve its goals and objectives

4.3.2 They cannot change inherently poor management or shifts in government policy

4.3.3 They cannot provide absolute assurance, only reasonable assurance

4.3.4 They cannot prevent simple errors or mistakes

4.3.5 They can be circumvented

5. Standards of Internal Control

5.1 The following **five elements** of control standards and **17 principles** shall be considered and adopted by all SANDAG management and staff around SANDAG operations.

5.2 **Control Environment** – This refers to the general environment in which employees carry out their responsibilities. It includes the ethical values set by management, management operating philosophy and style, the organizational culture and structure. The tone set at the top pervades all other activities in the organization.

The following five principles shall be considered:

5.2.1 The organization demonstrates a commitment to integrity and ethical values.

5.2.2 The Board of Directors demonstrate independence from management and exercises oversight of the development and performance of internal control.

5.2.3 Management establishes, with board oversight, structures, reporting lines, and appropriate authorities and responsibilities in the pursuit of objectives.

5.2.4 The organization demonstrates a commitment to attract, develop, and retain competent individuals in alignment with objectives.

5.2.5 The organization holds individuals accountable for their internal control responsibilities in the pursuit of objectives.

5.3 **Risk Assessment** – This refers to the process of identifying and analyzing the potential risks associated with the achievement of management objectives.

The following four principles shall be considered:

5.3.1 The organization specifies objectives with sufficient clarity to enable the identification and assessment of risks relating to objectives.

5.3.2 The organization identifies risks to the achievement of its objectives across the entity and analyzes risks as a basis for determining how the risks should be managed.

5.3.3 The organization considers the potential for fraud in assessing risks to the achievement of objectives.

5.3.4 The organization identifies and assesses changes that could significantly impact the system of internal control.

5.4 **Control Activities** – These refer to the policies and procedures that management has established to mitigate the effect of the risks identified. These policies and procedures include performance measurements, benchmarks, authorizations, restrictions on access to assets and records, reviews, reconciliations, verifications, and segregation of incompatible duties.

The following three principles shall be considered:

5.4.1 The organization selects and develops control activities that contribute to the mitigation of risk to the achievement of objectives to acceptable levels.

5.4.2 The organization selects and develops general control activities over technology to support the achievement of objectives.

5.4.3 The organization deploys control activities through policies that establish what is expected and written procedures that put policies into place according to the business environment.

5.5 **Information and Communication** – Relevant information about the organization and its operation should be identified, captured and communicated to appropriate personnel to ensure that they carry out their responsibilities effectively. This is done through meetings, memoranda, policies and procedures manuals and management reports.

The following three principles shall be considered:

5.5.1 The organization obtains or generates and uses relevant, quality information to support the functioning of internal controls.

5.5.2 The organization internally communicates information, including objectives and responsibilities for internal control, necessary to support the functioning of internal control.

5.5.3 The organization communicates with external parties regarding matters affecting the function of internal control.

5.6 **Monitoring** – The functioning of internal control should be monitored to ensure its effectiveness over time. This is accomplished through: (1) ongoing monitoring activities such as regular review of exception reports or continual quality assurance programs, or (2) periodic evaluations such as risk and control assessment, and management audits.

The following two principles shall be considered:

5.6.1 The organization selects, develops, and performs ongoing and/or separate evaluations to ascertain whether the components of internal control are present and functioning.

5.6.2 The organization evaluates and communicates internal control deficiencies in a timely manner to those parties responsible for taking corrective action, including board of directors and executive management, as appropriate.

5.7 The next five charts provide a point of focus (drill down) that supports each principle and are intended to provide helpful guidance to assist management in designing, implementing and conducting internal control, and in assessing whether relevant principles are present and functioning in their environment.

5.8 While the framework defines 77 points of focus, it does not require separate evaluations of whether all 77 are in place. It is up to management to identify and consider if these or other characteristics are important in their organization.

5.9 It is important to emphasize that the COSO Framework *does not* prescribe controls to be selected, developed, and deployed for effective internal control. An organization's selection of controls to effect relevant principles and associated control elements (components) is a function of *management judgment* based on factors unique to the entity. Further, the points of focus are to help management consider how the principle can be successful and that the component is addressed in an organization's system of control.

5.10 Understanding and considering how controls developed and implemented by management may affect multiple principles can provide persuasive evidence supporting management's assessment of whether components and relevant principles are present and functioning.

5.11 The COSO Framework 2013 describes therole of controls in an environment to effect principles not which controls are to be selected.

5.12 The following chart provide examples of how various controls developed and implemented by management can address more than one control component and impact the success or failure of a principle underscored within a single control component.

Component	**Control Environment**		
Principle	1. The organization demonstrates a commitment to integrity and ethical values.		
Controls embedded in other **Internal Control Components** may impact this defined principle	Internal Control Components Impacted		
	Control Environment Human Resources review employee's confirmation to assess whether standards of conduct are understood and adhered to by staff across the organization.	***Information & Communication*** Management obtains and reviews data and information underlying potential deviations captured in whistleblower hotline to access the quality of information.	***Monitoring Activities*** Internal Audit separately evaluates the entities Control Environment by considering employees behaviors and whistleblower hotline results and reports thereon.

6. Getting Started – Gaining an Understanding

6.1 The Management should consider internal controls in context. An entity's size, organization culture, nature of business, diversity of operations, methods of processing and maintaining information, and applicable legal and regulatory requirements should be considered.

6.2 Management should understand that controls should be designed to be an integral part of all processes. Controls are not isolated management tools. The controls should integrate performance measure activities with other improvement efforts. Controls are part of a cycle ingrained in each of the business processes; planning, budgeting, management, accounting, and auditing.

6.3 Controls consideration should include a review of manual and automated systems andassure controls are developed to assure safeguarding of resources to prevent and detect waste, loss, misuse and misappropriation.

6.4 Controls should be effective and efficient. The cost of the control should not be more than the benefit derived.

6.5 To get started management should encourage a culture that includes the following traits *(refer to the control environment component, principles, and points of focus).*

- Set an ethical tone at the top
- Promote strong and effective controls
- Establish a whistleblower policy that is consistent with SANDAG culture
- Prevent reprisals against whistleblowers
- Provide ethics and fraud training
- Implement a confidential tip hotline or drop box that is investigated by the SANDAG Independent Performance Auditor who reports outside the organization's management structure
- Create a culture of doing the right thing

6.6 Management should implement the following steps to perform a review, assess risk, develop, implement or improve the organization's strong system of control, and process for ongoing monitoring within their organization.

- Organize the process *(risk assessment component)*
- Segment your department *(risk assessment component)*
- Conduct a risk assessment *(risk assessment component)*
- Develop a control plan *(control activity component)*
- Conduct the review *(control activity component)*
- Take corrective action *(control activity, information & communication component)*
- Track corrections *(monitoring activity component)*
- Report the results *(information and communication component)*
- Performs ongoing monitoring *(monitoring activity component)*

7. Assessing Risk

7.1 The method to assess the effect of such risk factors involves five steps:

7.1.1 Identify the operational processes and their component steps.

7.1.2 Determine what can go wrong (risk exposures) in each step of the processes.

7.1.3 Estimate the likelihood of the threats materializing.

7.1.4 Estimate the magnitude of each threat.

7.1.5 Determine the materiality of the risk exposures based on their likelihood and potential effect (low, medium, high).

7.2 On an as-needed basis, SANDAG auditors will facilitate an organizational wide risk assessment. However, SANDAG management and staff should perform a risk assessment on an as-needed basis at the department, division, or program specific level.

7.3 The assessment should consider the principles and points of focus identified in the risk assessment component identified in this document.

7.4 The risk assessment process should be well documented and retained in accordance with the SANDAG record retention policy.

7.5 The department's management and staff should consider the elements of risk appetite.

- Acceptable balance of growth, risk and return
- Related to overall strategy
- Guides resource allocation
- Incorporates the concept of risk tolerance
- Type of events – economic, natural environment, political, social, technological, personal
- Management decisions- infrastructure, personnel, process, technology
- Consider both past and future
- Consider events from top-down and bottom-up
- Determine major sources of risk- inherent risk, control risk, detection risk

7.6 SANDAG management and staff should decide how to address risk, mitigate risk, and document the risk assessment process. The next step after assessing risk is to design controls to mitigate it.

8. Designing Internal Control

8.1 The purpose of an internal control is to reduce the risk exposures that threaten public accountability to a reasonable level *(refer to the control activity and information and communication component in this document).*

8.2 There are four steps for designing an effective and efficient internal control:

8.2.1 Understand the risk to be mitigated: specifically, the cause of the threat should be identified, and the materiality of the threat should be estimated.

8.2.2 Identify the activity (i.e., the control) which would reduce the risk to an acceptable level. This activity should eliminate or nullify the cause of the threat.

8.2.3 Estimate the cost of implementing and maintaining the control and ensure that it does not outweigh the expected benefit.

8.2.4 Establish that activity as an internal control: the control should be described in sufficient detail (who, what, when) to allow its implementation.

9. Implementing Internal Control

9.1 Once an internal control has been designed it should be implemented through two mechanisms *(refer to the control activity, information and communication, and monitoring activity component in this document).*

9.1.1 Communication: The control should be documented and communicated to all employees and managers concerned. Typically, the responsible manager informs employees of the new control via a memorandum and the control is incorporated into a formal document such as a policy and procedure manual.

Any subsequent modification to the control should be similarly communicated to staff.

Internal control fails most often when the proper information is not communicated to the appropriate personnel.

9.1.2 Monitoring: Internal control deteriorates over time if not properly maintained. Therefore, management should periodically check the functioning of internal control through various actions such as:

- Continual monitoring through a quality assurance unit.
- Periodic "check-up" of the internal control structure through a self-assessment process.
- Focused reviews of specific operational areas through management audit.

9.1.3 The involvement of top-level management in internal control matters is crucial to the effectiveness of the internal control. Management involvement sets the tone at the top and determines whether the control environment is conducive to the effective functioning of the internal control.

10. Evaluating Internal Control

10.1 An internal control may be well designed and properly installed initially but may lose its effectiveness and efficiency with time due to changes in the environment. Therefore, periodic check-ups are necessary to keep the internal control fine-tuned.

10.2 The best time to check up on internal control is when everything seems to run smoothly. The worst time is during or after a crisis. A crisis tends to distort normal perspective and the ensuing reaction will often result in the installation of inefficient controls *(refer to the control activity and monitoring activity component in this document).*

10.3 Four aspects of internal control should be assessed:

10.3.1 Is it valid, that is, would it reduce the risk identified?

10.3.2 Is it established, that is, is it established as a formal activity by management?

10.3.3 Is it effective, that is, has it been operating as intended?

10.3.4 Is it efficient, that is, does the risk reduction provided by the control justify the cost of maintaining the control?

10.4 The answers to these questions should be based on:

10.4.1 Examination of current and past records

10.4.2 Observation of activities

10.4.3 Interviews with knowledgeable and reliable personnel

10.5 A negative answer does not always mean that the control activity fails or should be modified; there may be other compensating factors that work to shore up the apparently deficient control.

10.6 The assessment can be done for specific controls or through the use of generic questionnaires.

11. Improving Internal Control

11.1 The next step after evaluating internal control is to find ways to improve it.

11.1.1 If the control was not valid, then it should be redesigned.

11.1.2 If the control was not properly established, then it should be re-communicated to the proper parties.

11.1.3 If the control was not effective, that is, was not operating as intended then the cause should be identified and eliminated.

11.1.4 If the control was not efficient then it should be modified to ensure that the benefit outweigh the cost.

11.2 Control activities are often interrelated and the combined effect of a group of control activities may be greater than the sum of the effects. Because of this synergy, optimum improvement often requires considering groups of controls rather single control activities.

11.3 Therefore, the best way to improve internal control after an evaluation is to develop a plan for improvement that packages the modified and new controls into congruent groups of activities, rather than trying to fix each internal control separately.

11.4 If you have any questions or would like additional guidance please contact the SANDAG Independent Performance Auditor or the Internal Auditor.

11.5 The following five charts will provide SANDAG management and staff with a useful visual tool and quick reference guide to the framework.

Control Environment	
Principles	Points of Focus
1. The organization demonstrates a commitment to integrity and ethical values.	• Sets the tone at the top • Establishes standards of conduct • Evaluates adherence to standards of conduct • Addresses deviations in a timely manner
2. The board of directors demonstrates independence from management and exercises oversight of the development and performance of internal control.	• Establishes oversight responsibilities • Applies relevant expertise • Operates independently • Provides oversight for the system of internal control
3. Management establishes, with board oversight, structures, reporting lines, and appropriate authorities and responsibilities in the pursuit of objectives.	• Considers all structures of the entity • Establishes reporting lines • Defines, assigns, and limits authorities and responsibilities
4. The organization demonstrates a commitment to attract, develop, and retain competent individuals in alignment with objectives.	• Establishes policies and practices • Evaluates competence and addresses shortcomings • Attracts, develops, and retains individuals • Plans and prepares for succession
5. The organization holds individuals accountable for their internal control responsibilities in the pursuit of objectives.	• Enforces accountability through structures, authorities, and responsibilities • Establishes performance measures, incentives, and rewards Evaluates performance measures, incentives, and rewards for ongoing relevance • Considers excessive pressures • Evaluates performance and rewards or disciplines individuals

Risk Assessment		
Principles	Objectives	Points of Focus
6. The organization specifies objectives with sufficient clarity to enable the identification and assessment of risks relating to objectives.	Operations Objectives	• Reflects management's choices • Considers tolerances for risk • Includes operations and financial performance goals • Forms a basis for committing of resources
	External Financial Reporting Objectives	• Complies with applicable accounting standards • Considers materiality • Reflects entity activities
	External Non-Financial Reporting Objectives	• Complies with externally established standards and frameworks • Considers the required level of precision • Reflects entity activities
	Internal Reporting Objectives	• Reflects management's choices • Considers the required level of precision • Reflects entity activities
	Compliance Objectives	• Reflects external laws and regulations • Considers tolerances for risk
7. The organization identifies risks to the achievement of its objectives across the entity and analyzes risks as a basis for determining how the risks should be managed.		• Includes entity, subsidiary, division, operating unit, and functional levels • Analyzes internal and external factors • Involves appropriate levels of management • Estimates significance of risks identified • Determines how to respond to risks
8. The organization considers the potential for fraud in assessing risks to the achievement of objectives.		• Considers various types of fraud • Assesses incentive and pressures • Assesses opportunities • Assesses attitudes and rationalizations
9. The organization identifies and assesses changes that could significantly impact the system of internal control.		• Assesses changes in the external environment • Assesses changes in the business model • Assesses changes in leadership

Control Activities	
Principles	Points of Focus
10. The organization selects and develops control activities that contribute to the mitigation of risks to the achievement of objectives to acceptable levels.	• Integrates with risk assessment • Considers entity-specific factors • Determines relevant business processes • Evaluates a mix of control activity types • Considers at what level activities are applied • Addresses segregation of duties
11. The organization selects and develops general control activities over technology to support the achievement of objectives.	• Determines dependency between the use of technology in business process and technology general controls • Establishes relevant technology infrastructure control activities • Establishes relevant security management process control activities • Establishes relevant technology acquisition, development, and maintenance process control activities
12. The organization deploys control activities through policies that establish what is expected and procedures that put policies into action.	• Establishes policies and procedures to support deployment of management's directives • Establishes responsibility and accountability for executing policies and procedures • Performs in a timely manner • Takes corrective action • Performs using competent personnel • Reassesses policies and procedures

Information and Communication	
Principles	Points of focus
13. The organization obtains or generates and uses relevant, quality information to support the functioning of internal control.	• Identifies information requirements • Captures internal and external sources of data • Processes relevant data into information • Maintains quality throughout processing • Considers costs and benefits
14. The organization internally communicates information, including objectives and responsibilities for internal control, necessary to support the functioning of internal control.	• Communicates internal control information • Communicates with the board of directors • Provides separate communication lines • Selects relevant method of communication
15. The organization communicates with external parties regarding matters affecting the functioning of internal control.	• Communicates to external parties • Enables Inbound Communications • Communicates with the board of directors • Provides separate communication lines • Selects relevant method of communication

Monitoring Activities	
Principles	Points of focus
16. The organization selects, develops, and performs ongoing and/or separate evaluations to ascertain whether the components of internal control are present and functioning.	• Considers a mix of ongoing and separate evaluations • Considers rate of change • Establishes baseline understanding • Uses knowledgeable personnel • Integrates with business processes • Adjusts scope and frequency • Objectively evaluates
17. The organization evaluates and communicates internal control deficiencies in a timely manner to those parties responsible for taking corrective action, including senior management and the board of directors, as appropriate.	• Assesses results • Communicates deficiencies • Monitors corrective actions

Proposed Board Policy No. 042: Policy of Reporting Procedures and Form for Fraud, Waste, and Abuse

Overview

The Office of the Independent Performance Auditor is the official body of the agency to investigate allegations of potential fraud, waste, and abuse identified by agency staff or other stakeholders. Once the investigation into the allegations has been conducted, the Independent Performance Auditor advises the Audit Policy Advisory Committee and the Office of General Counsel on whether improper activities occurred.

Action: **Approve**

The Audit and Executive Committees recommend that the Board of Directors approve proposed Board Policy No. 042: Policy of Reporting Procedures and Form for Fraud, Waste, and Abuse.

Fiscal Impact:

None

Schedule/Scope Impact:

None

Key Considerations

Board Policy No. 039: Audit Policy Advisory Committee and Audit Procedures, Section 2.4, states that the role of the Audit Committee is to assist the Board of Directors in fulfilling its oversight responsibilities and provide a forum for pursuing opportunities for improvements in operations, financial reporting, and internal controls identified through the agency's audit products.

Further, Section 3.1 states the Audit Committee may hear items within the subject areas of audits; internal controls; and investigations into fraud, waste, or impropriety; and may be asked to provide actions or recommendations on other matters within its purview.

The proposed Board Policy No. 042: Policy of Reporting Procedures and Form for Fraud, Waste, and Abuse, and included website posting document support the intention of the Audit Committee oversight role. The website posting document provides information on employee rights under the Whistleblower Act, various paths to report inappropriate activity, and an independent avenue for reporting potential fraud, waste, and abuse.

The proposed Board Policy No. 042 and website posting document would further exhibit the proactive approach of the agency, and the commitment to taxpayers regarding accountability and transparency.

Next Steps

Once approved by the Board of Directors, the Independent Performance Auditor will post Board Policy No. 042 to the SANDAG website and begin implementation.

Mary Khoshmashrab, Independent Performance Auditor

Key Staff Contact: Mary Khoshmashrab, (619) 595-5323, mary.khoshmashrab@sandag.org

Attachments:
1. Proposed Board Policy No. 042: Policy of Reporting Procedures and Form for Fraud, Waste, and Abuse
2. Proposed Whistleblower Website Posting Document

SANDAG

Board Policy

No.: **042**

Policy of Reporting Procedures and Form for Fraud, Waste, and Abuse

Purpose

It is the San Diego Association of Governments' (SANDAG) policy to encourage employees, contracted parties, members of the public, or any other stakeholder to notify an appropriate government or law enforcement agency, person with authority over the employee, or another employee with authority to investigate, when they have reason to believe their employer, another employee, or affiliated entity of SANDAG is abusing, misusing, misappropriating or committing fraud using local, state or federal resources.

For purposes of this document, "fraud, waste, or abuse" means any activity by a local agency or employee that is undertaken in the performance of the employee's official duties, including activities deemed to be outside the scope of his or her employment, that is in violation of any local, state, or federal law or regulation relating to corruption, malfeasance, bribery, theft of government property, fraudulent claims, fraud, coercion, conversion, malicious prosecution, misuse of government property, or willful omission to perform duty, is economically wasteful, or involves gross misconduct.

Background

The SANDAG Office of the Independent Performance Auditor, herein referred to as "OIPA," is the official body of SANDAG to investigate allegations of potential fraud, waste, and abuse identified by SANDAG staff or other stakeholders. Once the investigation into the allegations has been conducted the OIPA advises the the Audit Committee, the Office of the General Counsel or outside counsel under contract with SANDAG on whether improper activities occurred.

Specific procedures have been adopted for the express purpose of filing and investigating complaints alleging improper activities. These procedures do not supersede, replace or serve as an alternative to procedures under SANDAG's Employee Manual or other Federal or State rules and regulations.

An employee, contracted parties, member of the public, or other stakeholders of SANDAG can file a complaint with OIPA alleging improper activities. A member of the public or other stakeholders are encouraged to file as soon as the complainant had knowledge of the alleged improper activity. An employee or applicant for employment that is subject to Government Code Section 53297 shall have the right to file a complaint within 60 days of the date of the act or event which is subject of the complaint. Prior to filing a written complaint, the employee shall first make a good faith effort to exhaust all available administrative remedies.

An employee's name and other personal information may remain confidential during and after the investigation to ensure your rights are protected, and will only be disclosed if determined necessary, and only to an appropriate government official, or law enforcement agency that are required to be involved in the investigation or thereafter to remedy the matter.

1. Information

   Any reprisal action taken against SANDAG employees, applicants or witnesses, because of the filing of a complaint, is strictly prohibited under Government Code Section 53297.

2. Whistleblowers are Protected

   2.1 Pursuant to California Labor Code Section 1102.5, employees are entitled to certain protections. "Employee" means any person employed by an employer, private or public, including, but not limited to, individuals employed by the state or any subdivision thereof, any county, city, city and county, including any charter city or county, and any school district, community college district, municipal or public corporation, political subdivision, or the University of California. [California Labor Code Section 1106]

   2.2 A "whistleblower" is an employee who discloses information to a government or law enforcement agency, person with authority over the employee, or to another employee with authority to investigate, discover, or correct the violation or noncompliance, or who provides information to or testifies before a public body conducting an investigation, hearing or inquiry, where the employee has reasonable cause to believe that the information discloses:

      2.2.1 A violation of a state or federal statute,

      2.2.2 A violation or noncompliance with a local, state or federal rule or regulation, or

      2.2.3 With reference to employee safety or health, unsafe working conditions or work practices in the employee's employment or place of employment.

   2.3 A whistleblower can also be an employee who refuses to participate in an activity that would result in a violation of a state or federal statute, or a violation of or noncompliance with a local, state or federal rule or regulation.

   2.4 Protections Afforded to Whistleblowers

      2.4.1 An employer may not make, adopt, or enforce any rule, regulation, or policy preventing an employee from being a whistleblower.

      2.4.2 An employer may not retaliate against an employee who is a whistleblower.

      2.4.3 An employer may not retaliate against an employee for refusing to participate in an activity that would result in a violation of a state or federal statute, or a violation or noncompliance with a state or federal rule or regulation.

      2.4.4 An employer may not retaliate against an employee for having exercised his or her rights as a whistleblower in any former employment.

   2.5 Under California Labor Code Section 1102.5, if an employer retaliates against a whistleblower, the employer may be required to reinstate the employee's employment and work benefits, pay lost wages, and take other steps necessary to comply with the law.

3. How to Report Improper Acts to the State Government

   If you have information regarding possible violations of state or federal statutes, rules, or regulations, or violations of fiduciary responsibility by a corporation or limited liability company to its shareholders, investors, or employees, call the California State Attorney General's Whistleblower Hotline at 1 (800) 952-5225. The Attorney General will refer your call to the appropriate government authority for review and possible investigation.

4. Procedures

Please complete the form below, to the best of your knowledge, provide any evidence that might help support the allegation, and submit it to the address provided or via email. For a member of the public or other stakeholders of SANDAG, if you prefer to remain anonymous your name and signature, address, and other personal information is not required to be completed.

4.1 To report fraud, waste, or abuse to SANDAG OIPA there are three options:

4.1.1 Call Independent Performance Auditor, Mary Khoshmashrab, MSBA, CPA at (619) 595-5323

4.1.2 Complete the SANDAG Complaint Form and hand deliver, email or mail to the address provided below

SANDAG
Attn: CONFIDENTIAL – Office of the Independent Performance Auditor
401 B Street, Suite 800
San Diego, CA 92101

4.1.3 Confidential email to OIPA@sandag.org

5. Instructions for Completing the Complaint Form

Please describe, under each appropriate category, the improper SANDAG activity which is the subject of this complaint. Please be clear and specific, as to the facts, only as they relate to the improper activity.

5.1 **Improper Activity** means any activity, or act by a SANDAG department, officer (elected or appointed) or employee relating to the performance of official SANDAG business, duties and responsibilities.

5.2 There are four categories that constitute improper activity

5.2.1 gross mismanagement

5.2.2 significant waste of public funds

5.2.3 abuse of authority

5.2.4 substantial and specific danger to public health and safety

5.3 **Gross Mismanagement** means the failure to exercise even a substandard level of performance relating to the management of SANDAG programs, activities, functions, services and responsibilities.

5.4 **Abuse of Authority** means the willful exercise of authority for improper or wrongful purpose.

5.5 Your complaint must be a true and accurate account to the best of your knowledge, and you must sign under penalty of perjury (unless filing anonymously).

5.6 Once OIPA has reviewed and accepted your complaint, it will be investigated by the auditor(s). If you move or change your phone number, remember to inform OIPA of the change. If you have questions, please call Mary Khoshmashrab at (619) 595-5323.

San Diego Association of Governments Complaint Form

Complainant: _____

Work Address: _____

City: _____ State: _____ Zip Code: _____

Telephone: Home: _____ Business: _____

If you are a member of the public or other stakeholders of SANDAG filing anonymously, the above information is not required*

Allegations of Improper Activity

List each allegation under the appropriate category. If you need more space, please attach additional sheets.

Gross Mismanagement

Date you had knowledge of allegation: Date: _____

Allegation:

_____

_____

_____

_____

_____

Facts:

_____

_____

_____

_____

_____

Significant Waste of Funds

Date you had knowledge of allegation: Date: _____

Allegation:

Facts:

Abuse of Authority

Date you had knowledge of allegation: Date: _____

Allegation:

Facts:

Substantial and Specific Danger to Public Health and Safety

Date you had knowledge of allegation: Date: _____

Allegation:

_____

_____

_____

_____

_____

_____

Facts:

_____

_____

_____

_____

_____

Witness(es):

Please provide the name, address, and phone number for each witness. Attach additional sheets if needed.

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Telephone: Home: _____ Business: _____

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Telephone: Home: _____ Business: _____

Please describe (if any) the remedies taken by you to resolve/inform/report the allegations of improper activity.

Please give dates and names

_____

_____

_____

_____

_____

Sworn Statement of Complainant:

I hereby certify, under penalty of perjury as provided by law, that the statements herein are true.

Print Name: _____

Signature: _____

Date: _____

*****If you are a member of the public filing anonymously or other stakeholders of SANDAG no name or signature is required*****

Thank you for your diligence and commitment in helping ensure that public funded agencies are being held accountable.

Adopted: [Date]
Amended: [Date]

Proposed Report Fraud, Waste, and Abuse of Public Funds or Assets

About Fraud, Waste, and Abuse of Public Funds or Assets

For purposes of this document, "fraud, waste, or abuse" means any activity by a local agency or employee that is undertaken in the performance of the employee's official duties, including activities deemed to be outside the scope of his or her employment, that is in violation of any local, state, or federal law or regulation relating to corruption, malfeasance, bribery, theft of government property, fraudulent claims, fraud, coercion, conversion, malicious prosecution, misuse of government property, or willful omission to perform duty, is economically wasteful, or involves gross misconduct.

Per the Board of Directors approved Office of the Independent Performance Audit Charter, the Independent Performance Auditor, herein referred to as IPA, is the official body of SANDAG to investigate allegations of potential fraud, waste, and abuse identified by staff or other stakeholders. Once the investigation into the allegations has been conducted, the IPA advises the Audit Committee, the Office of the General Counsel or outside counsel under contract with SANDAG on whether or not improper activities occurred.

An employee, contracted parties, member of the public, or other stakeholders of SANDAG can file a complaint with OIPA alleging improper activities. A member of the public or other stakeholders are encouraged to file as soon as the complainant had knowledge of the alleged improper activity. An employee or applicant for employment that is subject to Government Code Section 53297 shall have the right to file a complaint within 60 days of the date of the act or event which is subject of the complaint. Prior to filing a written complaint, the employee shall first make a good faith effort to exhaust all available administrative remedies.

An employee's name and other personal information may remain confidential during and after the investigation to ensure your rights are protected, and will only be disclosed if determined necessary, and only to an appropriate government official, or law enforcement agency that are required to be involved in the investigation or thereafter to remedy the matter. Should a member of the public or other stakeholders of SANDAG prefer to remain anonymous please complete the form below (excluding your name and other contact information) to the best of your knowledge, provide any evidence that might help support the allegation, and submit it to the address provided.

Any reprisal action taken against SANDAG employees, applicants or witnesses, because of the filing of a complaint, is strictly prohibited under Government Code Section 53297.

Please describe, under each appropriate category, the improper activity which is the subject of this complaint. Please be clear and specific, as to the facts, only as they relate to the improper SANDAG related government activity.

Improper SANDAG Government Activity means any activity, or act by an executive management, director, department, officer (elected or appointed) or employee relating to the performance of official SANDAG business, duties and responsibilities.

There are four categories that constitute improper government activity: (1) gross mismanagement, (2) significant waste of public funds, (3) abuse of authority, or (4) substantial and specific danger to public health and safety.

Gross Mismanagement means the failure to exercise even a substandard level of performance relating to the management of projects, programs, activities, functions, services and responsibilities

Abuse of Authority means the willful exercise of authority for improper or wrongful purpose.

Your complaint must be a true and accurate account to the best of your knowledge, and you must sign under penalty of perjury (unless you are a public member or stakeholder of SANDAG reporting anonymously).

Please clink on link below to view SANDAG policy and complete the complaint form for submittal.

Once the IPA has reviewed and accepted your complaint, it will be investigated by the IPA. If you move or change your phone number, remember to inform the IPA of the change. If you have questions, please call the IPA at (619) 595-5323 or send a confidential email to OIPA@sandag.org.

RETURN THE COMPLAINT FORM TO:
SANDAG
Attention: CONFIDENTIAL- Office of the Independent Performance Auditor
401 B Street, Suite 800
San Diego, CA 92101

WHISTLEBLOWERS ARE PROTECTED

Pursuant to California Labor Code Section 1102.5, employees are entitled to certain protections. "Employee" means any person employed by an employer, private or public, including, but not limited to, individuals employed by the state or any subdivision thereof, any county, city, city and county, including any charter city or county, and any school district, community college district, municipal or public corporation, political subdivision, or the University of California. [California Labor Code Section 1106]

What is a whistleblower?

A "whistleblower" is an employee who discloses information to a government or law enforcement agency, person with authority over the employee, or to another employee with authority to investigate, discover, or correct the violation or noncompliance, or who provides information to or testifies before a public body conducting an investigation, hearing or inquiry, where the employee has reasonable cause to believe that the information discloses:

1. A violation of a state or federal statute,

2. A violation or noncompliance with a local, state or federal rule or regulation, or

3. With reference to employee safety or health, unsafe working conditions or work practices in the employee's employment or place of employment.

A whistleblower can also be an employee who refuses to participate in an activity that would result in a violation of a state or federal statute, or a violation of or noncompliance with a local, state or federal rule or regulation.

What protections are afforded to whistleblowers?

1. An employer may not make, adopt, or enforce any rule, regulation, or policy preventing an employee from being a whistleblower.

2. An employer may not retaliate against an employee who is a whistleblower.

3. An employer may not retaliate against an employee for refusing to participate in an activity that would result in a violation of a state or federal statute, or a violation or noncompliance with a state or federal rule or regulation.

4. An employer may not retaliate against an employee for having exercised his or her rights as a whistleblower in any former employment.

Under California Labor Code Section 1102.5, if an employer retaliates against a whistleblower, the employer may be required to reinstate the employee's employment and work benefits, pay lost wages, and take other steps necessary to comply with the law.

How to report improper acts with the State of California

If you have information regarding possible violations of state or federal statutes, rules, or regulations, or violations of fiduciary responsibility by a corporation or limited liability company to its shareholders, investors, or employees, call the California State Attorney General's Whistleblower Hotline at 1 800-952-5225. The Attorney General will refer your call to the appropriate government authority for review and possible investigation.

FY 2019 State Transit Assistance – Claim Amendment

Overview

Each year the SANDAG Board of Directors approves the annual claims for the State Transit Assistance (STA) program. The STA program provides transit funding for transportation planning and mass transportation purposes, derived from the statewide sales tax on diesel fuel, and as specified by the Legislature. On June 22, 2018, the Board of Directors approved the estimated FY 2019 STA apportionment.

Senate Bill 1 (Beall, 2017) (SB 1) augmented STA funding and created the State of Good Repair (SGR) Program within the STA account. Under the SGR guidelines, recipients must submit to Caltrans a list of projects proposed for SGR program funding in order to be able to receive an allocation from the State Controller's Office. On September 28, 2018, the Board of Directors approved the estimated FY 2019 SGR apportionment.

Action: **Adopt**

The Board of Directors is asked to adopt Resolutions Nos. 2020-08 and 2020-09, in substantially the same form as attached, approving the FY 2019 State Transit Assistance and State of Good Repair claim amendments for the North County Transit District.

Fiscal Impact:

North County Transit District is able to claim an additional $978,391 of State Transit Assistance (STA) funds and the STA State of Good Repair claim is reduced by $138,909.

Schedule/Scope Impact:

No Schedule/Scope Impact.

The final FY 2019 apportionment for the North County Transit District (NCTD) is higher than the current approved claim, while the STA (SGR apportionment is lower than the current approved claim.

Key Considerations

Funds are paid to claimants based on quarterly deposits into the STA account. The last two quarterly deposits for FY 2019 are more than the SANDAG approved claim due to the addition of SB 1 revenues. In order for NCTD to receive the additional amount, an amendment to the claim is required.

In contrast, the final deposit for the STA SGR account was less than estimated apportionment and NCTD has reduced their claim to match the updated amount which also requires an amendment.

The NCTD Board authorized its Executive Director or designee the authority to request amendments to claims. The FY 2019 STA amendment would be used to support both operating and capital programs. The STA claim would increase from $9,197,972 to $10,176,363, an increase of $978,391, as shown in Attachment 1: Resolution No. 2020-08. The FY 2019 STA SGR amendment, which is used to support the capital program, would decrease from $1,743,219 to $1,604,310, a decrease of $138,909, as shown in Attachment 2: Resolution No. 2020-09.

Next Steps

Upon Board approval, SANDAG staff will submit revised claims to the State Controller and make final payments to NCTD for FY 2019 claims.

Hasan Ikhrata, Executive Director

Key Staff Contact: Michelle Smith, (619) 595-5608, michelle.smith@sandag.org

Attachments:
1. Resolution No. 2020-08
2. Resolution No. 2020-09
3. STA Amendment Request from NCTD

401 B Street, Suite 800
San Diego, CA 92101
Phone (619) 699-1900
Fax (619) 699-1905
sandag.org

Resolution No. 2020-08

Approving the Allocation of State Transit Assistance Amendment Claim to the North County Transit District

WHEREAS, the North County Transit District (NCTD) has filed a claim amendment for State Transit Assistance (STA) funds up to the revised allocation of $10,176,363 for FY 2019 pursuant to Section 6730(a) and (b) of Title 21 of the California Code of Regulations (CCR); and

WHEREAS, the Board of Directors has reviewed the claim and finds that the revised claim is in substantial conformance with the provisions of the Transportation Development Act of 1971, as amended, and meets the specific requirements of Section 6754 of Title 21 of the CCR; NOW THEREFORE

BE IT RESOLVED, by the Board of Directors as follows:

1. That the Board of Directors does hereby approve the revision to the claim pursuant to Section 6730(b) of Title 21 of the CCR as shown below; and

Claim No.	Claimant	Original Allocation	Adjustment +(-)	Revised Allocation
19041003	NCTD			
	Operating	$4,770,311	$-0-	$4,770,311
	Capital	$4,427,661	$978,391	$5,406,052
	Total	**$9,197,972**	**$978,391**	**$10,176,363**

2. That the Board of Directors certifies that the findings set forth in the "Required Findings for North San Diego County Transit Development Board STA Claim" adopted as part of the June 2018 action pursuant to Section 6754 and attached hereto as Exhibit A remain in effect; and

3. That the Board of Directors does hereby instruct the San Diego County Auditor to pay NCTD up to $10,176,363 from the SANDAG STA Fund.

PASSED AND ADOPTED this 27th of September 2019.

Attest:

Chair **Secretary**

WHERAS, the North County Transit District ("Claimant") hereby affirms the certifications and required findings as part of the Transportation Development Act (TDA) and State Transit Assistance (STA) Claims for FY2020 as follows:

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

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

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

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

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

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

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

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

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

Authorized Representative/Contact:

(Signature)

Matthew O. Tucker
(Print or type name)

Executive Director
(Title)

401 B Street, Suite 800
San Diego, CA 92101
Phone (619) 699-1900
Fax (619) 699-1905
sandag.org

Resolution No. 2020-09

Approving the Allocation of State Transit Assistance State of Good Repair Amendment Claim to the North County Transit District

WHEREAS, the North County Transit District (NCTD) has filed a claim amendment for State Transit Assistance (STA) funds up to the revised allocation of $1,604,310 for FY 2019 pursuant to Section 6730(a) and (b) of Title 21 of the California Code of Regulations (CCR); and

WHEREAS, the Board of Directors has reviewed the claim and finds that the revised claim is in substantial conformance with the provisions of the Transportation Development Act of 1971, as amended, and meets the specific requirements of Section 6754 of Title 21 of the CCR; NOW THEREFORE

BE IT RESOLVED as follows:

1. That the Board of Directors does hereby approve the revision to the claim pursuant to Section 6730(b) of Title 21 of the CCR as shown below; and

Claim No.	Claimant	Original Allocation	Adjustment +(-)	Revised Allocation
19041004	NCTD			
	Operating	$-0-	$-0-	$-0-
	Capital	$1,743,219	($138,909)	$1,604,310
	Total	**$1,743,219**	**($138,909)**	**$1,604,310**

2. That the Board of Directors certifies that the findings set forth in the "Required Findings for North San Diego County Transit Development Board STA Claim" adopted as part of the September 2019 action pursuant to Section 6754 and attached hereto as Exhibit A remain in effect; and

3. That the Board of Directors does hereby instruct the San Diego County Auditor to pay NCTD up to $1,604,310 from the SANDAG STA SGR Fund.

PASSED AND ADOPTED this 27th of September 2019.

Attest:

Chair **Secretary**

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

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

WHERAS, the North County Transit District ("Claimant") hereby affirms the certifications and required findings as part of the Transportation Development Act (TDA) and State Transit Assistance (STA) Claims for FY2020 as follows:

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

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

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

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

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

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

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

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

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

Authorized Representative/Contact:

(Signature)

Matthew O. Tucker

(Print or type name)

Executive Director

(Title)

NORTH COUNTY TRANSIT DISTRICT

810 Mission Avenue
Oceanside, CA 92054
(760) 966-6500
(760) 967-2001 (fax)
GoNCTD.com

September 5, 2019

Mr. Jose Nuncio
Transnet Director
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101-4231

Re: FY2019 State Transit Assistance (STA) Claim Amendment

Dear Mr. Nuncio:

On May 31, 2018, the North County Transit District (NCTD) filed its FY2019 State Transit Assistance (STA) Form, which allocated $4,770,311 to support NCTD operations and $4,427,661 to support capital projects (total of $9,197,972).

The State Controller's Office has reported the final STA allocation for FY2019, which has resulted in an increase in funding for NCTD in the amount of $978,391 from the initial claim (revised total of $10,176,363). As result of the increased allocation, NCTD is filing an amended STA claim reflecting the updated operating and capital needs. The amended FY2019 STA claim will allocate $4,770,311 to support NCTD operations and $5,406,052 to support capital projects. Attached is the STA Claim Amendment Form for FY2019 with the revised allocations.

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

Sincerely,

Matthew O. Tucker
Executive Director

Attachment: STA Claim Amendment Form FY2019

cc: Eun Park-Lynch, Chief Financial Officer, NCTD
Yasmin Flynn, Chief Strategic Planning and Capital Program, NCTD
Pete Kovacevic, Accounting Manager for Projects and Grants, NCTD
Kristin Tuck, Capital Program Manager, NCTD

Quarterly Progress Report on Major Transportation Projects through June 2019

Overview

This quarterly report provides an update on the status of major SANDAG and Caltrans projects and programs funded by the *TransNet* one-half cent local sales tax and other local, state, and federal revenue sources.[1]

Key Considerations

There are currently 52 major SANDAG and/or Caltrans projects underway in the San Diego region as shown on Attachment 1. As of the date of this report, 8 projects are in the Environmental phase, 25 projects are in the Design phase, and 15 projects are in the Construction phase. During the fourth quarter, three projects were successfully opened to users and one completed the Final Environmental phase.

Action: **Information**

This quarterly report provides an update on the status of major SANDAG and Caltrans projects and programs in the San Diego region.

Fiscal Impact:

The major projects summarized in this report represent an investment of approximately $4.3 billion in the San Diego regional transportation system.

Schedule/Scope Impact:

8 projects are in the Environmental phase,
25 projects are in the Design phase,
15 projects are in the Construction phase, and
4 projects are marked as complete.

Major Project / Program Highlights

- In May 2019, the Federal Railroad Administration approved the environmental document as a Finding of No Significant Impact, or FONSI, for the Carlsbad Village Double Track Project (Project No. 10).
- On May 9, 2019, a joint ribbon cutting took place to celebrate the completion of the San Elijo Lagoon Double Track Project (Project No. 8) the Chesterfield Drive Crossing Improvements Project (Project No. 16) and the Coastal Rail Trail between Chesterfield Drive and Santa Fe Drive Project (Project No. 26).
- On July 31, 2019, a groundbreaking event was held for the State Route 11 (SR 11) Segment 2A and SR 11, SR 905, and SR 125 Southbound Connectors Project in Otay Mesa (Project No. 50).
- The Regional Bikeway Early Action Program continued to accomplish some milestones in the last quarter which included the completion of the Final Environmental Document for the Downtown to Imperial Avenue Bikeway Project (Project No. 22) and the advertising of the Georgia-Meade Bikeway Project (Project No. 33) in April 2019.
- All planned milestones for the fourth quarter, as stated in the May report, were completed.
- The Transportation Demand Management (TDM) Program known as iCommute continues to see success by providing approximately 691 vanpools providing a cost-effective alternative to driving alone. Bike to Work Day was Thursday, May 16, and more than 8,200 visits were recorded at 100 pit stops throughout the county. The iCommute GO by BIKE Mini-Grant program held 20 community events reaching over 39,000 people. Attachment 2 provides more information regarding TDM programs.

[1] The projects in this report are a subset of projects shown in the FY 2020 Program Budget. This report does not include projects already open to traffic or that are in the close out phase.

Schedule Changes

The schedules for the following projects have been revised within the last quarter:

- On June 28, 2019, the Board approved a budget amendment to the Interstate 5 Voigt Drive Improvement Project (Project No. 43) due to construction cost increases and complexity of the Project. The Project will now begin construction by September 30, 2019.
- The construction phase for the Interstate 805/SR 94 Bus on Shoulder Project (Project No. 2) has been updated to occur by January 2020. All phases of the Project are expected to be completed by fall 2020.

Next Steps

During the next quarter (July – September), one project is expected to complete the Environmental phase, and one project is expected to begin the Construction phase.

Hasan Ikhrata, Executive Director

Key Staff Contact: Michelle Smith, (619) 595-5608, michelle.smith@sandag.org

Attachments:
1. Major Transportation Projects in the San Diego Region
2. Transportation Demand Management Progress Report

Major Transportation Projects in the San Diego Region
Transit

Project Information				Current Status				Total Project Budget & Cost ($1,000's)		
Project No.		CIP/ MPO ID	Description/Limits	Phase	FY2020 Budget Phase Completion Date	Updated Phase Completion Date	Est. Open to Public Date	FY2020 Budget	Updated Approved Budget ($1,000's)	Est. Cost at Completion
1	*T*	1201514/ SAN129	Downtown Multiuse and Bus Stopover Facility	Design	TBD	TBD	TBD	$45,975	$45,975	TBD
2	*T*	1280513/ SAN224	I-805/SR 94 Bus on Shoulder Demonstration	Begin Construction	Sep-19	**Jan-20**	2020	$30,900	$30,900	$30,900
3	*T*	1257001/ SAN23	Mid-Coast Light Rail Transit (LRT) Old Town to University Towne Centre	Construction	Sep-21	Sep-21	2021	$2,171,201	$2,171,201	$2,171,201
North Coast Corridor/LOSSAN										
4		1145300/ SAN199	Rose Canyon 3 Bridge Replacements	Draft Environmental	Sep-19	**Sep-22**	TBD	$77	$77	$14,545
5		1145400/ SAN200	San Onofre 3 Bridge Replacements	Draft Environmental	Sep-19	**Sep-22**	TBD	$62	$62	$13,641
6		1146600/ SAN115	San Onofre to Pulgas Double Track, Phase 2	Design	Sep-20	Sep-20	TBD	$1,177	$1,177	$27,218
7	*T*	1239805/ SAN117	Poinsettia Station Improvements	Construction	Dec-19	Dec-19	2019	$33,748	$33,748	$33,748
8	*T*	*1239806/ SAN73*	*San Elijo Lagoon Double Tracking*	***Open to Users***	*May-19*	*Complete*	*2019*	*$79,049*	*$79,049*	*$79,049*
9	*T*	1239809/ SAN64	Eastbrook to Shell Double Tracking	Design	TBD	TBD	TBD	$10,526	$10,526	TBD
10	*T*	*1239810/ SAN130*	*Carlsbad Village Double Tracking*	*Final Environmental*	*May-19*	*Complete*	*Complete*	*$3,580*	*$3,580*	*TBD*
11	*T*	1239811/ SAN132	Elvira to Morena Double Tracking	Construction	Nov-20	Nov-20	2020	$189,125	**$186,925**	**$186,925**
12	*T*	1239812/ SAN29	Sorrento-Miramar Curve Realignment & 2nd Track - Phase II	Design	TBD	TBD	TBD	$29,440	$29,440	TBD
13	*T*	1239813/ SAN30	San Dieguito Lagoon Double Track and Platform	Design	TBD	TBD	TBD	$16,445	$16,445	TBD

Project changes from previous report are in bold

Transit, continued

Project Information				Current Status				Total Project Budget & Cost ($1,000's)		
Project No.		CIP/ MPO ID	Description/Limits	Phase	FY2020 Budget Phase Completion Date	Updated Phase Completion Date	Est. Open to Public Date	FY2020 Budget	Updated Approved Budget ($1,000's)	Est. Cost at Completion
14	*T*	1239815/ SAN182	San Diego River Bridge Rail Improvements	Construction	Nov-20	Nov-20	2020	$93,866	**$91,666**	**$91,666**
15	*T*	1239816/ SAN183	Batiquitos Lagoon Double Track	Design	TBD	Sep-20	TBD	$14,853	$14,853	$85,019
16	*T*	*1239817/ SAN73A*	*Chesterfield Drive Crossing Improvements*	***Open to Users***	*May-19*	*Complete*	*2019*	*$6,809*	*$6,809*	*$6,809*
17		1146100/ SAN226	Del Mar Bluffs IV Stabilization of Bluffs	**Begin Construction**	Nov-19	Nov-19	2020	$3,257	$3,257	**$5,781**

-T indicates project is funded with TransNet funds

**Project funding includes eligible finance costs associated with project*

Project changes from previous report are in bold

Active Transportation, continued

Project Information				Current Status				Total Project Budget & Cost ($1,000's)		
Project No.		CIP/ MPO ID	Description/Limits	Phase	FY2020 Budget Phase Completion Date	Updated Phase Completion Date	Est. Open to Public Date	FY2020 Budget	Updated Approved Budget ($1,000's)	Est. Cost at Completion
18	*T*	1223023/ SAN153	Inland Rail Trail - Phases 2 & 3 N. Melrose Drive to County Line	Construction	Mar-22	**Dec-22**	2022	$47,345	$47,345	**$63,321**
19	*T*	1223054/ SAN204	Central Avenue Bikeway Adams Ave to Landis Street	Design	Jul-20	Jul-20	2021	$3,174	$3,174	$3,174
20	*T*	1223056/ SAN203	Border to Bayshore Bikeway Along Palm Ave	Design	Jan-21	Jan-21	2023	$13,366	$13,366	$13,366
21	*T*	1223057/ SAN205	Pershing Drive Bikeway Landis Street to C Street	Design	Mar-20	Mar-20	2021	$18,982	$18,982	$18,982
22	*T*	1223058/ SAN206	Downtown to Imperial Avenue Bikeway Along Imperial Ave. - 21st St to 47th St.	**Design**	**Jul-20**	**Jul-20**	2022	$13,488	$13,488	$13,488
San Diego River Trail										
23	*T*	1223052/ SAN197	Stadium Segment Fenton Parkway to Rancho Mission Road	Design	TBD	TBD	TBD	$3,026	$3,026	$3,026
24	*T*	1223053/ SAN198	Carlton Oaks Segment West Hills Parkway to Carlton Hills Boulevard	Final Environmental	Dec-19	Dec-19	TBD	$1,830	$1,830	TBD
Coastal Rail Trail										
25	*T*	1223016/ SAN155	Rose Creek South of SR 52 to Mission Bay	Construction	Jul-20	Jul-20	2020	$25,043	$25,043	$25,043
26	*T*	*1223017/ SAN156*	*Encinitas* *Chesterfield Drive to Santa Fe Drive*	***Open to Users***	*May-19*	*Complete*	*2019*	*$9,608*	*$9,608*	*$9,608*
Bayshore Bikeway										
27	*T*	1129900/ SAN154	Segment 8B Main St. to Palomar	Design	Jul-20	**Jan-21**	**2022**	$4,098	$4,098	$4,098
28	*T*	1223055/ SAN195	Barrio Logan Park Boulevard to 32nd Street	Design	Feb-20	Feb-20	2021	$24,675	$24,675	$24,675

Project changes from previous report are in bold

Active Transportation, continued

Project Information				Current Status				Total Project Budget & Cost ($1,000's)		
Project No.		CIP/ MPO ID	Description/Limits	Phase	FY2020 Budget Phase Completion Date	Updated Phase Completion Date	Est. Open to Public Date	FY2020 Budget	Updated Approved Budget ($1,000's)	Est. Cost at Completion
North Park/Mid-City Bikeways										
29	*T*	1223020/ SAN158	Robinson Bikeway Park Boulevard to Alabama Street	Design	Jul-20	**TBD**	**TBD**	$5,946	**$4,938**	$5,946
30	*T*	1223079/ SAN230	Howard Bikeway Park Boulevard to Estrella Avenue	Design	TBD	TBD	TBD	$1,301	$1,301	TBD
31	*T*	1223080/ SAN238	Monroe Bikeway Meade Avenue, along 44th Street/Monroe Avenue to Collwood Boulevard	Final Environmental	TBD	TBD	TBD	$276	$276	TBD
32	*T*	1223081/ SAN232	University Bikeway Winona Avenue to 70th Street	Final Environmental	Jul-20	Jul-20	2022	$8,708	$8,708	$17,269
33	*T*	1223082/ SAN233	Georgia-Meade Bikeway North Park, Normal Heights, Landis and Kensington along Meade Avenue	Begin Construction	Aug-19	**Sep-19**	2021	$24,029	**$25,037**	**$25,037**
34	*T*	1223087/ SAN230	Orange Bikeway Winona Avenue to 70th Street	**Design**	**TBD**	**TBD**	TBD	$1,435	$1,435	TBD
Uptown Bikeways										
35	*T*	1223022/ SAN160	Fourth and Fifth Avenue Bikeways B Street and Washington Street	**Begin Construction**	**Nov-19**	**Nov-19**	2021	$23,725	$23,725	$23,725
36	*T*	1223083/ SAN234	Eastern Hillcrest Bikeways University Avenue at SR 163	Design	Jul-20	**Nov-20**	TBD	$4,844	$4,844	**TBD**
37	*T*	1223084/ SAN235	Washington Street and Mission Valley Bikeways Ibis Street and Bachman Place from San Diego River Trail to Third Avenue/Walnut Street	Design	TBD	TBD	TBD	$2,058	$2,058	TBD
38	*T*	1223085/ SAN236	Mission Hills and Old Town Bikeways Along University Avenue, San Diego Avenue and Congress Street	Design	TBD	TBD	TBD	$358	$358	TBD
39	*T*	1223086/ SAN237	Park Boulevard Bikeway Robinson Avenue to Village Place	Design	Jul-20	**Nov-20**	TBD	$688	$688	TBD

-T indicates project is funded with TransNet funds

Project changes from previous report are in bold

Express/HOV Lanes and Direct Access Ramp (DAR)

Project Information				Current Status				Total Project Budget & Cost ($1,000's)		
Project No.		CIP/ MPO ID	Description/Limits	Phase	FY2020 Budget Phase Completion Date	Updated Phase Completion Date	Est. Open to Public Date	FY2020 Budget	Updated Approved Budget ($1,000's)	Est. Cost at Completion
I-5/North Coast Corridor										
40	*T*	1200504/ CAL09	I-5 High Occupancy Vehicle (HOV) Manchester Avenue to Palomar Airport Road 2 HOV Lanes/Noise Barriers	Construction	Dec-21	Dec-21	2021	$405,363	$405,363	$405,363
41	*T*	1200509/ CAL09	I-5 San Elijo Bridge Replacement Lomas Santa Fe Drive to Birmingham Drive 2 HOV Lanes/Noise Barriers	Construction	Jul-21	Jul-21	2021	$338,162	$338,162	$338,162
42	*T*	1200510/ CAL09	I-5 HOV Carlsbad Palomar Airport Road to north of SR 78 2 HOV Lanes/Noise Barriers	Design	Apr-20	Apr-20	2022	$127,641	$127,641	$127,641
43	*T*	1200507/ CAL369	I-5/Voigt Drive Improvements La Jolla Village Drive and Genessee Avenue	Begin Construction	Jul-19	**Sep-19**	2021	$29,380	**$42,780**	**$42,780**
State Route 94										
44	*T*	1280508/ CAL67	SR 94 Express Lanes I-5 to I-805 2 HOV Lanes & Connectors at SR 94/I-805	Draft Environmental	TBD	TBD	TBD	$22,100	$22,100	TBD
I-805 North										
45	*T*	1280516/ CAL502	I-805 North Auxiliary Lanes Along I-805 from SR 52 to Nobel Drive	Design	TBD	TBD	TBD	$4,242	$4,242	TBD
State Route 78										
46	*T*	1207802/ CAL277	I-15/SR 78 HOV Connectors Nordahl to West Valley Parkway	Draft Environmental	Nov-21	Nov-21	TBD	$7,937	$7,937	TBD

-T indicates project is funded with TransNet funds

Project changes from previous report are in bold

Highway

Project Information				Current Status				Total Project Budget & Cost ($1,000's)		
Project No.		CIP/ MPO ID	Description/Limits	Phase	FY2020 Budget Phase Completion Date	Updated Phase Completion Date	Est. Open to Public Date	FY2020 Budget	Updated Approved Budget ($1,000's)	Est. Cost at Completion
I-5/North Coast Corridor										
47		1200512/ CAL398A	I-5/Genesee Aux Lane Genesee Avenue and La Jolla Village Drive	Construction	Jul-21	Jul-21	2021	$7,249	$7,249	$7,249
48	*T*	1200503/ CAL114	I-5/ SR 56 Interchange West-North and South-East Interchanges	Design	Jul-20	Nov-21	TBD	$17,957	$17,957	TBD
Port of Entry/Border Connections										
49	*T*	1201101/ V11	SR 11 4-Lane Freeway and East Otay Mesa Border Crossing Freeway Access to New Border Crossing	Begin Construction	Aug-20	Aug-20	2022	$174,436	$173,346	$536,372
50		1201103/ V11	SR 11 and Otay Mesa Port of Entry Segment 2A Construction	**Construction**	**Dec-21**	**Dec-21**	2021	$132,047	$132,047	$132,047
51		1390506/ CAL38C	SR 125/905 Southbound to Westbound Connector	Design	Nov-19	Nov-19	2022	$36,257	$36,257	$36,257
State Route 94										
52	*T*	1212501/ CAL68	SR 94/SR 125 South to East Connector Southbound SR125 to Eastbound SR94	Design	TBD	TBD	TBD	$16,240	$16,240	TBD

-T indicates project is funded with TransNet funds

**Project has completed Design and will be constructed as part of SR 11 and Otay Mesa POE project (Project No. 52)*

Project changes from previous report are in bold

TDM QUARTERLY PROGRESS REPORT
PERIOD ENDING JUNE 30, 2019

Transportation Demand Management

iCommute Program: iCommute is the Transportation Demand Management (TDM) division of SANDAG and promotes the use of transportation alternatives by providing services such as the SANDAG Regional Vanpool Program, employer outreach, bicycle encouragement programs, support for carpooling, support for transit, and a Guaranteed Ride Home service.

SANDAG Regional Vanpool Program: The Regional Vanpool Program provides commuters with a cost-effective alternative to driving alone. The fourth quarter ended with 650 vanpools.

Employer Outreach: iCommute works with employers throughout the region to develop and implement commuter programs that encourage their employees to carpool, vanpool, bike or walk to work, take transit, or telework. During the fourth quarter, 117 employers actively participated in the iCommute employer services program and 15 employers joined the program.

Try Transit is a program that provides eligible employees with a 30-Day transit pass to try the bus, train, or trolley. During the fourth quarter, 62 commuters at three employer sites registered to try transit for the first time.

The iCommute Diamond Awards recognize employers in the San Diego region that have reduced drive-alone trips by actively promoting transportation alternatives in the workplace. In FY 2019, the program grew by forty percent to 132 employers.

Bike Encouragement Program: iCommute provides access to secure bike parking at over 60 transit stations and Park & Ride lots throughout the region. At the end of June, there were 501 commuters enrolled in the Regional Bike Parking Program, of which 57 are new.

Bike education services are available to employers and public and private K-12 schools in the San Diego region. These classes are designed to teach employees and students safety and skills that build confidence and encourage active transportation. This fiscal year, a total of 26 schools and 33 employers have participated in a bike education class, group ride, or tune up this fiscal year. There were 7,685 attendees at these events in FY 19.

Bike to Work Day was Thursday, May 16th. More than 8,200 visits were recorded at 100 pit stops throughout the County. Over 39,280 people were reached at 20 community events funded through the iCommute GO by BIKE Mini-Grant program.

Guaranteed Ride Home: The Guaranteed Ride Home (GRH) program provides commuters who carpool, vanpool, take transit, walk, or bike to work, a free ride home from work in the event of an emergency, illness, or unscheduled overtime. During the fourth quarter of Fiscal Year 2019, 267 new participants enrolled in the GRH program, bringing total program membership in June 2019 to 2,486 participants.

Executive Director Delegated Actions

Overview

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

Action: **Information**

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

Highlights:

Thirty-four securities reached maturity and four securities were sold in July and August for a total of $54 million, and four securities were purchased for $42.3 million, providing approximately $11.7 million of liquidity to SANDAG.

Delegated Actions

Investment Transactions: Board Policy No. 003 states that a monthly report of all investment transactions shall be submitted to the Board. Attachment 1a and 1b contain the reportable investment transactions for July and August 2019, respectively.

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

In the matter of SANDAG v. Gateway Center (Superior Court Case No. 2016-00018096), the following action was taken by Best Best & Krieger on behalf of SANDAG:

- On August 8, 2019, a Notice of Entry of Order for Withdrawal of Probable Just Compensation was filed.

In the matter of Cota v. Caltrans (Superior Court Case No. 2018-00063213), the following action was taken by Bergman Dacey Goldsmith on behalf of SANDAG:

- On July 17, 2019, a Case Management Statement was filed.

Board Policy No. 008 also authorizes the Executive Director to take action on claims filed against SANDAG.

- On July 18, 2019, the Claim of Jorge Sasson was rejected. Mr. Sasson claimed $750 in damages to his vehicle after his windshield was struck by an object while driving on the South Bay Expressway. Mr. Sasson's allegation included no information suggesting that his damages were caused by any SANDAG activities. Upon investigation of the claim, it was determined that SANDAG was not liable for the alleged damages.
- On July 31, 2019, the Claim of Manuel Andreu was rejected. Mr. Andreu claimed $1,390.08 in damages to his vehicle after it struck a wild animal while driving on the South Bay Expressway. Mr. Andreu's allegation included no information suggesting that his damages were caused by any SANDAG activities. Upon investigation of the claim, it was determined that SANDAG was not liable for the alleged damages.
- On September 16, 2019, the Claim of Carolina Jaime was rejected. Ms. Jaime claimed $550 in damages to her vehicle after it was struck by an object while driving on the South Bay Expressway. Ms. Jaime's allegation included no information suggesting that her damages were caused by any SANDAG activities. Upon investigation of the claim, it was determined that SANDAG was not liable for the alleged damages.
- On September 17, 2019, the Claim of Sharon Foster was rejected. Ms. Foster claimed $1,750,000 in damages after her husband was struck and killed by a Coaster train. Ms. Foster's allegation included no information suggesting her damages were caused by any SANDAG activities. Upon investigation of the claim, it was determined that SANDAG was not liable for the alleged damages.

Budget Modifications: Board Policy No. 017 authorizes the Executive Director to enter into agreements currently not incorporated in the budget, and to make other budget modifications in an amount up to $300,000 per transaction so long as the overall budget remains in balance. The actions for August 2019 are reflected in Attachment 2.

Right-of-Way: Board Policy No. 017, Section 4.15, authorizes the Executive Director to execute all right-of-way property transfer documents, including rights of entry, licenses, leases, deeds, easements, escrow instructions, and certificates of acceptance. The list below reflects the approved documents for this reporting period.

San Diego River Bridge Double Track Project – Capital Improvement Program (CIP) Project No. 1239815			
No.	Address	Nature of Activity	Date
1.	5175 Pacific Highway, San Diego, CA 92110; Public Storage (Storage Equities, Inc.)	Temporary Easement; property rights payment	7/30/19

Mid-Coast Corridor Transit Project – CIP Project No. 1257001			
No.	Address	Nature of Activity	Date
1.	1190 West Morena Boulevard, San Diego, CA 92110; Gateway Center, LP	Temporary Construction Easement	8/1/19

Bayshore Bikeway: Barrio Logan Segment Project – CIP Project No. 1223055			
No.	Address	Nature of Activity	Date
1.	2798 East Harbor Drive, San Diego, CA 92113; National Steel & Shipbuilding (NASSCO)	Temporary Construction Easement	8/30/19

Just Compensation: Board Policy No. 017, Section 4.4, authorizes the Executive Director to establish an offer of just compensation for the purchase of real property based on specified conditions. Consistent with Board Policy No. 017, the following offers were made.

Bayshore Bikeway: Barrio Logan Project – CIP Project No. 1223055				
No.	Address	Nature of Activity	Appraisal Amount	Offer Date & Amount
1.	2798 Harbor Dr. San Diego, CA 92113; Port of San Diego	Right of Way Acquisition	$164,600	7/25/19; $164,600
2.	North Side of Harbor Drive, West of South 28th Street, and South of Vesta Street; Burlington Northern and Santa Fe Railway Company	Right of Way Acquisition	$212,000	7/25/19; $212,000

Environmental Mitigation Program (EMP) – Economic Benefit Project – CIP Project No. 1200265				
No.	Address	Nature of Activity	Appraisal Amount	Offer Date & Amount
1.	North of Lyons Valley Road and south of Skyline Truck Trail; Endangered Habitats Conservancy	Land Acquisition Grant Purchase (Skyline Phase 2, 267 acres).[1]	$475,920	8/14/19; $475,920
2.	East of the Community of Jamul, south of Skyline Truck Trail, and west of Lyons Valley Road; Endangered Habitats Conservancy	Land Acquisition Grant Purchase (Skyline Phase 3, 147 acres)	$598,000	8/14/19; $598,000

EMP – Economic Benefit Project – CIP Project No. 1200200				
No.	Address	Nature of Activity	Appraisal Amount	Offer Date & Amount
1.	Approximately 21.67 acres west of the W-19 Restoration Area (San Dieguito River Valley); City of San Diego	Closing Statement	$6,238.60	8/28/19; $6,238.00

Contract Relief: Board Policy No. 024 authorizes the Executive Director to grant relief from maintenance and responsibility for major construction projects (as permitted according to the contract) and requires all contract relief over $25,000 to be reported to the Board.

- In a letter dated July 19, 2019, Skanska USA Civil West California District, Inc., was granted Full Relief from Maintenance for the Los Peñasquitos Lagoon Bridge Replacements Project – Effective April 19, 2019 (CIP Project No. 1145000, Contract No. 5007001). The contract value was $31,167,958.83. (Also see Contract Acceptance below.)

Contract Acceptance: Board Policy No. 024 authorizes the Executive Director to accept contracts on behalf of the Board and requires all contract acceptances over $25,000 to be reported to the Board.

- In a letter dated July 19, 2019, Skanska USA Civil West California District, Inc., was granted Acceptance for the Los Peñasquitos Lagoon Bridge Replacements Project – Effective April 19, 2019 (CIP Project No. 1145000, Contract No. 5007001). The contract value was $31,167,958.83. (Also see Relief from Maintenance above.)
- In a letter dated July 23, 2019, RECON Environmental, Inc., was granted Acceptance for the Deer Canyon Mitigation Site Phase I Project – Effective April 14, 2019 (CIP Project No. 1200277, Contract No. 5007505, JOC7505-07). The contract value was $119,162.57.
- In a letter dated August 2, 2019, Reyes Construction, Inc., was granted Acceptance for the Oceanside Transit Center Third Track Project – Effective November 20, 2017 (CIP Project No. 1239803, Contract No. 5007006). The contract value was $17,473,496.74.

[1] Board approved land acquisition on 2/27/15

- In a letter dated August 5, 2019, Select Electric, Inc., was granted Acceptance for the Interstate 15 Bus Rapid Transit Fiber Optic Project – Effective June 20, 2019 (CIP Project No. 1201504, Contract No. 5007502, JOC7502-01). The contract value was $292,669.01.
- In a letter dated August 13, 2019, HMS Construction, Inc., was granted Acceptance for the Mid-City SR 15 CCTV System Project – Effective August 1, 2019 (CIP Project No. 1201507, Contract No. 5007500, JOC7500-11). The contract value was $116,633.04.
- In a letter dated August 14, 2019, ABC Construction Company, Inc., was granted Acceptance for the SR 125 Retractable Bollards and Storm Drain Cleanout Improvements Project – Effective July 31, 2019 (Overall Work Program Project No. 3312100, Contract No. 5007503, JOC7503-07). The contract value was $28,840.52.

Board Policy No. 035

Board Policy No. 035 authorizes the Executive Director to approve requests by grantees for project schedule extensions of up to six months.

The delegated action to report to the Board is summarized below:

Section 5310 & Senior Mini Grant Program

Contract	Grantee	Project	Extension (in Months)	From	To	Amendment Execution
5005181	Jewish Family Service	Section 5310 Grant: On the Go Northern San Diego Project	3	9/30/2019	12/31/2019	8/14/2019
5005187	Traveler's Aid Society of San Diego, Inc.	Section 5310 Grant: RIDEasy Project	6	9/30/2019	3/30/2020	8/14/2019
5005188	Noah Homes Inc.	Section 5310 Grant: Resident Transportation Program and Services	6	9/30/2019	3/30/2020	8/09/2019
5005191	Jewish Family Service	Senior Mini Grant: On the Go Northern San Diego Project	3	9/30/2019	12/30/2019	8/16/2019

Hasan Ikhrata, Executive Director

Key Staff Contact: André Douzdjian, (619) 699-6931, andre.douzdjian@sandag.org

Attachments: 1a. July 2019 Investment Securities Transactions Activity
1b. August 2019 Investment Securities Transactions Activity
2. June 2019 Budget Transfers and Amendments

MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS
JULY 1 THROUGH JULY 31, 2019

Transaction Date	Security/Coupon/Maturity Date	Par Value	Original Cost
BOUGHT			
7/1/2019	F N M A DEB 2.000% 10/05/22	$ 5,000,000.00	$ 5,028,950.00
7/11/2019	U S TREASURY NT 1.500% 7/15/20	25,000,000.00	24,879,882.81
7/18/2019	MICROSOFT CORP 2.875% 2/06/24	5,850,000.00	6,043,518.00
	TOTAL BOUGHT:	$ 35,850,000.00	$ 35,952,350.81
MATURED			
7/15/2019	TOYOTA AUTO 1.730% 2/16/21	$ 14,361.96	$ 14,360.27
7/15/2019	TOYOTA AUTO 1.140% 8/17/20	24,171.31	24,170.66
7/15/2019	NISSAN AUTO 1.320% 1/15/21	19,942.77	19,939.68
7/15/2019	JOHN DEERE OWNER 1.780% 4/15/21	25,209.78	25,206.19
7/15/2019	HYUNDAI AUTO 1.770% 1/18/22	85,835.00	85,820.12
7/15/2019	HYUNDAI AUTO 1.760% 8/16/21	25,213.17	25,211.13
7/15/2019	HYUNDAI AUTO 1.560% 9/15/20	32,534.23	32,527.92
7/15/2019	HYUNDAI AUTO 1.290% 4/15/21	61,389.66	61,381.40
7/15/2019	ALLY AUTO 1.990% 3/15/22	96,456.91	96,449.42
7/15/2019	ALLY AUTO 1.700% 6/15/21	36,560.90	36,557.70
7/15/2019	ALLY AUTO 1.780% 8/16/21	40,544.86	40,540.08
7/18/2019	TOYOTA MOTOR MTN 2.125% 7/18/19	6,000,000.00	6,039,300.00
7/19/2019	F H L M C M T N 0.875% 7/19/19	9,235,000.00	9,209,711.30
7/21/2019	HONDA AUTO 1.720% 7/21/21	20,185.63	20,184.43
7/21/2019	HONDA AUTO 2.050% 11/22/21	63,347.23	63,338.30
7/25/2019	F N M A GTD REMIC 1.646% 9/25/19	3,688.80	3,725.74
	TOTAL MATURED:	$ 15,784,442.21	$ 15,798,424.34
SOLD			
7/1/2019	F H L M C M T N 1.250% 10/02/19	$ 5,000,000.00	$ 4,943,250.00
	TOTAL SOLD:	$ 5,000,000.00	$ 4,943,250.00

[1] Proceeds from this sale were used to purchase new securities that would provide higher returns over a longer holding period.

MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS
AUGUST 1 THROUGH AUGUST 31, 2019

Transaction Date	Security/Coupon/Maturity Date	Par Value	Original Cost
BOUGHT			
8/27/2019	F N M A DEB 2.000% 10/05/22	$ 6,500,000.00	$ 6,615,310.00
	TOTAL BOUGHT:	$ 6,500,000.00	$ 6,615,310.00
MATURED			
8/2/2019	F N M A 0.875% 8/02/19	6,540,000.00	6,529,012.80
8/2/2019	SKANDIN ENS C D 1.840% 8/02/19	3,900,000.00	3,898,479.00
8/15/2019	HYUNDAI AUTO 1.560% 9/15/20	5,348.88	5,347.84
8/15/2019	BERKSHIRE HATHAWAY 1.300% 8/15/19	960,000.00	959,068.80
8/15/2019	F H L M C 1.375% 8/15/19	3,465,000.00	3,459,906.45
8/15/2019	TOYOTA AUTO 1.730% 2/16/21	15,615.16	15,613.32
8/15/2019	TOYOTA AUTO 1.140% 8/17/20	25,870.85	25,870.16
8/15/2019	NISSAN AUTO 1.320% 1/15/21	21,755.75	21,752.37
8/15/2019	JOHN DEERE OWNER 1.780% 4/15/21	34,453.91	34,449.00
8/15/2019	HYUNDAI AUTO 1.770% 1/18/22	83,554.22	83,539.74
8/15/2019	HYUNDAI AUTO 1.760% 8/16/21	25,214.67	25,212.63
8/15/2019	HYUNDAI AUTO 1.290% 4/15/21	60,483.91	60,475.77
8/15/2019	ALLY AUTO 1.990% 3/15/22	110,393.72	110,385.15
8/15/2019	ALLY AUTO 1.700% 6/15/21	39,833.24	39,829.76
8/15/2019	ALLY AUTO 1.780% 8/16/21	44,677.75	44,672.48
8/21/2019	HONDA AUTO 1.720% 7/21/21	20,257.54	20,256.33
8/21/2019	HONDA AUTO 2.050% 11/22/21	66,342.15	66,332.80
8/28/2019	F N M A 1.000% 8/28/19	11,620,000.00	11,605,444.00
	TOTAL MATURED:	$ 27,038,801.75	$ 27,005,648.40
SOLD			
8/27/2019	F F C B DEB 1.440% 10/21/19	$ 6,200,000.00	$ 6,131,118.00
	TOTAL SOLD:	$ 6,200,000.00	$ 6,131,118.00

[1] Proceeds from this sale were used to purchase new securities that would provide higher returns over a longer holding period.

AUGUST 2019 BUDGET TRANSFERS AND AMENDMENTS

in '000s

PROJECT NUMBER	PROJECT NAME	CURRENT BUDGET	NEW BUDGET	CHANGE	EXPLANATION
2352800	CJAM - San Diego Promise Neighborhood (SDPN)	$65.0	$175.0	$110.0	increase budget due to increased scope of work

Meetings and Events Attended on Behalf of SANDAG

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

Action: **Information**

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

July 15, 2019: Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency Board Meeting
Orange, CA

Del Mar Deputy Mayor Ellie Haviland participated in the Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN) Agency Board Meeting as the SANDAG representative. The LOSSAN Board approved a one-year operating agreement with Amtrak for Pacific Surfliner service and participated in a detailed discussion regarding on-time performance analysis for the LOSSAN corridor.

August 19, 2019: Carlsbad Connector Event
Carlsbad, CA

Carlsbad Councilmember Cori Schumacher participated in the Carlsbad Connector Event as the SANDAG representative. The Carlsbad Connector is a pilot service designed to provide a new, convenient shuttle connection for COASTER commuters to workplaces and areas in Carlsbad. The first program of its kind in San Diego County, the on-demand shuttle service will operate like Uber and Lyft using an app-based technology to transport commuters via 12-passenger vans between the Carlsbad Poinsettia Station and the city's primary industrial commercial cores. The last-mile service will drop employees within a five-minute walk of their workplace.

August 23, 2019: Senate Bill 5 Press Conference
San Diego, CA

Vice Chair Catherine Blakespear participated in the Senate Bill 5 (SB 5) Press Conference as the SANDAG representative. California State Senator Jim Beall scheduled the press conference on his bill SB 5, which would provide critical funding for Grand Central and other key projects throughout the San Diego region.

September 16, 2019: Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency Board Meeting
Orange, CA

Del Mar Deputy Mayor Haviland participated in the LOSSAN Agency Board Meeting as the SANDAG representative. The LOSSAN Board approved marketing contracts for the Pacific Surfliner service and participated in discussions related to the corridor-wide optimization study and upcoming grant opportunities.

Hasan Ikhrata, Executive Director

Key Staff Contact: Tessa Lero, (619) 595-5629, tessa.lero@sandag.org

Proposed FY 2020 Program Budget Amendment: Capital Improvement Program

Overview

There is $593.4 million in federal, *TransNet,* state, and other local formula funds estimated to become available between now and FY 2025 for use in delivering the SANDAG Capital Improvement Program.

Consistent with direction provided by the Board of Directors at its meeting on July 12, 2019, staff presented a proposal to the Board at its last meeting that would use this funding to advance the delivery of more than 30 projects spread among 12 corridors and regional programs in the next five years (Attachments 1a and 1b).

There will be several actions the Board will be asked to take to allow for these funds to be used. Subsequent to approval of the proposed FY 2020 Program Budget Amendment, the Board will be asked to approve programming the funding into the 2018 Regional Transportation Improvement Program (RTIP) so that work can begin.

This RTIP action would only include funding through FY 2023. The RTIP is a five-year document, so the remaining funds (those becoming available in FY 2024 and FY 2025) would be programmed when the Board approves the 2020 RTIP next year (which will cover FY 2020 – 2025).

Action: **Approve**

The Board of Directors is asked to:

(1) approve an amendment to the FY 2020 Program Budget, adding $593.4 million in formula funds for the projects outlined in Attachment 4; and

(2) adopt Resolution No. 2020-07, authorizing the acceptance of $6 million in California Natural Resources Agency funds for the Del Mar Bluffs Stabilization projects.

Fiscal Impact:

$593.4 million in state, federal, *TransNet* and other local formula funds added to the FY 2020 Program Budget for regional projects and programs.

Schedule/Scope Impact:

The proposed FY 2020 Program Budget amendment would advance the completion of planning, environmental, design, construction, and procurement of vehicles for over 30 regional projects.

The Board would also see the funding distribution reflected through the annual budget approval process. Any changes made to the budget would then be incorporated into the appropriate RTIP (depending on the year of available funding).

Key Considerations

The proposed FY 2020 Capital Program Budget amendment would add $593.4 million in funding for regional projects and programs over the next five years. Technical changes that have been made to the proposed amendment since presented to the Board at its last meeting are outlined in Attachment 1d.

- The anticipated revenues include approximately $457 million in state and federal formula funds (of which about $246 million is anticipated through FY 2023); and about $130 million in *TransNet* funds (of which $46.8 million is anticipated through FY 2023).[1]
- The proposed amendment would include a total investment of about $460 million in *TransNet* projects (of which, $330 million is from non-*TransNet* sources). *TransNet* projects are noted with a "T" in Attachments 1a and 1b.

[1] The formula funds proposed for the Del Mar Bluffs requires a resolution from the Board to accept the funding from the California Natural Resources Agency, which is included in Attachment 5.

Individual project budget sheets, providing more project-specific detail, are included in Attachment 4.

The budget amendment proposal also is funded with money from the Draft 2020 State Transportation Improvement Program (STIP). The STIP is a five-year funding program administered by the California Transportation Commission. An update to the STIP occurs every two years. SANDAG needs to submit its programming proposal for the 2020 cycle by December 15, 2019. SANDAG's programming proposal, incorporated into the proposed FY 2020 Capital Program Budget amendment, is shown in summary form in Attachment 6.

Revised Alternative Proposal

Since the September 6, 2019, Board of Directors meeting, a Revised Alternative Proposal by Chair Steve Vaus and Escondido Mayor Paul McNamara was provided to the SANDAG on September 13 for consideration and is shown in Attachment 2. Staff has reviewed the Revised Alternative Proposal; feedback is provided in Attachment 3.

ITOC Review

Per the *TransNet* Extension Ordinance, the Independent Taxpayer Oversight Committee (ITOC) helps ensure that all voter mandates are carried out as required and develops recommendations for improvements to the financial integrity and performance of the *TransNet* program. In response to questions raised during the Board's September 6, 2019, meeting, the ITOC held a special meeting to review the proposed FY 2020 Capital Program Budget Amendment and an Alternative Proposal reviewed by the Board on September 6 for consistency with the *TransNet* Extension Ordinance. A Revised Alternative Proposal by Chair Steve Vaus and Mayor McNamara also was provided at the September 16, 2019, ITOC meeting to replace the original Alternative Proposal that had been submitted.

The ITOC unanimously approved a motion stating that, while no outside counsel was consulted, after a very considered review by the ITOC with the assistance of the Office of General Counsel, ITOC concluded that the Staff Proposal appears consistent with the Ordinance, both in terms of project funding and priority. ITOC members commented that, while the spirit of their motion was not to state that the Revised Alternative Proposal be considered inconsistent with the Ordinance, the revised proposal was not received in time to provide an adequate assessment.

Next Steps

Pending approval of the proposed budget amendment, staff would initiate the process to amend the 2018 RTIP. The 2018 RTIP amendment would reflect the changes approved by the Board through the budget amendment. Staff would bring the 2018 RTIP amendment to the Board on October 25 for approval. This amendment needs to be approved by the federal government prior to the 2015 Regional Transportation Plan entering a grace period after December 2.

Hasan Ikhrata, Executive Director

Key Staff Contact: José A. Nuncio, (619) 699-1908, jose.nuncio@sandag.org

Attachments:
1a. Draft SANDAG Capital Program Budget Amendment Summary – By Fiscal Year
1b. Draft SANDAG Capital Program Budget Amendment Summary – By Fund Source
1c. Map: Complete Corridors: Transportation Funding Options (FY 2020 – FY 2025)
1d. Technical changes made to Budget Amendment Proposal
2. Revised Alternative Proposal Made by Board Members – dated September 13, 2019
3. Considerations Regarding a Revised Alternative Proposal Made by Chair Steve Vaus and Mayor Paul McNamara
4. Individual Project Budget Sheets
5. Resolution No. 2020-07 to Access $6 million in California Natural Resources Agency funds for the Del Mar Bluffs Stabilization Projects
6. Draft 2020 State Transportation Improvement Program Summary
7. Anticipated *TransNet*, State and Federal Revenues, FY 2020-2025

Potential 12 Complete Corridor Funding Options: FY 2020 to FY 2025 ($millions)

Project Number	*TransNet* Projects		Project	New Funding Needed	FY2020	FY2021	FY2022	FY2023	FY2024*	FY2025*
		1	**Central Mobility Station/I-5/Coronado Connection & Downtown Connection**							
1600501		Planning	A. Corridor System Management Plan, Advanced Planning	10.0	3.0	3.0	4.0			
1149000		Planning	B. Central Mobility Station - Environmental Studies, Preliminary Engineering	40.0			3.0	7.0	15.0	15.0
1223200		Construction	C. PCH/Central Mobility Bikeway	17.0						17.0
		2	**Complete Corridor: North Coast Corridor/I-5 North**							
1200515, 1200514	T	Construction	A. I-5 HOV Conversion to Express Lanes - Design and Construction	90.0	13.2	3.3	13.2	12.5	32.7	15.2
1146100, 1147100		Design	B. Stabilization of the Del Mar Bluffs: Phase 4 - Construction $2.534M, Phase 5 - Environmental and Design $3.473M	6.0	6.0					
1239821	T	Planning	C. San Diego Regional Rail Safety and Reliability Corridor - Advanced Planning	3.0	3.0					
1239820	T	Construction	D. Two additional train sets to provide more frequent commuter rail service, including 30-minute peak period service, along the COASTER corridor - Procurement	58.8		3.0	4.4	29.4	22.0	
		3	**Complete Corridor: Blue Line Express/I-5 South & Palomar St Rail Xing**							
1600502	T	Planning	A. Corridor System Management Plan, Advanced Planning	3.0	3.0					
1210091	T	Design	B. Palomar St Rail Grade Separation - Design	5.0			2.0	2.0	1.0	
1210090	T	Construction	C. Forty-seven additional LRV's to support additional, low-floor, more frequent trolley service - Procurement	72.0	6.0	14.0	10.0	12.0	25.0	5.0
		Construction	D. SR 75/Palm Avenue Operational Improvements - Design and Construction	2.0					1.0	1.0
		4	**Complete Corridor: High Speed Transit/I-8**							
1600801	T	Planning	A. Corridor System Management Plan, Advanced Planning	3.0				3.0		
		5	**Complete Corridor: High Speed Transit/I-15**							
1601501	T	Planning	A. Corridor System Management Plan, Advanced Planning	3.0			1.0	2.0		
1201519	T	Design	B. I-15 Transit Priority Lanes and south facing transit Direct Access Ramp at Clairemont Mesa Blvd - Environmental and Design	12.0					3.0	9.0
		6	**Complete Corridor: High Speed Transit/SR 52/SR 67/Rural SR 76/Rural SR 78**							
1605201	T	Planning	A. Corridor System Management Plan, Advanced Planning	3.0	3.0					
1205204	T	Design	B. SR 52 Operational Improvements/Transit Priority - Environmental and Design	12.0	6.0	6.0				
1206701	T	Environmental	C. SR 67 - Environmental Studies and Preliminary Engineering	13.0	5.0	8.0				
		7	**Complete Corridor: Sorrento Circulator/High Speed Transit/SR 56**							
1605601	T	Planning	A. Corridor System Management Plan, Advanced Planning	3.0		3.0				
		8	**Complete Corridor: SPRINTER/Palomar Airport Road/SR 78/SR 76**							
1607801	T	Planning	A. Corridor System Management Plan, Advanced Planning	3.0	3.0					
1207802	T	Design	B. I-15/SR 78 Express Lanes Connector - Design	25.0			9.0	16.0		
1223023		Construction	C. Inland Rail Trail City of Vista Gap Connector - Design & Construction	11.0			1.0	1.9	8.1	
		9	**Complete Corridor: High Speed Transit/SR 94**							
1609401	T	Planning	A. Corridor System Management Plan, Advanced Planning	3.0			1.0	2.0		
1212501	T	Design	B. SR 94/SR 125 Design and Right of Way	14.0	4.0	6.0	4.0			
1280518	T	Environmental	C. SR 94 Transit Priority Lane (I-805 to I-5) - Environmental	15.0					5.0	10.0
		10	**Complete Corridor: High Speed Transit/SR 125**							
1612501	T	Planning	A. Corridor System Management Plan, Advanced Planning	3.0			1.0	2.0		
1201105, 1201101		Design	B. SR 11 Otay East Bridging Document - 30% Architectural Plans, Investment Grade Traffic and Revenue Study, Bond Counsel, Documents Required for Bond Issuance	7.5	2.0	2.5	3.0			
		11	**Complete Corridor: Purple Line Corridor/I-805**							
1680501	T	Planning	A. Corridor System Management Plan, Advanced Planning	3.0	3.0					
1280519	T	Environmental	B. I-805 Transit Priority Lanes (SR 15 to SR 52) - Environmental	30.0					13.0	17.0
1280517	T	Construction	C. I-805 HOV Conversion to Express Lanes - Design and Construction	40.0	0.5	1.7	2.4	0.3	0.2	34.8
1280520	T	Design	D. I-805/SR 94/SR 15 Transit Connection - Design and Right of Way	16.0				1.7	7.3	7.0
1280515	T	Construction	E. Required Soundwall Mitigation (Phase 2) for I-805 South ML between SR 54 and Palomar St. - Design, Right of Way, and Construction	24.0		3.0		3.0	18.0	
		12	**Airport to Airport Connection (Cross Border Xpress to San Diego Airport)**							
1600001		Planning	A. Corridor System Management Plan, Advanced Planning	3.0					3.0	
		13	**Region-Wide Programs**							
3502000		Construction	A. Regional Electric Vehicle Charging System - Program Implementation	9.0	1.5	1.5	1.5	1.5	1.5	1.5
3501000		Planning	B. Flexible Fleet Pilots	4.7	0.6	2.2	1.8	0.1		
3503000		Planning	C. Smart Center - Concept of Operations [Big Data Initiative / Next OS]	3.8	0.8	1.5	1.5			
			D. Planning and Program Monitoring	4.6				2.1	1.2	1.2
			E. Reserve	18.0	4.0	4.0	3.0	3.0	2.0	2.0
			TOTAL COSTS	**593.4**	**67.6**	**62.7**	**66.8**	**101.5**	**159.0**	**135.7**

Key: Proposed funding would fund these phases — **Planning** **Environmental** **Design** **Construction**

Revenues

	Total	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
TransNet Major Corridors**	130.2	3.6	6.7	10.8	25.7	39.3	44.1
Federal Formula (RSTP/CMAQ)	358.2	44.0	46.3	46.3	64.0	76.9	80.7
Federal CBI	5.0	5.0					
State formula (STIP/LPP)	70.0	3.0	9.7	9.7	11.8	24.8	10.9
State STIP Advance***	18.0					18.0	
FY 2020 State Budget Earmark	6.0	6.0					
Local (Santee)	6.0	6.0					
Total Revenues	593.4	67.6	62.7	66.8	101.5	159.0	135.7
Cumulative Revenues		67.6	130.3	197.1	298.6	457.6	593.4

*Approximately $298.6 million are available through FY 2023 and can be programmed at this time. The Board can provide direction regarding additional funds in FY 2024 and FY 2025. These FY 2024 and FY 2025 funds would be programmed on Board-approved projects when the 2020 Regional Transportation Improvement Program (RTIP) is adopted by the Board in mid 2020.

** There are $46.8 million in *TransNet* Major Corridor funds estimated to become available through FY 2023. An additional $83.4 million are estimated to become available in FY 2024 and FY 2025 combined. These funds are net of debt service.

*** The California Transportation Commission allows advancement of certain funding. Staff proposes to advance $18 million in STIP funds to FY 2024. Final approval of this advancement is expected in March 2020.

Potential 12 Complete Corridor Funding Options: FY 2020 to FY 2025 ($millions)

Project Number	*TransNet* Projects		Project	New Funding Needed	*TransNet* Major Corridors	Federal Formula (RSTP/CMAQ)	Federal CBI	State formula (STIP/LPP)	State STIP Advance	FY 2020 State Budget Earmark	Local (Santee)
		1	**Central Mobility Station/I-5/Coronado Connection & Downtown Connection**								
1600501		●	A. Corridor System Management Plan, Advanced Planning	10.0		10.0					
1149000		●	B. Central Mobility Station - Environmental Studies, Preliminary Engineering	40.0		40.0					
1223200		●	C. PCH/Central Mobility Bikeway	17.0		17.0					
		2	**Complete Corridor: North Coast Corridor/I-5 North**								
1200515, 1200514	T	●	A. I-5 HOV Conversion to Express Lanes - Design and Construction	90.0	23.6	33.3		15.1	18.0		
1146100, 1147100		●	B. Stabilization of the Del Mar Bluffs: Phase 4 - Construction $2.534M, Phase 5 - Environmental and Design $3.473M	6.0						6.0	
1239821	T	●	C. San Diego Regional Rail Safety and Reliability Corridor - Advanced Planning	3.0		3.0					
1239820	T	●	D. Two additional train sets to provide more frequent commuter rail service, including 30-minute peak period service, along the COASTER corridor - Procurement	58.8	25.0	12.6		21.2			
		3	**Complete Corridor: Blue Line Express/I-5 South & Palomar St Rail Xing**								
1600502	T	●	A. Corridor System Management Plan, Advanced Planning	3.0		3.0					
1210091	T	●	B. Palomar St Rail Grade Separation - Design	5.0	5.0						
1210090	T	●	C. Forty-seven additional LRV's to support additional, low-floor, more frequent trolley service - Procurement	72.0		72.0					
		●	D. SR 75/Palm Avenue Operational Improvements - Design and Construction	2.0		2.0					
		4	**Complete Corridor: High Speed Transit/I-8**								
1600801	T	●	A. Corridor System Management Plan, Advanced Planning	3.0		3.0					
		5	**Complete Corridor: High Speed Transit/I-15**								
1601501	T	●	A. Corridor System Management Plan, Advanced Planning	3.0		3.0					
1201519	T	●	B. I-15 Transit Priority Lanes and south facing transit Direct Access Ramp at Clairemont Mesa Blvd - Environmental and Design	12.0	6.0			6.0			
		6	**Complete Corridor: High Speed Transit/SR 52/SR 67/Rural SR 76/Rural SR 78**								
1605201	T	●	A. Corridor System Management Plan, Advanced Planning	3.0		3.0					
1205204	T	●	B. SR 52 Operational Improvements/Transit Priority - Environmental and Design	12.0		6.0					6.0
1206701	T	●	C. SR 67 - Environmental Studies and Preliminary Engineering	13.0		13.0					
		7	**Complete Corridor: Sorrento Circulator/High Speed Transit/SR 56**								
1605601	T	●	A. Corridor System Management Plan, Advanced Planning	3.0		3.0					
		8	**Complete Corridor: SPRINTER/Palomar Airport Road/SR 78/SR 76**								
1607801	T	●	A. Corridor System Management Plan, Advanced Planning	3.0		3.0					
1207802	T	●	B. I-15/SR 78 Express Lanes Connector - Design	25.0	7.0	18.0					
1223023		●	C. Inland Rail Trail City of Vista Gap Connector - Design & Construction	11.0		5.6		5.5			
		9	**Complete Corridor: High Speed Transit/SR 94**								
1609401	T	●	A. Corridor System Management Plan, Advanced Planning	3.0		3.0					
1212501	T	●	B. SR 94/SR 125 Design and Right of Way	14.0	7.0			7.0			
1280518	T	●	C. SR 94 Transit Priority Lane (I-805 to I-5) - Environmental	15.0		15.0					
		10	**Complete Corridor: High Speed Transit/SR 125**								
1612501	T	●	A. Corridor System Management Plan, Advanced Planning	3.0		3.0					
1201105, 1201101		●	B. SR 11 Otay East Bridging Document - 30% Architectural Plans, Investment Grade Traffic and Revenue Study, Bond Counsel, Documents Required for Bond Issuance	7.5		2.5	5.0				
		11	**Complete Corridor: Purple Line Corridor/I-805**								
1680501	T	●	A. Corridor System Management Plan, Advanced Planning	3.0		3.0					
1280519	T	●	B. I-805 Transit Priority Lanes (SR 15 to SR 52) - Environmental	30.0	24.0	6.0					
1280517	T	●	C. I-805 HOV Conversion to Express Lanes - Design and Construction	40.0	28.1	8.5		3.5			
1280520	T	●	D. I-805/SR 94/SR 15 Transit Connection - Design and Right of Way	16.0		8.8		7.2			
1280515	T	●	E. Required Soundwall Mitigation (Phase 2) for I-805 South ML between SR 54 and Palomar St. - Design, Right of Way, and Construction	24.0	4.5	19.5					
		12	**Airport to Airport Connection (Cross Border Xpress to San Diego Airport)**								
1600001		●	A. Corridor System Management Plan, Advanced Planning	3.0		3.0					
		13	**Region-Wide Programs**								
3502000		●	A. Regional Electric Vehicle Charging System - Program Implementation	9.0		9.0					
3501000		●	B. Flexible Fleet Pilots	4.7		4.7					
3503000		●	C. Smart Center - Concept of Operations [Big Data Initiative / Next OS]	3.8		3.8					
			D. Planning and Program Monitoring	4.6				4.5			
			E. Reserve	18.0		18.0					
			TOTAL REVENUE	**593.4**	**130.2**	**358.2**	**5.0**	**70.0**	**18.0**	**6.0**	**6.0**

Key: Proposed funding would fund these phases ● **Planning** ● **Environmental** ● **Design** ● **Construction**

Revenues

	Total	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
TransNet Major Corridors**	130.2	3.6	6.7	10.8	25.7	39.3	44.1
Federal Formula (RSTP/CMAQ)	358.2	44.0	46.3	46.3	64.0	76.9	80.7
Federal CBI	5.0	5.0					
State formula (STIP/LPP)	70.0	3.0	9.7	9.7	11.8	24.8	10.9
State STIP Advance***	18.0					18.0	
FY 2020 State Budget Earmark	6.0	6.0					
Local (Santee)	6.0	6.0					
Total Revenues	593.4	67.6	62.7	66.8	101.5	159.0	135.7
Cumulative Revenues		67.6	130.3	197.1	298.6	457.6	593.4

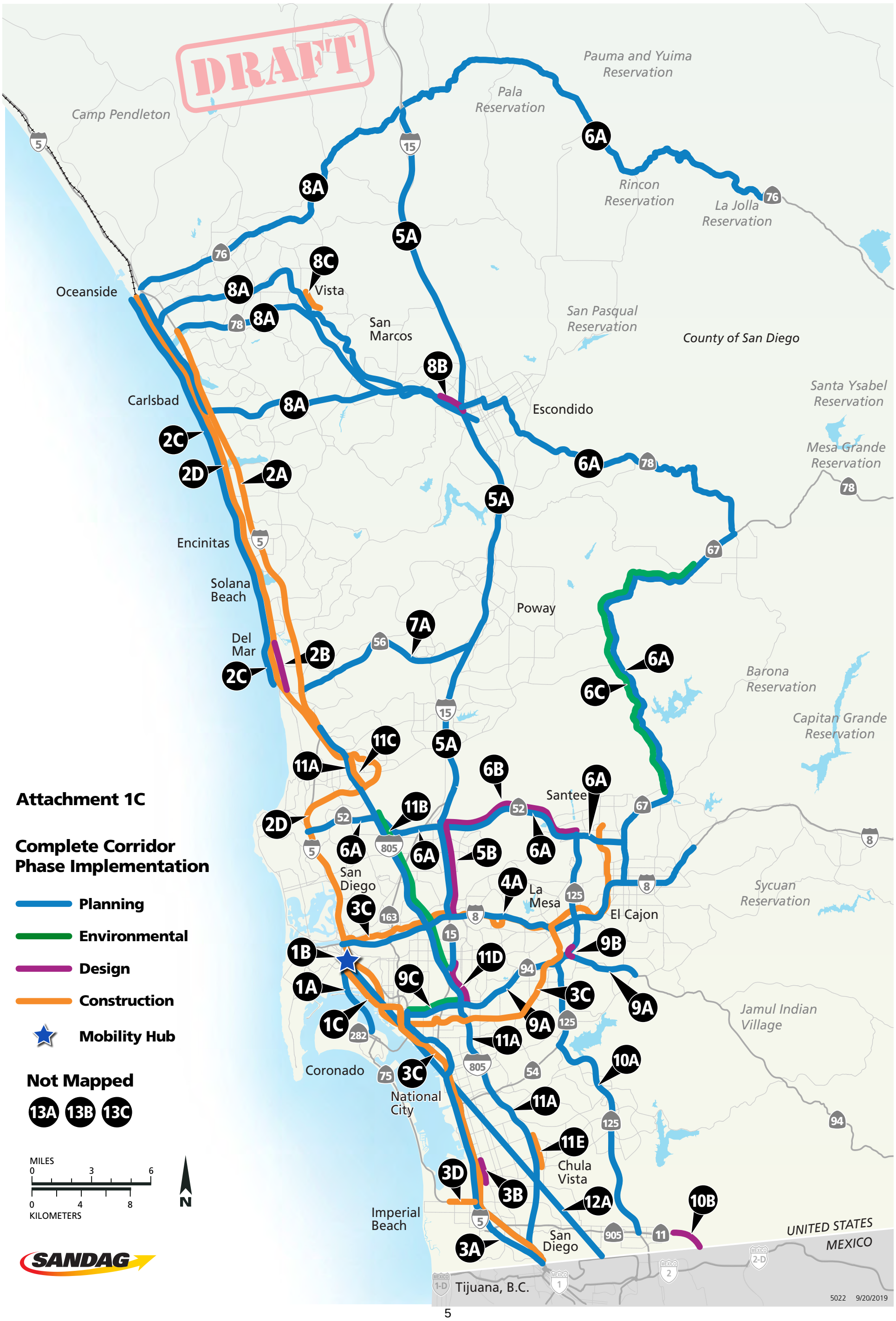
*Approximately $298.6 million are available through FY 2023 and can be programmed at this time. The Board can provide direction regarding additional funds in FY 2024 and FY 2025. These FY 2024 and FY 2025 funds would be programmed on Board-approved projects when the 2020 Regional Transportation Improvement Program (RTIP) is adopted by the Board in mid 2020.

** There are $46.8 million in *TransNet* Major Corridor funds estimated to become available through FY 2023. An additional $83.4 million are estimated to become available in FY 2024 and FY 2025 combined. These funds are net of debt service.

*** The California Transportation Commission allows advancement of certain funding. Staff proposes to advance $18 million in STIP funds to FY 2024. Final approval of this advancement is expected in March 2020.

NOTE: SANDAG may need to implement cash management best practices, including fund source exchanges, to allow the agency to take advantage of matching opportunities as well as to address restrictions from the use of federal funds. These exchanges would only result in a different mix of sources, and not on a change to the approved funding amount.

Complete Corridors: Transportation Funding Options (FY2020-FY2025)



Attachment 1C

Complete Corridor Phase Implementation

- Planning
- Environmental
- Design
- Construction
- Mobility Hub

Not Mapped

13A 13B 13C

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SANDAG

Proposed Technical Changes Made to FY 2020 Budget Amendment

Project	Change
1A – Corridor System Management Plan, including local arterials in Coronado – Advanced Planning	Staff proposes to delete reference to "including local arterials in Coronado". All Corridor System Management Plans will review challenges and opportunities of existing infrastructure, including arterials. Including a "local arterials" reference only for this corridor infers it is the only corridor where this would be reviewed.
2A – I-5 HOV Conversion to Express Lanes – Design and Construction	Staff proposes to transfer $30 million from project 11C (I-805 HOV Conversion to Express Lanes – Design and Construction). When the summary table was prepared for the September 6 meeting, the cost estimates for the conversion along the sections that have operational HOV lanes was inadvertently all placed under the I-805 corridor. For purposes of keeping the scope within the appropriate corridors, $30 million worth of work along HOV lanes on I-5 needs to be transferred to Project 2A. No overall change to the funding or the availability timing is proposed.
2B – Stabilization of the Del Mar Bluffs (Phase 5) – Environmental and Design ($3.7M), additional work ($2.3M)	Staff proposes to add Phase 4 (Construction) as part of the scope. Bids were recently opened for construction of Phase 4, and an additional $2.534 million are needed to be able to award the construction contract. Environmental and Design phases for Phase 5 can still be completed with the remaining $3.473 million.
6A – Corridor System Management Plan, Advanced Planning for the Complete Corridor: High Speed Transit/SR 52/SR 67 Evacuation Plan	Staff proposes to add SR 76 and SR 78 east of I-15 as part of the complete corridor strategic planning effort in this rural part of the county.
6C – SR 67	Staff proposes to modify the description from "SR 67 Emergency Access (Dye Road to Scripps Poway Parkway) – Environmental" to "SR 67 - Environmental Studies and Preliminary Engineering".
9A – Corridor System Management Plan, Advanced Planning for the Complete Corridor: High Speed Transit/SR 94	Staff proposes to extend SR 94 further east to Rancho San Diego to more fully incorporate transportation challenges in east county.
11C – I-805 HOV Conversion to Express Lanes – Design and Construction	Staff proposes to transfer $30 million to project 2A (I-5 HOV Conversion to Express Lanes – Design and Construction). When the summary table was prepared for the September 6 meeting, the cost estimates for the conversion along the sections that have operational HOV lanes was inadvertently all placed under the I-805 corridor. For purposes of keeping the scope within the appropriate corridors, $30 million worth of work along HOV lanes on I-5 needs to be transferred to Project 2A. No overall change to the funding or the availability timing is proposed.
11D – I-805/SR 94/SR 15 Transit Connection	The "T" designation was inadvertently left off of this *TransNet* project in the initial proposal.

Chairman Vaus and Mayor McNamara Proposed Amendment

Potential 12 Complete Corridor Funding Options: FY 2020 to FY 2025 ($millions)

TransNet Projects		Project	New Funding Needed	FY2020	FY2021	FY2022	FY2023	FY2024*	FY2025*
		1 Central Mobility Station/I-5/Coronado Connection & Downtown Connection							
	●	A. Corridor System Management Plan, including local arterials in Coronado, Advanced Planning	10.0	3.0	3.0	4.0			
	●	B. Central Mobility Station - Environmental Studies, Preliminary Engineering	40.0			3.0	7.0	15.0	15.0
	●	C. PCH/Central Mobility Bikeway	17.0						17.0
		2 Complete Corridor: North Coast Corridor/I-5 North							
T	●	~~A. I-5 HOV Conversion to Express Lanes - Design and Construction~~	~~60.0~~	~~13.7~~	~~5.0~~	~~15.6~~	~~12.8~~	~~12.9~~	
	●	B. Stabilization of the Del Mar Bluffs (Phase 5) - Environmental and Design ($3.7M), additional work ($2.3)	6.0	6.0					
T	●	C. San Diego Regional Rail Safety and Reliability Corridor - Advanced Planning	3.0	3.0					
T	●	D. Two additional train sets to provide more frequent commuter rail service, including 30-minute peak period service, along the COASTER corridor - Procurement	58.8		3.0	4.4	29.4	22.0	
		3 Complete Corridor: Blue Line Express/I-5 South & Palomar St Rail Xing							
T	●	A. Corridor System Management Plan, Advanced Planning	3.0	3.0					
T	●	B. Palomar St Rail Grade Separation - Design	5.0	1.0	2.0	2.0	~~2.0~~	~~1.0~~	
T	●	C. Forty-seven additional LRV's to support additional, low-floor, more frequent trolley service - Procurement	72.0	6.0	14.0	10.0	12.0	25.0	5.0
	●	D. SR 75/Palm Avenue Operational Improvements - Design and Construction	2.0					1.0	1.0
		4 Complete Corridor: High Speed Transit/I-8							
T	●	A. Corridor System Management Plan, Advanced Planning	3.0				3.0		
		5 Complete Corridor: High Speed Transit/I-15							
T	●	A. Corridor System Management Plan, Advanced Planning	3.0			1.0	2.0		
T	●	B. I-15 Transit Priority Lanes and south facing transit Direct Access Ramp at Clairemont Mesa Blvd - Environmental and Design	12.0					3.0	9.0
		6 Complete Corridor: High Speed Transit/SR 52/SR 67 ~~**Evacuation Plan**~~							
T	●	A. Corridor System Management Plan, Advanced Planning	3.0	3.0					
T	●	B. SR 52 Operational Improvements - Construction Priority	12.0	~~6~~ 12	~~6.0~~				
T	●	C. SR 67 Four Lane (Mapleview St. to Dye Rd.) - Environmental and Design	~~13~~ 21	~~5~~ 6	8.0	3.0	4.0		
		7 Complete Corridor: Sorrento Circulator/High Speed Transit/SR 56							
T	●	A. Corridor System Management Plan, Advanced Planning	3.0		3.0				
		8 Complete Corridor: SPRINTER/Palomar Airport Road/SR 78							
T	●	A. Corridor System Management Plan, Advanced Planning	3.0	3.0					
T	●	B. I-15/SR 78 Express Lanes Connector - Design	25.0	5.7	5.0	~~9~~ 12.3	~~16~~ 2		
		C. SR 78/I-5 Express Lanes Connector - Design and Environmental	13.0				13.0		
		D. East and Westbound HOV Lanes from I-5 to I-15 - Environmental & Design	39.0		4.0	9.3	11.8	13.9	
	●	E. Inland Rail Trail City of Vista Gap Connector - Design & Construction	11.0			1.0	1.9	8.1	
		9 Complete Corridor: High Speed Transit/SR 94							
T	●	A. Corridor System Management Plan, Advanced Planning	3.0			1.0	2.0		
T	●	B. SR 94/SR 125 Design and Right of Way	14.0	4.0	6.0	4.0			
T	●	C. SR 94 Transit Priority Lane (I-805 to I-5) - Environmental	15.0					5.0	10.0
		10 Complete Corridor: High Speed Transit/SR 125							
T	●	A. Corridor System Management Plan, Advanced Planning	3.0			1.0	2.0		
	●	B. SR 11 Otay East Bridging Document - 30% Architectural Plans, Investment Grade Traffic and Revenue Study, Bond Counsel, Documents Required for Bond Issuance	7.5	2.0	2.5	3.0			
		11 Complete Corridor: Purple Line Corridor/I-805							
T	●	A. Corridor System Management Plan, Advanced Planning	3.0	3.0					
T	●	B. I-805 Transit Priority Lanes (SR 15 to SR 52) - Environmental	30.0					13.0	17.0
T	●	C. I-805 HOV Conversion to Express Lanes - Design and Construction	70.0					20.0	50.0
	●	D. I-805/SR 94/SR 15 Transit Connection - Design and Right of Way	16.0				1.7	7.3	7.0
T	●	E. Required Soundwall Mitigation (Phase 2) for I-805 South ML between SR 54 and Palomar St. - Design, Right of Way, and Construction	24.0		3.0		3.0	18.0	
		12 Airport to Airport Connection (Cross Border Xpress to San Diego Airport)							
	●	A. Corridor System Management Plan, Advanced Planning	3.0					3.0	
		13 Region-Wide Programs							
	●	A. Regional Electric Vehicle Charging System - Program Implementation	9.0	1.5	1.5	1.5	1.5	1.5	1.5
	●	B. Flexible Fleet Pilots	4.7	0.6	2.2	1.8	0.1		
	●	C. Smart Center - Concept of Operations [Big Data Initiative / Next OS]	3.8	0.8	1.5	1.5			
		D. Planning and Program Monitoring	4.6				2.1	1.2	1.2
		E. Reserve	18.0	4.0	4.0	3.0	3.0	2.0	2.0
		TOTAL COSTS	**593.4**	**67.6**	**62.7**	**66.8**	**101.5**	**159.0**	**135.7**

Key: Proposed funding would complete these phases ● **Planning** ● **Environmental** ● **Design** ● **Construction**

Revenues

	Total	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
TransNet Major Corridors**	130.2	3.6	6.7	10.8	25.7	39.3	44.1
Federal Formula (RSTP/CMAQ)	358.2	44.0	46.3	46.3	64.0	76.9	80.7
Federal CBI	5.0	5.0					
State formula (STIP/LPP)	70.0	3.0	9.7	9.7	11.8	24.8	10.9
State STIP Advance***	18.0					18.0	
FY 2020 State Budget Earmark	6.0	6.0					
Local (Santee)	6.0	6.0					
Total Revenues	593.4	67.6	62.7	66.8	101.5	159.0	135.7
Cumulative Revenues		67.6	130.3	197.1	298.6	457.6	593.4

*Approximately $298.6 million are available through FY 2023 and can be programmed at this time. The Board can provide direction regarding additional funds in FY 2024 and FY 2025. These FY 2024 and FY 2025 funds would be programmed on Board-approved projects when the 2020 Regional Transportation Improvement Program (RTIP) is adopted by the Board in mid 2020.

** There are $46.8 million in *TransNet* Major Corridor funds estimated to become available through FY 2023. An additional $83.4 million are estimated to become available in FY 2024 and FY 2025 combined. These funds are net of debt service.

*** The California Transportation Commission allows advancement of certain funding. Staff proposes to advance $18 million in STIP funds to FY 2024. Final approval of this advancement is expected in March 2020.

Considerations Regarding a Revised Alternative Proposal Made by Chair Steve Vaus and Mayor Paul McNamara

Key	Project	Alternative Proposal	Considerations
2A	I-5 HOV Conversion to Express Lanes	An alternative proposal was made to eliminate this project and shift the $60 million in funding to various projects along the SR 52, SR 67 and SR 78 corridors.	A portion of the project is currently under construction, making this an optimal time to add this scope in a more cost-effective way.
3B	Palomar Street Rail Grade Separation	An alternative proposal was made to advance the timing of the funding from FY 2022 to FY 2020.	Funding is constrained by fiscal year; advancing these funds would require timing of funding for other projects to be delayed.
6B	SR 52 Operational Improvements	An alternative proposal was made to add "Construction Priority" to the scope.	The proposal kept funding at $12 million, which is enough to pay for environmental and design phases, not construction. The estimated cost to complete the construction phase is $36 million.
6C	SR 67 Emergency Access	An alternative proposal was made to change the scope from "Emergency Access (Dye Road to Scripps Poway Parkway)" to "Four-Lane (Mapleview Street to Dye Road)". The alternative proposal also transferred $8 million from the I-5 HOV Conversion to HOT Project 2A, for a revised total of $21 million. And the alternative proposal expanded the scope of work from Environmental, to Environmental and Design.	The estimated cost to complete the environmental clearance phase for SR 67 between Mapleview Street and Dye Road is $35 million. However, the proposed $13 million would be sufficient to complete environmental studies and preliminary engineering along the corridor.
8B	I-15/SR 78	An alternative proposal was made to advance the availability of funding to begin FY 2020, rather than FY 2022. The total funding amount remains the same.	The environmental phase is already funded, and currently underway, with completion scheduled in FY 2021.
8C	SR 78/I-5 Express Lanes Connector	An alternative proposal was made to add this new project to staff's proposal. The alternative proposal would shift $13 million from the I-5 HOV Conversion to HOT Project 2A to complete environmental and design phases for this project.	The estimated cost to complete the environmental phase is $20 million. The estimated cost to complete the design phase is $35 million. The alternative proposal would be insufficient to complete the environmental phase, and not have any funding to complete the design phase.
8D	East and Westbound HOV Lanes on SR 78 from I-5 to I-15	An alternative proposal was made to add this new project to staff's proposal. The alternative proposal would shift $39 million from the I-5 HOV Conversion to HOT Project 2A to complete environmental and design phases.	The estimated cost to complete the environmental phase is $44 million. The estimated cost to complete the design phase is $90 million. The alternative proposal would be insufficient to complete the environmental phase, and not have any funding to complete the design phase.

Project Number: 1600501
RTIP Number: SAN253 (Part of V20)
Project Name: CSMP – Central Mobility Connections

Corridor Director: Coleen Clemenston
Project Manager: TBD
PM Phone Number: TBD

Project Scope

A Corridor System Management Plan (CSMP) is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor. A CSMP includes all travel modes in a defined corridor – highways and freeways, parallel and connecting roadways, public transit (bus, bus rapid transit, light rail, intercity rail) and bikeways.

Project Limits

Central Mobility Station/I-5/Coronado Connection & Downtown Connection.

Site Location

Progress to Date

Preliminary engineering and corridor studies to begin in spring 2020.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$100	$300	$200	$0	$0	$0	$0	$0	$0	$600
Environmental Document	0	0	1,000	3,200	2,700	0	0	0	0	0	0	6,900
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$1,100	$3,500	$2,900	$0	$0	$0	$0	$0	$0	$7,500

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$500	$1,500	$500	$0	$0	$0	$0	$0	$0	$2,500
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$500	$1,500	$500	$0	$0	$0	$0	$0	$0	$2,500
Total SANDAG & Caltrans	$0	$0	$1,600	$5,000	$3,400	$0	$0	$0	$0	$0	$0	$10,000
RSTP Pass-Through	$0	$0	$500	$1,500	$500	$0	$0	$0	$0	$0	$0	$2,500

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
74100001 RSTP*	$0	$0	$1,600	$5,000	$3,400	$0	$0	$0	$0	$0	$0	$10,000
Total	$0	$0	$1,600	$5,000	$3,400	$0	$0	$0	$0	$0	$0	$10,000

* matched with Toll Credits

Project Number:	**1149000**	**Corridor Director:**	**Coleen Clemenston**
RTIP Number:	**SAN258**	**Project Manager:**	**Richard Chavez**
Project Name:	**Central Mobility Station**	**PM Phone Number:**	**(619) 699-6989**

Project Scope

Conduct alternatives analysis, preliminiary engineering, and environmental analysis for Central Mobility Hub and Airport Connectivity.

Project Limits

From Old Town Transit Center to the San Diego Airport and 12th and Imperial Trolley Center.

Site Location

Progress to Date

Environmental study to begin in fall 2021.

Major Milestones

Draft Environmental Document	Jun-25
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$0	$0	$500	$400	$2,200	$2,200	$0	$0	$0	$5,300
Environmental Document	0	0	0	0	1,500	5,500	8,500	8,500	0	0	0	24,000
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	300	400	800	800	0	0	0	2,300
Communications	0	0	0	0	200	200	1,000	1,000	0	0	0	2,400
Project Contingency	0	0	0	0	500	500	2,500	2,500	0	0	0	6,000
Total SANDAG	$0	$0	$0	$0	$3,000	$7,000	$15,000	$15,000	$0	$0	$0	$40,000

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total SANDAG & Caltrans	$0	$0	$0	$0	$3,000	$7,000	$15,000	$15,000	$0	$0	$0	$40,000

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
74100001 RSTP*	$0	$0	$0	$0	$3,000	$7,000	$6,100	$15,000	$0	$0	$0	$31,100
72100001 CMAQ*	0	0	0	0	0	0	8,900	0	0	0	0	8,900
Total	$0	$0	$0	$0	$3,000	$7,000	$15,000	$15,000	$0	$0	$0	$40,000

* matched with Toll Credits

Project Number:	**1223200**	**Corridor Director:**	**Linda Culp**
RTIP Number:	**TBD**	**Project Manager:**	**Madai Parra**
Project Name:	**Pacific Coast Highway/Central Mobility Bikeway**	**PM Phone Number:**	**(619) 699-1924**

Project Scope

Construct Bikeway along Pacific Coast Highway.

Project Limits

Adjacent to Central Mobility Station.

Site Location

Progress to Date

Environmental phase to begin upon completion of Central Mobility Station Study.

Major Milestones

Draft Environmental Document	tbd
Final Environmental Document	tbd
Ready to Advertise	tbd
Begin Construction	tbd
Open to Public	tbd
Construction Complete	tbd

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$0	$0	$0	$0	$0	$500	$500	$0	$0	$1,000
Environmental Document	0	0	0	0	0	0	0	300	0	0	0	300
Design	0	0	0	0	0	0	0	1,000	0	0	0	1,000
Right-of-Way Support	0	0	0	0	0	0	0	100	0	0	0	100
Right-of-Way Capital	0	0	0	0	0	0	0	200	0	0	0	200
Construction Support	0	0	0	0	0	0	0	0	2,000	0	0	2,000
Construction Capital	0	0	0	0	0	0	0	0	12,250	0	0	12,250
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	50	50	0	0	100
Communications	0	0	0	0	0	0	0	50	0	0	0	50
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$0	$0	$0	$0	$0	$2,200	$14,800	$0	$0	$17,000

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total SANDAG & Caltrans	$0	$0	$0	$0	$0	$0	$0	$2,200	$14,800	$0	$0	$17,000

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
74100001 RSTP*	$0	$0	$0	$0	$0	$0	$0	$2,200	$14,800	$0	$0	$17,000
Total	$0	$0	$0	$0	$0	$0	$0	$2,200	$14,800	$0	$0	$17,000

* matched with Toll Credits

Project Number:	**1200515**	**Corridor Director:**	**Allan Kosup**
RTIP Number:	**CAL09D**	**Project Manager:**	**Arturo Jacobo**
Project Name:	**I-5/I-805 HOV Conversion to Express Lanes**	**PM Phone Number:**	**(619) 688-6816**

Project Scope

Premliniary Engineering and 30 percent design for the conversion of exisitng HOV lanes to Express Lanes along the I-5 and I-805 corridors.

Project Limits

On I-805 from SR-52 to the I-5/805 merge and on I-5 from the I-5/805 merge to SR-78.

Site Location

Progress to Date

Preliminary engineering and corridor study to begin in spring 2020.

Major Milestones

Draft Environmental Document	Jun-10
Final Environmental Document	Oct-13
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$21	$29	$0	$0	$0	$0	$0	$0	$0	$50
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	2,000	2,750	0	0	0	0	0	0	0	4,750
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$2,021	$2,779	$0	$0	$0	$0	$0	$0	$0	$4,800

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	50	150	0	0	0	0	0	0	0	$200
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	$0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	$0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	$0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	$0
Total Caltrans	$0	$0	$50	$150	$0	$0	$0	$0	$0	$0	$0	$200
Total SANDAG & Caltrans	$0	$0	$2,071	$2,929	$0	$0	$0	$0	$0	$0	$0	$5,000
Caltrans Pass-Through	$0	$0	$2,021	$2,779	$0	$0	$0	$0	$0	$0	$0	$4,800

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
RSTP*	$0	$0	$50	$150	$0	$0	$0	$0	$0	$0	$0	$200
74100001 RSTP*	0	0	2,021	2,779	0	0	0	0	0	0	0	4,800
Total	$0	$0	$2,071	$2,929	$0	$0	$0	$0	$0	$0	$0	$5,000

* matched with Toll Credits

Project Number: 1200514
RTIP Number: CAL09D
Project Name: I-5 HOV Conversion to Express Lanes

Corridor Director: Allan Kosup
Project Manager: Arturo Jacobo
PM Phone Number: (619) 688-6816

Project Scope

Design and construction to convert HOV lanes to Express lanes.

Project Limits

On I-5 from the I-5/805 merge to SR-78.

Site Location

Progress to Date

Preliminary engineering and corridor study to begin in spring 2020.

Major Milestones

Draft Environmental Document	Jun-10
Final Environmental Document	Oct-13
Ready to Advertise	Mar-21
Begin Construction	Jul-24
Open to Public	Dec-25
Construction Complete	Dec-26

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$42	$49	$132	$125	$330	$179	$3	$0	$0	$860
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	2,000	2,500	500	0	0	0	0	0	0	5,000
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	250	300	750	640	60	0	0	2,000
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	100	100	100	100	100	100	0	0	0	600
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$2,142	$2,649	$982	$525	$1,180	$919	$63	$0	$0	$8,460

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	1,500	1,000	600	0	0	0	0	0	0	3,100
Right-of-Way Support	0	0	350	250	50	50	0	0	0	0	0	700
Right-of-Way Capital	0	0	100	800	200	300	0	0	0	0	0	1,400
Construction Support	0	0	0	0	1,243	1,205	4,752	2,560	225	15	0	10,000
Construction Capital	0	0	0	0	10,100	10,467	26,573	14,200	0	0	0	$61,340
Total Caltrans	$0	$0	$1,950	$2,050	$12,193	$12,022	$31,325	$16,760	$225	$15	$0	$76,540
Total SANDAG & Caltrans	$0	$0	$4,092	$4,699	$13,175	$12,547	$32,505	$17,679	$288	$15	$0	$85,000
TransNet Pass-Through	$0	$0	$69	$672	$2,545	$3,573	$5,702	$2,586	$0	$0	$0	$15,147

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
RSTP	$0	$0	$1,950	$619	$7,443	$2,798	$1,338	$14,143	$0	$0	$0	$28,291
State												
LPP	0	0	1,000	2,350	5,000	1,052	5,700	0	0	0	0	15,102
STIP Advance*	0	0	0	0	0	0	18,000	0	0	0	0	18,000
Local												
91000100 *TransNet* MC	0	0	1,142	1,730	732	8,697	7,467	3,536	303	0	0	23,607
Total	$0	$0	$4,092	$4,699	$13,175	$12,547	$32,505	$17,679	$303	$0	$0	$85,000

*STIP funds are pending 2020 STIP approval from the California Transportation Commission

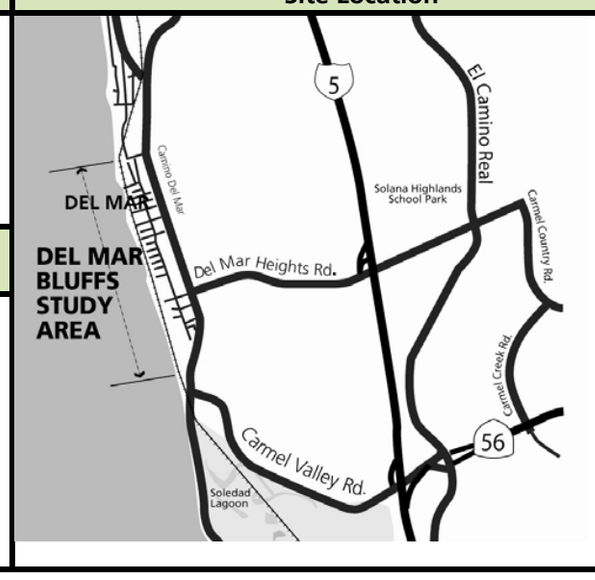
Project Number: 1146100
RTIP Number: SAN226
Project Name: Del Mar Bluffs IV

Corridor Director: Bruce Smith
Project Manager: Alexandra DeVaux
PM Phone Number: (619) 595-5613

Project Scope

Stabilization of portions of the coastal bluff, including repairing deteriorating drainage structures, installing piling to stabilize eroded areas of the bluff, installing piles to support existing sea walls, and repairing existing slope failures.

Site Location



Progress to Date

Design 100 percent complete. Construction is scheduled to begin in fall 2019.

Project Limits

City of Del Mar from Mile Post (MP) 244.1 near Coast Boulevard to MP 245.7 at Carmel Valley Road.

Major Milestones

Draft Environmental Document	~~Jul-17~~	Jul-17
Final Environmental Document	~~Feb-19~~	Feb-19
Ready to Advertise	~~Apr-19~~	Apr-19
Begin Construction	~~Sep-19~~	Nov-19
Open to Public	~~May-20~~	May-20
Construction Complete	~~May-21~~	May-21

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 19		FY 20		FY 21		FY 22	FY 23	FY 24	Total	
Administration	$111	~~$90~~	$90	~~$71~~	$250	~~$10~~	$25	$0	$0	$0	~~$282~~	$476
Environmental Document	71	~~64~~	64	~~0~~	0	~~0~~	0	0	0	0	~~135~~	135
Design	474	~~331~~	331	~~0~~	0	~~0~~	0	0	0	0	~~805~~	805
Right-of-Way Support	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	~~0~~	0
Right-of-Way Capital	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	~~0~~	0
Construction Support	0	~~0~~	0	~~450~~	1,150	~~0~~	0	0	0	0	~~450~~	1,150
Construction Capital	0	~~0~~	0	~~1,540~~	3,150	~~0~~	0	0	0	0	~~1,540~~	3,150
Vehicles	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	~~0~~	0
Legal Services	0	~~0~~	0	~~5~~	5	~~0~~	0	0	0	0	~~5~~	5
Communications	0	~~0~~	0	~~30~~	60	~~0~~	0	0	0	0	~~30~~	60
Project Contingency	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	~~0~~	0
Total SANDAG	$656	~~$485~~	$485	~~$2,096~~	$4,615	~~$10~~	$25	$0	$0	$0	~~$3,247~~	$5,781

NCTD

Budget Phase	Prior Years	FY 19		FY 20		FY 21		FY 22	FY 23	FY 24	Total	
Environmental Document	$0	~~$0~~	$0	$0	$0	~~$0~~	$0	$0	$0	$0	~~$0~~	$0
Design	0	~~0~~	0	0	0	~~0~~	0	0	0	0	~~0~~	0
Right-of-Way Support	0	~~0~~	0	0	0	~~0~~	0	0	0	0	~~0~~	0
Right-of-Way Capital	0	~~0~~	0	0	0	~~0~~	0	0	0	0	~~0~~	0
Construction Support incl Flagging	0	~~0~~	0	0	0	~~0~~	0	0	0	0	~~0~~	0
Construction Capital	0	~~0~~	0	0	0	~~0~~	0	0	0	0	~~0~~	0
Total Outside Agency	$0	~~$0~~	$0	$0	$0	~~$0~~	$0	$0	$0	$0	~~$0~~	$0
Total SANDAG & Outside Agency	$656	~~$485~~	$485	$2,096	$4,615	~~$10~~	$25	$0	$0	$0	~~$3,247~~	$5,781

Funding Plan ($000)

Funding Source	Prior Years	FY 19		FY 20		FY 21		FY 22	FY 23	FY 24	Total	
Federal												
FTA Section 5307	$439	~~$361~~	$361	~~$0~~	$0	~~$0~~	$0	$0	$0	$0	~~$800~~	$800
State												
83000001 STIP	0	~~34~~	34	~~1,956~~	1,966	~~10~~	0	0	0	0	~~2,000~~	2,000
85160001 CA Natural Resources	0	~~0~~	0	~~0~~	2,509	~~0~~	25	0	0	0	~~0~~	2,534
Local												
91060001 NCTD	107	~~0~~	0	~~140~~	140	~~0~~	0	0	0	0	~~247~~	247
91040000 TDA	110	~~90~~	90	~~0~~	0	~~0~~	0	0	0	0	~~200~~	200
Total	$656	~~$485~~	$485	~~$2,096~~	$4,615	~~$10~~	$25	$0	$0	$0	~~$3,247~~	$5,781

Project Number:	**1147100**	**Corridor Director:**	**Bruce Smith**
RTIP Number:	**TBD**	**Project Manager:**	**Alexandra DeVaux**
Project Name:	**Del Mar Bluffs V**	**PM Phone Number:**	**(619) 595-5613**

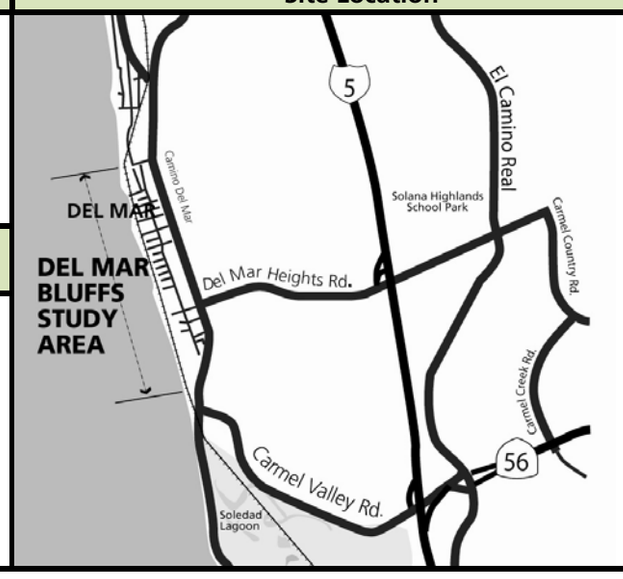
Project Scope

Complete enivronmental document and design to maintain stability of trackbed on 1.6 miles of coastal bluff. Stabilization measures including soldier piles to maintain stability of the trackbed, replacing/repairing deteriorating drainage structures, and repair of localized areas of erosion.

Project Limits

City of Del Mar from Mile Post (MP) 244.1 near Coast Boulevard to MP 245.7 at Carmel Valley Road.

Site Location



Progress to Date

New Project

Major Milestones

Draft Environmental Document	Jun-20
Final Environmental Document	Jan-21
Ready to Advertise	May-22
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$300	$400	$0	$0	$0	$0	$0	$0	$0	$700
Environmental Document	0	0	750	750	0	0	0	0	0	0	0	1,500
Design	0	0	400	648	0	0	0	0	0	0	0	$1,048
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	25	25	0	0	0	0	0	0	0	50
Project Contingency	0	0	175	0	0	0	0	0	0	0	0	175
Total SANDAG	$0	$0	$1,650	$1,823	$0	$0	$0	$0	$0	$0	$0	$3,473

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support incl Flagging	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total SANDAG & Outside Agency	$0	$0	$1,650	$1,823	$0	$0	$0	$0	$0	$0	$0	$3,473

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
State												
85160001 CA Natural Resources Agency	$0	$0	$1,650	$1,823	$0	$0	$0	$0	$0	$0	$0	$3,473
Total	$0	$0	$1,650	$1,823	$0	$0	$0	$0	$0	$0	$0	$3,473

Project Number: 1239821
RTIP Number: SAN259 (part of SAN114)
Project Name: LOSSAN Corridor Improvements

Corridor Director: Bruce Smith
Project Manager: Linda Culp
PM Phone Number: (619) 699-6957

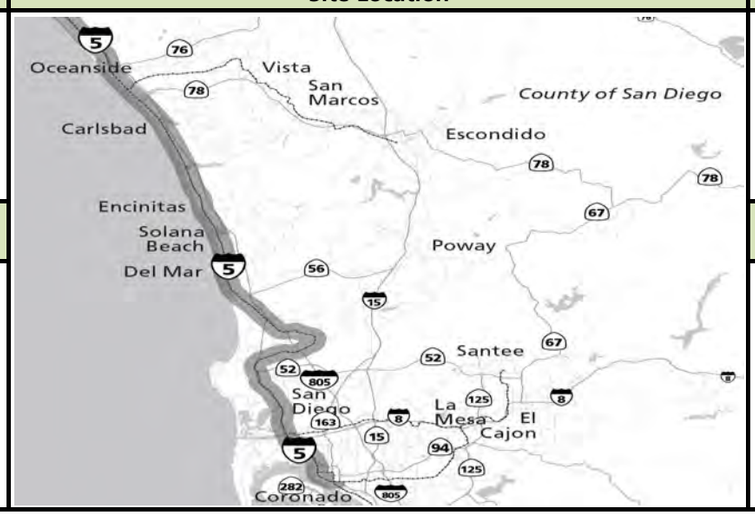
Project Scope

Includes preliminary engineering, Project Study Reports (PSRs), design criteria and funding applications for complete corridor projects.

Project Limits

On LOSSAN Rail Corridor from downtown San Diego at Mile Post (MP) 269 to the Orange County Line at MP 207.4.

Site Location



Progress to Date

Preliminary Engineering and corridor studies to begin in spring 2020.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$41	$190	$0	$0	$0	$0	$0	$0	$0	$231
Environmental Document	0	0	408	1,900	0	0	0	0	0	0	0	2,308
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	41	190	0	0	0	0	0	0	0	231
Communications	0	0	41	190	0	0	0	0	0	0	0	231
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$530	$2,470	$0	$0	$0	$0	$0	$0	$0	$3,000

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total SANDAG & Caltrans	$0	$0	$530	$2,470	$0	$0	$0	$0	$0	$0	$0	$3,000

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
74100001 RSTP*	$0	$0	$530	$2,470	$0	$0	$0	$0	$0	$0	$0	$3,000
Total	$0	$0	$530	$2,470	$0	$0	$0	$0	$0	$0	$0	$3,000

* matched with Toll Credits

Project Number: 1239820
RTIP Number: SAN260
Project Name: COASTER Train Sets

Corridor Director: John Haggerty
Project Manager: Bruce Smith
PM Phone Number: (619) 699-1907

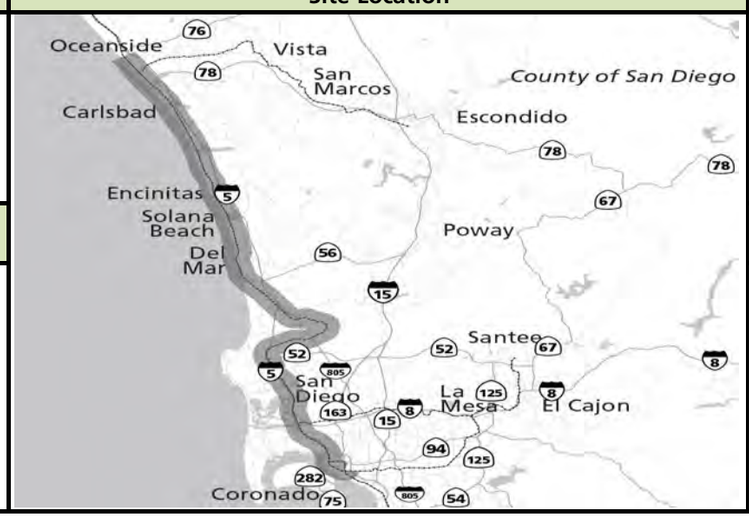
Project Scope

Two additional train sets to provide more frequent commuter rail service, including 30-minute peak period service, along the COASTER corridor.

Project Limits

Along the COASTER corridor.

Site Location



Progress to Date

Procurement in process.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	May-24
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$0	$100	$100	$100	$100	$0	$0	$0	$0	$400
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	2,000	1,400	700	200	0	0	0	0	4,300
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	900	2,900	28,600	21,700	0	0	0	0	54,100
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$0	$3,000	$4,400	$29,400	$22,000	$0	$0	$0	$0	$58,800

NCTD Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total NCTD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total SANDAG & NCTD	$0	$0	$0	$3,000	$4,400	$29,400	$22,000	$0	$0	$0	$0	$58,800

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
72100001 CMAQ	$0	$0	$0	$0	$0	$12,600	$0	$0	$0	$0	$0	$12,600
State												
82500001 SB1-LPP	0	0	0	1,500	2,200	8,600	8,900	0	0	0	0	21,200
Local												
91000100 *TransNet* MC	0	0	0	1,500	2,200	8,200	13,100	0	0	0	0	25,000
Total	$0	$0	$0	$3,000	$4,400	$29,400	$22,000	$0	$0	$0	$0	$58,800

Project Number: 1600502
RTIP Number: CAL554 (Part of V20)
Project Name: CSMP – Blue Line/I-5 South

Corridor Director: Coleen Clemenston
Project Manager: TBD
PM Phone Number: TBD

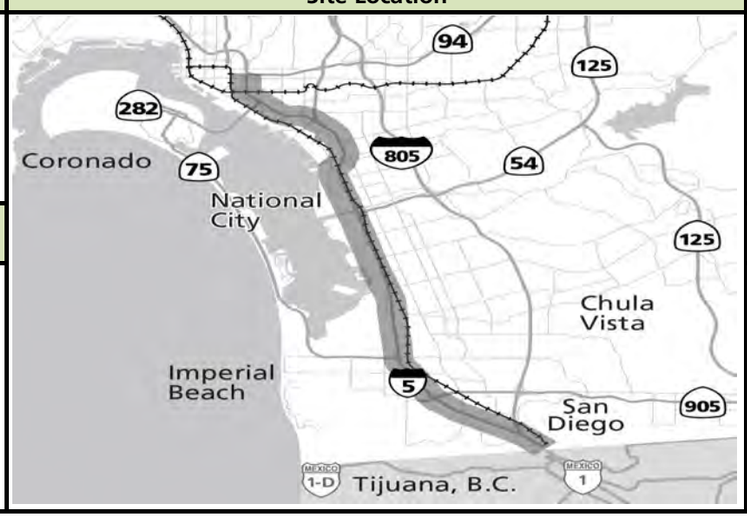
Project Scope

A Corridor System Management Plan (CSMP) is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor. A CSMP includes all travel modes in a defined corridor – highways and freeways, parallel and connecting roadways, public transit (bus, bus rapid transit, light rail, intercity rail) and bikeways.

Project Limits

Along the blue line trolley corridor and I-5 South from the international border to downtown.

Site Location



Progress to Date

Preliminary engineering and corridor studies to begin in spring 2020.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$50	$100	$0	$0	$0	$0	$0	$0	$0	$150
Environmental Document	0	0	300	1,500	0	0	0	0	0	0	0	1,800
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$350	$1,600	$0	$0	$0	$0	$0	$0	$0	$1,950

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$10	$840	$0	$0	$0	$0	$0	$0	$0	$850
Design	0	0	200	0	0	0	0	0	0	0	0	200
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$210	$840	$0	$0	$0	$0	$0	$0	$0	$1,050
Total SANDAG & Caltrans	$0	$0	$560	$2,440	$0	$0	$0	$0	$0	$0	$0	$3,000
Caltrans Pass-Through	$0	$0	$350	$1,600	$0	$0	$0	$0	$0	$0	$0	$1,950

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
RSTP*	$0	$0	$210	$840	$0	$0	$0	$0	$0	$0	$0	$1,050
74100001 RSTP*	0	0	350	1,600	0	0	0	0	0	0	0	1,950
Total	$0	$0	$560	$2,440	$0	$0	$0	$0	$0	$0	$0	$3,000

* matched with Toll Credits

Project Number: 1210091
RTIP Number: SAN261
Project Name: Palomar Street Rail Grade Separation

Corridor Director: Bruce Smith
Project Manager: Omar Atayee
PM Phone Number: (619) 595-5319

Project Scope

Final design for rail grade separation in the city of Chula Vista at Palomar Sreet.

Site Location

Progress to Date

Environmental phase completed under OWP 3101800.

Project Limits

Palomar Street and Industrial Boulevard in the city of Chula Vista.

Major Milestones

Draft Environmental Document	Jun-19
Final Environmental Document	Dec-19
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$0	$0	$141	$142	$142	$0	$0	$0	$0	$425
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	1,500	1,500	1,500	0	0	0	0	4,500
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	25	25	25	0	0	0	0	75
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$0	$0	$1,666	$1,667	$1,667	$0	$0	$0	$0	$5,000

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total SANDAG & Caltrans	$0	$0	$0	$0	$1,666	$1,667	$1,667	$0	$0	$0	$0	$5,000

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Local												
91000100 *TransNet* MC	$0	$0	$0	$0	$1,666	$1,667	$1,667	$0	$0	$0	$0	$5,000
Total	$0	$0	$0	$0	$1,666	$1,667	$1,667	$0	$0	$0	$0	$5,000

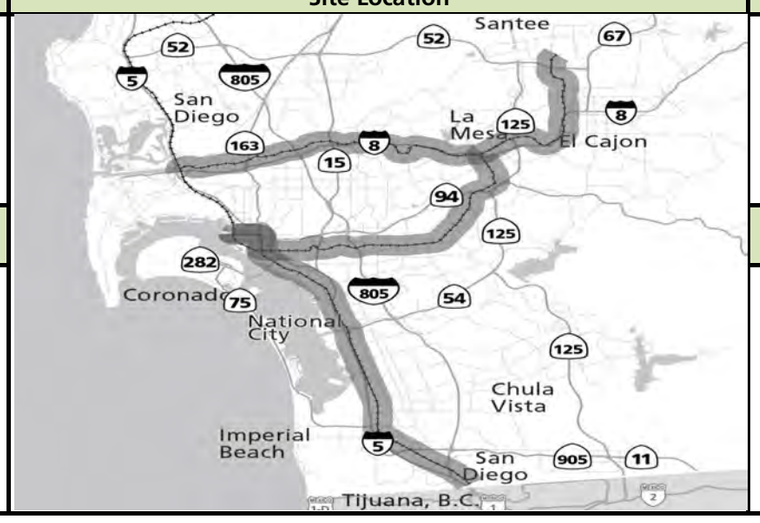
Project Number: 1210090
RTIP Number: SAN262
Project Name: Low-Floor Light Rail Transit Vehicles

Corridor Director: John Haggerty
Project Manager: Bruce Smith
PM Phone Number: (619) 699-1907

Project Scope

New low-floor vehicle procurement for San Diego Trolley system.

Site Location



Progress to Date

Procurement of LRVs in process.

Project Limits

Forty-seven Light Rail Vehicles (LRVs) to replace existing SD100 fleet to support additional, more frequent trolley service.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$100	$100	$100	$100	$100	$100	$0	$0	$0	$600
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	5,900	13,900	9,900	11,900	24,900	4,900	0	0	0	71,400
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$6,000	$14,000	$10,000	$12,000	$25,000	$5,000	$0	$0	$0	$72,000

MTS Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total MTS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total SANDAG & MTS	$0	$0	$6,000	$14,000	$10,000	$12,000	$25,000	$5,000	$0	$0	$0	$72,000

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
74100001 RSTP*	$0	$0	$6,000	$14,000	$10,000	$12,000	$25,000	$5,000	$0	$0	$0	$72,000
Total	$0	$0	$6,000	$14,000	$10,000	$12,000	$25,000	$5,000	$0	$0	$0	$72,000

* matched with local MTS funds

Project Number:	**1600801**	**Corridor Director:**	**Coleen Clemenston**
RTIP Number:	**SAN254 (Part of V20)**	**Project Manager:**	**TBD**
Project Name:	**CSMP - High Speed Transit/I-8**	**PM Phone Number:**	**TBD**

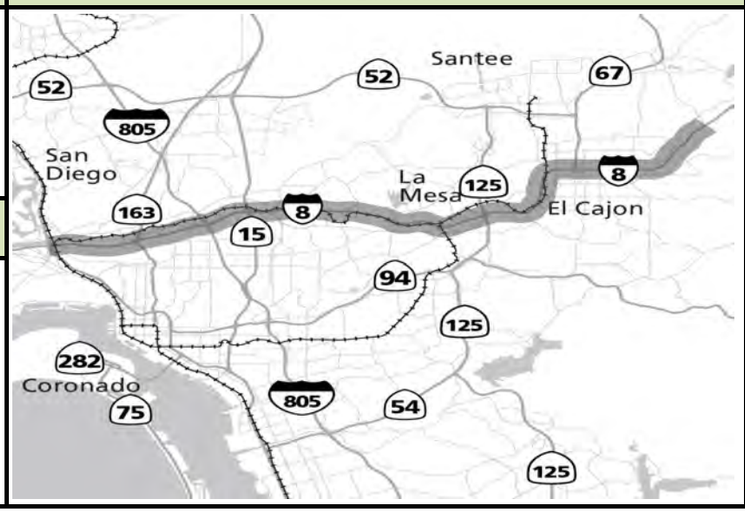
Project Scope

A Corridor System Management Plan (CSMP) is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor. A CSMP includes all travel modes in a defined corridor – highways and freeways, parallel and connecting roadways, public transit (bus, bus rapid transit, light rail, intercity rail) and bikeways.

Project Limits

Along the I-8 corridor from I-5 to east of the SR 67.

Site Location



Progress to Date

Preliminary engineering and corridor studies to begin in FY 2023.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$0	$0	$0	$100	$100	$0	$0	$0	$0	$200
Environmental Document	0	0	0	0	0	950	1,750	0	0	0	0	2,700
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$0	$0	$0	$1,050	$1,850	$0	$0	$0	$0	$2,900

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$0	$50	$50	$0	$0	$0	$0	$100
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$0	$0	$0	$50	$50	$0	$0	$0	$0	$100
Total SANDAG & Caltrans	$0	$0	$0	$0	$0	$1,100	$1,900	$0	$0	$0	$0	$3,000
RSTP Pass-Through	$0	$0	$0	$0	$0	$100	$0	$0	$0	$0	$0	$100

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
RSTP*	$0	$0	$0	$0	$0	$50	$50	$0	$0	$0	$0	$100
74100001 RSTP*	0	0	0	0	0	1,050	1,850	0	0	0	0	2,900
Total	$0	$0	$0	$0	$0	$1,100	$1,900	$0	$0	$0	$0	$3,000

* matched with Toll Credits

Project Number: 1601501
RTIP Number: CAL549 (Part of V20)
Project Name: CSMP - High Speed Transit/I-15

Corridor Director: Coleen Clemenston
Project Manager: TBD
PM Phone Number: TBD

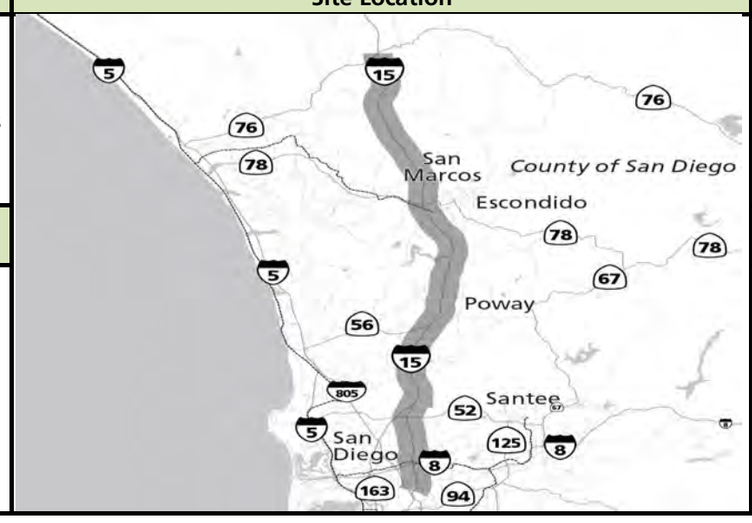
Project Scope

A Corridor System Management Plan (CSMP) is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor. A CSMP includes all travel modes in a defined corridor – highways and freeways, parallel and connecting roadways, public transit (bus, bus rapid transit, light rail, intercity rail) and bikeways.

Project Limits

Along the I-15 corridor from SR 76 to I-805.

Site Location



Progress to Date

Preliminary engineering and corridor studies to begin in FY 2022.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$0	$0	$100	$100	$0	$0	$0	$0	$0	$200
Environmental Document	0	0	0	0	10	790	0	0	0	0	0	800
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$0	$0	$110	$890	$0	$0	$0	$0	$0	$1,000

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$500	$1,500	$0	$0	$0	$0	$0	$2,000
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$0	$0	$500	$1,500	$0	$0	$0	$0	$0	$2,000
Total SANDAG & Caltrans	$0	$0	$0	$0	$610	$2,390	$0	$0	$0	$0	$0	$3,000
Caltrans Pass-Through	$0	$0	$0	$0	$1,400	$600	$0	$0	$0	$0	$0	$2,000

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
RSTP*	$0	$0	$0	$0	$500	$1,500	$0	$0	$0	$0	$0	$2,000
74100001 RSTP*	0	0	0	0	110	890	0	0	0	0	0	1,000
Total	$0	$0	$0	$0	$610	$2,390	$0	$0	$0	$0	$0	$3,000

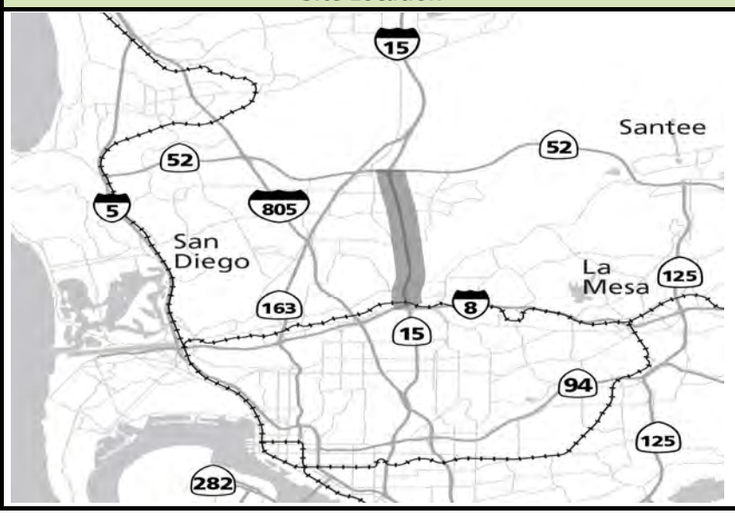
* matched with Toll Credits

Project Number:	**1201519**	**Corridor Director:**	**Karen Jewel**
RTIP Number:	**CAL537**	**Project Manager:**	**Brooke Emery**
Project Name:	**I-15 Transit Priority Lanes and Direct Access Ramp at Clairemont Mesa Blvd.**	**PM Phone Number:**	**(619) 688-6495**

Project Scope

Construct two transit lanes and a south facing Direct Access Ramp (DAR) at Clairemont Mesa Blvd. Environmental and Design phases.

Site Location



Progress to Date

Environmental phase to begin in summer 2023.

Project Limits

Along the I-15 from I-8 to SR-163.

Major Milestones

Draft Environmental Document	Jul-24
Final Environmental Document	Dec-24
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$0	$0	$0	$0	$100	$200	$0	$0	$0	$300
Environmental Document	0	0	0	0	0	0	200	0	0	0	0	200
Design	0	0	0	0	0	0	0	200	0	0	0	200
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$0	$0	$0	$0	$300	$400	$0	$0	$0	$700

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$2,700	$1,000	$0	$0	$0	$3,700
Design	0	0	0	0	0	0	0	7,600	0	0	0	7,600
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$0	$0	$0	$0	$2,700	$8,600	$0	$0	$0	$11,300
Total SANDAG & Caltrans	$0	$0	$0	$0	$0	$0	$3,000	$9,000	$0	$0	$0	$12,000
TransNet Pass-Through	$0	$0	$0	$0	$0	$0	$3,500	$1,800	$0	$0	$0	$5,300

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
State												
LPP	$0	$0	$0	$0	$0	$0	$1,500	$4,500	$0	$0	$0	$6,000
Local												
91000100 *TransNet* MC	0	0	0	0	0	0	1,500	4,500	0	0	0	6,000
Total	$0	$0	$0	$0	$0	$0	$3,000	$9,000	$0	$0	$0	$12,000

Project Number: 1605201
RTIP Number: CAL550 (Part of V20)
Project Name: CSMP - High Speed Transit/SR 52/SR 67

Corridor Director: Coleen Clemenston
Project Manager: TBD
PM Phone Number: TBD

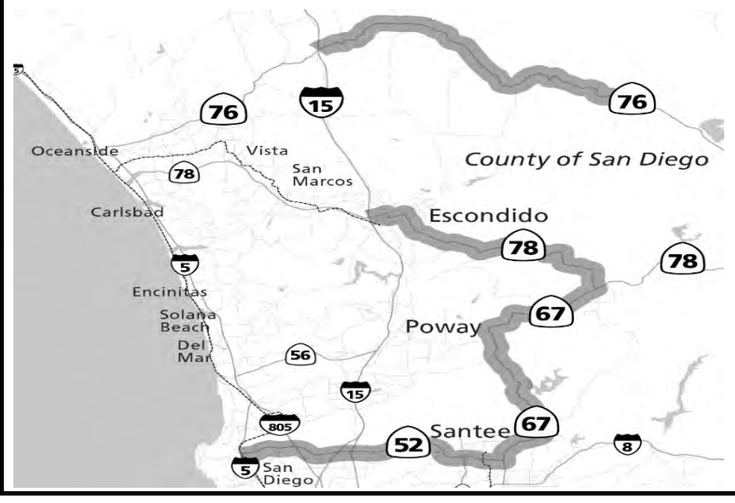
Project Scope

A Corridor System Management Plan (CSMP) is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor. A CSMP includes all travel modes in a defined corridor – highways and freeways, parallel and connecting roadways, public transit (bus, bus rapid transit, light rail, intercity rail) and bikeways.

Project Limits

Along the SR 52 corridor from I-5 to SR 67, along SR 67 from SR 52 to SR 78, and along the SR 78 and SR 76 corridors east of I-15.

Site Location



Progress to Date

Preliminary engineering and corridor studies to begin in spring 2020.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$50	$100	$0	$0	$0	$0	$0	$0	$0	$150
Environmental Document	0	0	500	1,000	0	0	0	0	0	0	0	1,500
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$550	$1,100	$0	$0	$0	$0	$0	$0	$0	$1,650

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$100	$1,250	$0	$0	$0	$0	$0	$0	$0	$1,350
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$100	$1,250	$0	$0	$0	$0	$0	$0	$0	$1,350
Total SANDAG & Caltrans	$0	$0	$650	$2,350	$0	$0	$0	$0	$0	$0	$0	$3,000
Caltrans Pass-Through	$0	$0	$550	$1,100	$0	$0	$0	$0	$0	$0	$0	$1,650

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
RSTP*	$0	$0	$100	$1,250	$0	$0	$0	$0	$0	$0	$0	$1,350
74100001 RSTP*	0	0	550	1,100	0	0	0	0	0	0	0	1,650
Total	$0	$0	$650	$2,350	$0	$0	$0	$0	$0	$0	$0	$3,000

* matched with Toll Credits

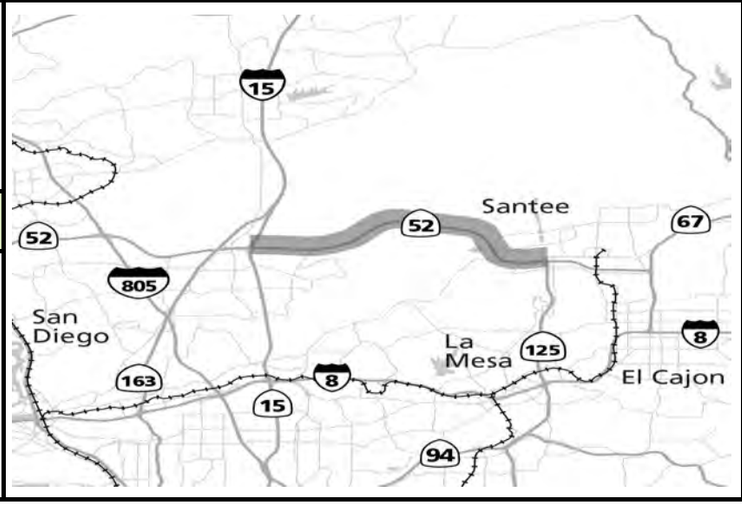
Project Number: 1205204
RTIP Number: CAL536
Project Name: SR 52 Improvements/Transit Priority

Corridor Director: Karen Jewel
Project Manager: Brooke Emery
PM Phone Number: (619) 688-6495

Project Scope

Add truck climbing lane from Santo Road to Mast Boulevard and two transit priority lanes between I-805 and SR 125. Environmental and Design phases.

Site Location



Progress to Date

Environmental phase to begin in fall 2019.

Project Limits

Along SR 52 from I-805 to SR 125.

Major Milestones

Draft Environmental Document	Dec-20
Final Environmental Document	Jun-21
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$100	$300	$100	$0	$0	$0	$0	$0	$0	$500
Environmental Document	0	0	300	100	0	0	0	0	0	0	0	400
Design	0	0	0	200	300	0	0	0	0	0	0	500
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	20	20	0	0	0	0	0	0	40
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$400	$620	$420	$0	$0	$0	$0	$0	$0	$1,440

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$2,600	$400	$0	$0	$0	$0	$0	$0	$0	$3,000
Design	0	0	0	3,280	4,280	0	0	0	0	0	0	7,560
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$2,600	$3,680	$4,280	$0	$0	$0	$0	$0	$0	$10,560
Total SANDAG & Caltrans	$0	$0	$3,000	$4,300	$4,700	$0	$0	$0	$0	$0	$0	$12,000
Caltrans Pass-Through	$0	$0	$400	$620	$420	$0	$0	$0	$0	$0	$0	$1,440

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
RSTP	$0	$0	$0	$680	$4,280	$0	$0	$0	$0	$0	$0	$4,960
74100001 RSTP	0	0	0	620	420	0	0	0	0	0	0	1,040
Local												
Private Developer Funds (Santee)	0	0	3,000	3,000	0	0	0	0	0	0	0	6,000
Total	$0	$0	$3,000	$4,300	$4,700	$0	$0	$0	$0	$0	$0	$12,000

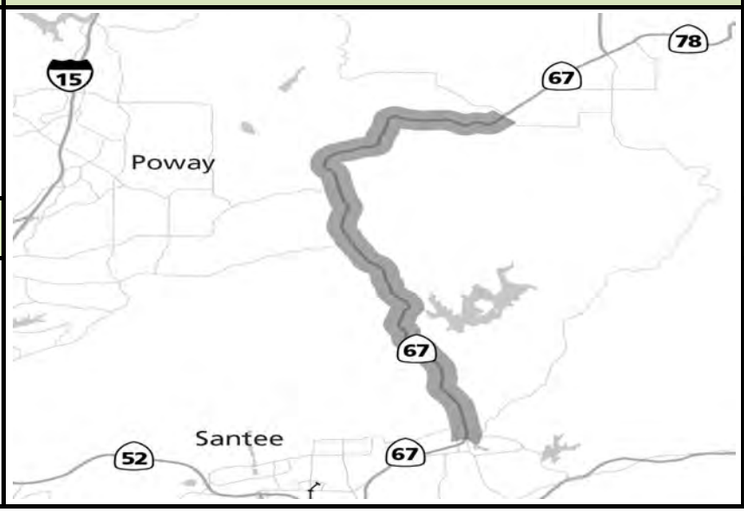
Project Number: 1206701
RTIP Number: CAL538
Project Name: SR 67 Improvements

Corridor Director: Ross Cather
Project Manager: Marvin Canton
PM Phone Number: 619-688-3156

Project Scope

Conduct an alternatives analysis and environmental studies for corridor improvements.

Site Location



Progress to Date

Environmental studies and preliminary engineering to begin in spring 2020.

Project Limits

Along SR 67, from Mapleview Street to Dye Road in San Diego County.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$98	$195	$195	$195	$17	$0	$0	$0	$0	$700
Environmental Document	0	0	837	1,674	1,674	1,674	141	0	0	0	0	6,000
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$935	$1,869	$1,869	$1,869	$158	$0	$0	$0	$0	$6,700

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$879	$1,758	$1,758	$1,758	$147	$0	$0	$0	$0	$6,300
Design	0	0	0	0	0	0	0	0	0	0	0	$0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	$0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	$0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	$0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$879	$1,758	$1,758	$1,758	$147	$0	$0	$0	$0	$6,300
Total SANDAG & Caltrans	$0	$0	$1,814	$3,627	$3,627	$3,627	$305	$0	$0	$0	$0	$13,000
Caltrans Pass-Through	$0	$0	$935	$1,869	$1,869	$1,869	$158	$0	$0	$0	$0	$6,700

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
RSTP*	$0	$0	$879	$1,758	$1,758	$1,758	$147	$0	$0	$0	$0	$6,300
74100001 RSTP*	0	0	935	1,869	1,869	1,869	158	0	0	0	0	6,700
Total	$0	$0	$1,814	$3,627	$3,627	$3,627	$305	$0	$0	$0	$0	$13,000

* matched with Toll Credits

Project Number:	**1605601**	**Corridor Director:**	**Coleen Clemenston**
RTIP Number:	**SAN255 (Part of V20)**	**Project Manager:**	**TBD**
Project Name:	**CSMP - High Speed Transit/SR 56**	**PM Phone Number:**	**TBD**

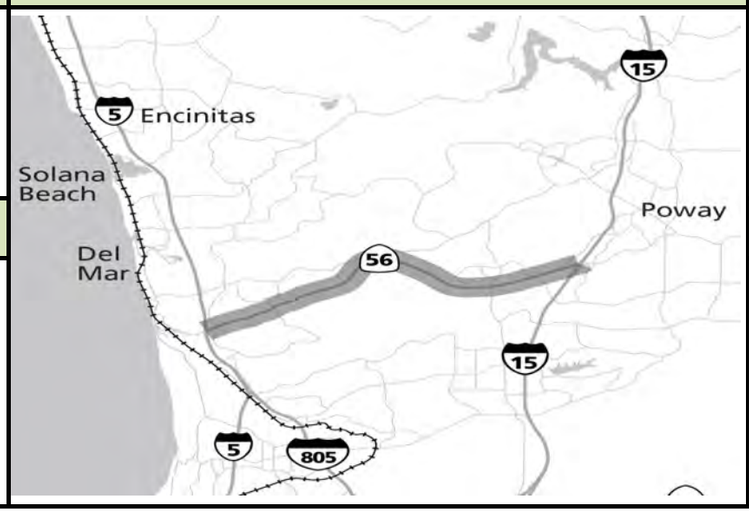
Project Scope

A Corridor System Management Plan (CSMP) is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor. A CSMP includes all travel modes in a defined corridor – highways and freeways, parallel and connecting roadways, public transit (bus, bus rapid transit, light rail, intercity rail) and bikeways.

Project Limits

Along the SR 56 corridor from I-5 to I-15.

Site Location



Progress to Date

Preliminary engieering and corridor studies to begin in FY 2021.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$0	$100	$100	$0	$0	$0	$0	$0	$0	$200
Environmental Document	0	0	0	500	1,500	0	0	0	0	0	0	2,000
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$0	$600	$1,600	$0	$0	$0	$0	$0	$0	$2,200

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$300	$500	$0	$0	$0	$0	$0	$0	$800
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$0	$300	$500	$0	$0	$0	$0	$0	$0	$800
Total SANDAG & Caltrans	$0	$0	$0	$900	$2,100	$0	$0	$0	$0	$0	$0	$3,000
RSTP Pass-Through	$0	$0	$0	$600	$1,600	$0	$0	$0	$0	$0	$0	$0

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
RSTP*	$0	$0	$0	$300	$500	$0	$0	$0	$0	$0	$0	$800
74100001 RSTP*	0	0	0	600	1,600	0	0	0	0	0	0	2,200
Total	$0	$0	$0	$900	$2,100	$0	$0	$0	$0	$0	$0	$3,000

* matched with Toll Credits

Project Number: 1607801
RTIP Number: CAL553 (Part of V20)
Project Name: CSMP - SPRINTER/Palomar Airport Road/SR 78/SR 76

Corridor Director: Coleen Clemenston
Project Manager: TBD
PM Phone Number: TBD

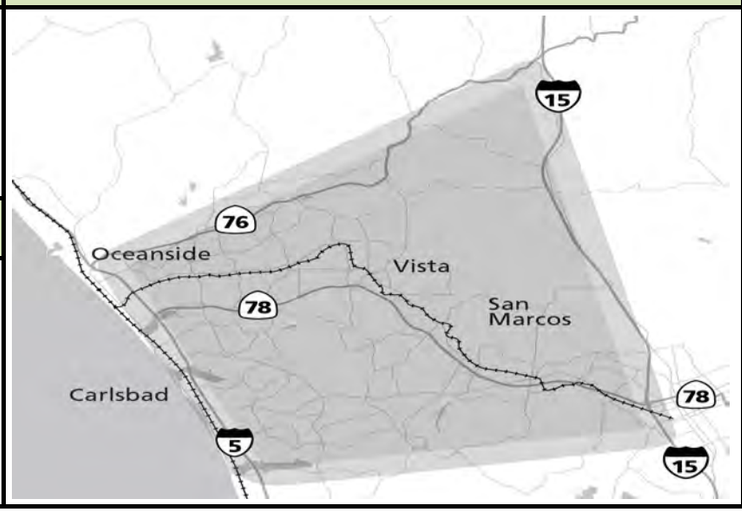
Project Scope

A Corridor System Management Plan (CSMP) is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor. A CSMP includes all travel modes in a defined corridor – highways and freeways, parallel and connecting roadways, public transit (bus, bus rapid transit, light rail, intercity rail) and bikeways.

Project Limits

Between the I-5 and I-15 freeways, along the SR 76, SR 78, Palomar Airport Road and the SPRINTER rail corridor.

Site Location



Progress to Date

Preliminary engineering and corridor studies to begin in spring 2020.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$50	$100	$0	$0	$0	$0	$0	$0	$0	$150
Environmental Document	0	0	500	1,000	0	0	0	0	0	0	0	1,500
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$550	$1,100	$0	$0	$0	$0	$0	$0	$0	$1,650

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$100	$1,250	$0	$0	$0	$0	$0	$0	$0	$1,350
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$100	$1,250	$0	$0	$0	$0	$0	$0	$0	$1,350
Total SANDAG & Caltrans	$0	$0	$650	$2,350	$0	$0	$0	$0	$0	$0	$0	$3,000
Caltrans Pass-Through	$0	$0	$550	$1,100	$0	$0	$0	$0	$0	$0	$0	$1,650

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
RSTP*	$0	$0	$100	$1,250	$0	$0	$0	$0	$0	$0	$0	$1,350
74100001 RSTP*	0	0	550	1,100	0	0	0	0	0	0	0	1,650
Total	$0	$0	$650	$2,350	$0	$0	$0	$0	$0	$0	$0	$3,000

* matched with Toll Credits

FY 20 CAPITAL BUDGET AMENDMENT IN '000'S

Project Number: 1207802
RTIP Number: CAL277
Project Name: I-15/SR 78 HOV Connectors

Corridor Director: Allan Kosup
Project Manager: Kareem Scarlett
PM Phone Number: (619) 688-6803

PROJECT SCOPE

~~Final Environmental Document for high-occupancy vehicle/managed lanes direct connectors at SR 78 and I-15 for northbound-to-westbound and eastbound-to-southbound traffic.~~

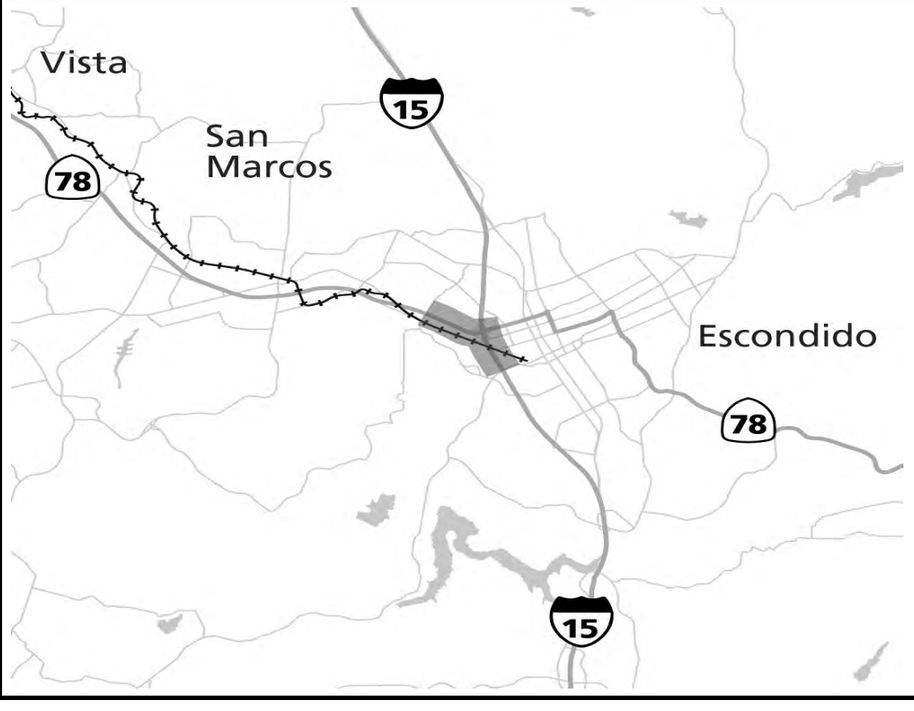
Final Environmental Document and Preliminary engineering for high-occupancy vehicle/managed lanes direct connectors at SR 78 and I-15 for northbound-to-westbound and eastbound-to-southbound traffic.

PROJECT LIMITS

~~On SR 78 and I-15 from Twon Oaks Valley Road to West Valley Parkway.~~

On SR 78 and I-15 from Nordahl Road to West Valley Parkway.

SITE LOCATION



PROGRESS TO DATE

~~Project study report complete. Environmental phase to begin in summer 2019.~~

Project study report complete. Environmental phase began in fall 2019.

MAJOR MILESTONES	Approved	Proposed
Draft Environmental Document	~~Nov-21~~	Nov-21
Final Environmental Document	~~Apr-22~~	Dec-22
Ready to Advertise	~~TBD~~	Jun-23
Begin Construction	~~TBD~~	TBD
Open to Public	~~TBD~~	TBD
Construction Complete	~~TBD~~	TBD

SANDAG EXPENDITURE PLAN ($000)

TASK	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23		FY24	FY25	FY26	FY27	FY28	TOTAL	
Administration	~~$5~~	$5	~~$3~~	$3	~~$23~~	$23	~~$30~~	$30	~~$15~~	$215	~~$0~~	$400	$0	$0	$0	$0	$0	~~$76~~	$676
Environmental Document	~~0~~	0	~~0~~	0	~~0~~	~~0~~	~~0~~	0	~~0~~	~~0~~	~~0~~	0	0	0	~~0~~	0	0	~~0~~	0
Design	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	500	$0	0	0	0	0	~~0~~	500
Right-of-Way Support	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	$0	0	0	0	0	~~0~~	0
Right-of-Way Capital	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	$0	0	0	0	0	~~0~~	0
Construction Support	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	$0	0	0	0	0	~~0~~	0
Construction Capital	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	$0	0	0	0	0	~~0~~	0
Vehicles	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	$0	0	0	0	0	~~0~~	0
Legal Services	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	$0	0	0	0	0	~~0~~	0
Communications	~~0~~	0	~~0~~	0	~~25~~	$25	~~25~~	25	~~0~~	$100	~~0~~	100	$0	0	0	0	0	~~50~~	250
Project Contingency	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	$0	0	0	0	0	~~0~~	0
Total SANDAG	~~$5~~	$5	~~$3~~	$3	~~$48~~	$48	~~$55~~	$55	~~$15~~	$315	~~$0~~	$1,000	$0	$0	$0	$0	$0	~~$126~~	$1,426

CALTRANS EXPENDITURE PLAN ($000)

TASK	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23		FY24	FY25	FY26	FY27	FY28	TOTAL	
Environmental Document	~~$811~~	$811	~~$300~~	$300	~~$2,200~~	$2,200	~~$3,000~~	$3,000	~~$1,500~~	$1,500	~~$0~~	$0	$0	$0	$0	$0	$0	~~$7,811~~	$7,811
Design	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	8,700	~~0~~	15,000	0	0	0	0	0	~~0~~	23,700
Right-of-Way Support	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	~~0~~	0
Right-of-Way Capital	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	~~0~~	0
Construction Support	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	~~0~~	0
Construction Capital	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	~~0~~	0
Total Caltrans	~~$811~~	$811	~~$300~~	$300	~~$2,200~~	$2,200	~~$3,000~~	$3,000	~~$1,500~~	$10,200	~~$0~~	$15,000	$0	$0	$0	$0	$0	~~$7,811~~	$31,511
Total SANDAG & Caltrans	~~$816~~	$816	~~$303~~	$303	~~$2,248~~	$2,248	~~$3,055~~	$3,055	~~$1,515~~	$10,515	~~$0~~	$16,000	$0	$0	$0	$0	$0	~~$7,937~~	$32,937
TransNet Pass-Through	~~$811~~	$811	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$1,950	~~$0~~	$3,750	$0	$0	$0	$0	$0	~~$811~~	$6,511

FUNDING PLAN ($000)

FUNDING SOURCE	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23		FY24	FY25	FY26	FY27	FY28	TOTAL	
Federal																			
CMAQ	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$10,400	$0	$0	$0	$0	$0	~~$0~~	$10,400
RSTP	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$7,200	~~$0~~	$400	$0	$0	$0	$0	$0	~~0~~	7,600
State																			
STIP-APDE	~~0~~	0	~~300~~	300	~~2,200~~	2,200	~~3,000~~	3,000	~~1,500~~	1,500	~~0~~	0	0	0	0	0	0	~~7,000~~	7,000
Local																		~~0~~	
91000100 *TransNet* MC	~~816~~	816	~~3~~	3	~~48~~	48	~~55~~	55	~~15~~	1,815	~~0~~	5,200	0	0	0	0	0	~~937~~	7,937
TOTAL:	~~$816~~	$816	~~$303~~	$303	~~$2,248~~	$2,248	~~$3,055~~	$3,055	~~$1,515~~	$10,515	~~$0~~	$16,000	$0	$0	$0	$0	$0	~~$7,937~~	$32,937

FY 20 CAPITAL BUDGET AMENDMENT IN '000'S

Project Number: 1223023
RTIP Number: SAN153
Project Name: Inland Rail Trail

Corridor Director: Linda Culp
Project Manager: Emilio Rodriguez
PM Phone Number: (619) 699-6984

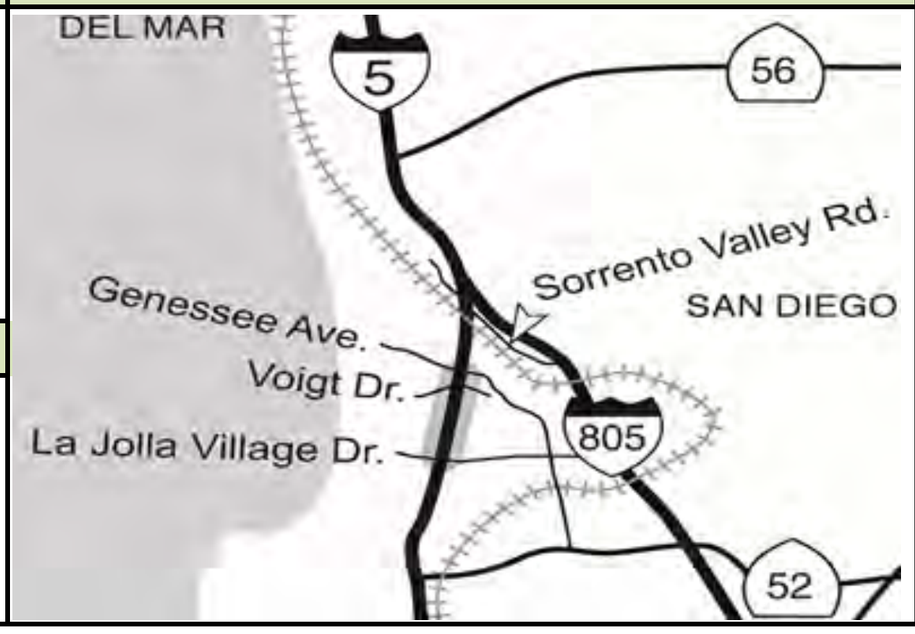
PROJECT SCOPE

Construct seven miles of new bike path.

PROJECT LIMITS

On and along the North County Transit District rail corridor from North Melrose Drive in Oceanside to North Pacific Street in San Marcos.

SITE LOCATION



PROGRESS TO DATE

~~Construction of Phase 1 (San Marcos) is complete. Construction of Phase 2 (3.0 miles in the County, Vista, & Oceanside) is in progress. Final Design of Phase 3 (3.0 miles in Vista) will begin May 2019. Construction of Phase 4 (Oceanside) will begin once funding is identified.~~

Construction of Phase 1 (San Marcos) is complete. Construction of Phase 2 (3.0 miles in the County, Vista, & Oceanside) is in progress. Final Design and construction of Phase 3 (3.0 miles in Vista) will begin May 2019. Construction of Phase 4 (Oceanside) will begin once funding is identified.

MAJOR MILESTONES	Approved	Proposed
Draft Environmental Document	~~Sep-12~~	Sep-12
Final Environmental Document	~~Aug-13~~	Aug-13
Ready to Advertise	~~Jun-15~~	Jun-15
Begin Construction	~~Dec-15~~	Dec-15
Open to Public	~~Mar-22~~	May-26
Close-Out	~~Jul-23~~	Nov-27

SANDAG EXPENDITURE PLAN ($000)

TASK	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23		FY24		FY25		FY26		FY27	FY28	TOTAL	
Administration	~~$2,841~~	$2,841	~~$309~~	$309	~~$100~~	$100	~~$120~~	$120	~~$340~~	$320	~~$250~~	$200	~~$150~~	$200	~~$110~~	$200	~~$0~~	$200	$0	$0	~~$4,220~~	$4,490
Environmental Document	~~1,291~~	1,291	~~0~~	$0	~~0~~	$0	~~0~~	$0	~~0~~	$0	~~0~~	$0	~~0~~	$0	~~0~~	$0	~~0~~	0	0	0	~~1,291~~	1,291
Design	~~4,866~~	4,866	~~156~~	$156	~~360~~	$360	~~0~~	$0	~~650~~	$700	~~100~~	$1,300	~~0~~	$0	~~0~~	$0	~~0~~	0	0	0	~~6,132~~	7,382
Right-of-Way Support	~~832~~	832	~~23~~	$23	~~44~~	$44	~~0~~	$0	~~25~~	$0	~~0~~	$75	~~0~~	$0	~~0~~	$0	~~0~~	0	0	0	~~924~~	974
Right-of-Way Capital	~~1,156~~	1,156	~~0~~	$0	~~20~~	$20	~~0~~	$0	~~50~~	$0	~~0~~	$75	~~0~~	$0	~~0~~	$0	~~0~~	0	0	0	~~1,226~~	1,251
Construction Support	~~4,870~~	4,870	~~1,980~~	$1,980	~~370~~	$370	~~450~~	$450	~~450~~	$450	~~1,170~~	$0	~~2,100~~	$1,170	~~400~~	$2,100	~~0~~	400	0	0	~~11,790~~	11,790
Construction Capital	~~11,988~~	11,988	~~8,067~~	$8,067	~~545~~	$545	~~2,400~~	$2,400	~~2,500~~	$2,500	~~2,650~~	$0	~~5,838~~	$3,000	~~790~~	$6,000	~~0~~	1,220	0	0	~~34,778~~	35,720
Vehicles	~~0~~	0	~~0~~	$0	~~0~~	$0	~~0~~	$0	~~0~~	$0	~~0~~	$0	~~0~~	$0	~~0~~	$0	~~0~~	0	0	0	~~0~~	0
Legal Services	~~756~~	756	~~0~~	$0	~~5~~	$5	~~0~~	$0	~~0~~	$0	~~0~~	$0	~~0~~	$0	~~0~~	$0	~~0~~	0	0	0	~~761~~	761
Communications	~~26~~	26	~~16~~	$16	~~3~~	$3	~~0~~	$0	~~0~~	$0	~~10~~	$10	~~15~~	$15	~~15~~	$10	~~0~~	20	0	0	~~85~~	100
Project Contingency	~~0~~	0	~~0~~	$0	~~178~~	$178	~~200~~	$200	~~355~~	$403	~~400~~	$100	~~861~~	$300	~~120~~	$500	~~0~~	750	0	0	~~2,114~~	2,431
Total SANDAG	~~$28,626~~	$28,626	~~$10,551~~	$10,551	~~$1,625~~	$1,625	~~$3,170~~	$3,170	~~$4,370~~	$4,373	~~$4,580~~	$1,760	~~$8,964~~	$4,685	~~$1,435~~	$8,810	~~$0~~	$2,590	$0	$0	~~$63,321~~	$66,190

CALTRANS EXPENDITURE PLAN ($000)

TASK	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23		FY24		FY25		FY26		FY27	FY28	TOTAL	
Environmental Document	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	$0	$0	~~$0~~	$0
Design	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	~~0~~	0
Right-of-Way Support	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	~~0~~	0
Right-of-Way Capital	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	~~0~~	0
Construction Support	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	~~0~~	0
Construction Capital	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	~~0~~	0
Total Caltrans	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	$0	$0	~~$0~~	$0
Total SANDAG & Caltrans	~~$28,626~~	$28,626	~~$10,551~~	$10,551	~~$1,625~~	$1,625	~~$3,170~~	$3,170	~~$4,370~~	$4,373	~~$4,580~~	$1,760	~~$8,964~~	$4,685	~~$1,435~~	$8,810	~~$0~~	$2,590	$0	$0	~~$63,321~~	$66,190

FUNDING PLAN ($000)

FUNDING SOURCE	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23		FY24		FY25		FY26		FY27	FY28	TOTAL	
Federal																						
74500001 STIP-RIP	~~$10,110~~	$10,110	~~$6,212~~	$6,212	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	$0	$0	~~$16,322~~	$16,322
75370001 TE	~~1,414~~	$1,414	~~$0~~	$0	~~0~~	$0	~~$0~~	$0	~~0~~	$0	~~$0~~	$0	~~0~~	0	~~$0~~	$0	~~0~~	0	$0	0	~~1,414~~	$1,414
74100001 RSTP	~~0~~	$0	~~$0~~	$0	~~0~~	$0	~~$0~~	$0	~~0~~	$500	~~$0~~	$760	~~0~~	2,000	~~$0~~	$2,240	~~0~~	0	$0	0	~~0~~	$5,500
State																					~~0~~	
83010001 STIP-RIP	~~1,310~~	$1,310	~~$805~~	$805	~~0~~	$0	~~$0~~	$0	~~0~~	$0	~~$0~~	$0	~~0~~	0	~~$0~~	$0	~~0~~	0	$0	0	~~2,115~~	$2,115
83100001 ATP-R	~~0~~	$0	~~$375~~	$375	~~125~~	$125	~~$2,472~~	$2,472	~~2,631~~	$2,631	~~$0~~	$0	~~0~~	0	~~$0~~	$0	~~0~~	0	$0	0	~~5,603~~	$5,603
85070001 STIP-TE	~~183~~	$183	~~$0~~	$0	~~0~~	$0	~~$0~~	$0	~~0~~	$0	~~$0~~	$0	~~0~~	0	~~$0~~	$0	~~0~~	0	$0	0	~~183~~	$183
LPP	~~0~~	$0	~~$0~~	$0	~~0~~	$0	~~$0~~	$0	~~0~~	$500	~~$0~~	$1,000	~~0~~	2,685	~~$0~~	$1,315	~~0~~	0	$0	0	~~0~~	$5,500
Local																					~~0~~	
91000100 *TransNet* -BPNS	~~6,348~~	$6,348	~~$3,160~~	$3,160	~~1,500~~	$1,500	~~$698~~	$698	~~742~~	$742	~~$0~~	$0	~~0~~	0	~~$0~~	$0	~~0~~	0	$0	0	~~12,448~~	$12,448
91040000 TDA-Bike	~~6,720~~	$6,720	~~($1)~~	-$1	~~0~~	$0	~~$0~~	$0	~~0~~	$0	~~$0~~	$0	~~0~~	0	~~$0~~	$0	~~0~~	0	$0	0	~~6,719~~	$6,719
92060001 BTA (San Marcos/County)	~~2,541~~	$2,541	~~($0)~~	$0	~~0~~	$0	~~$0~~	$0	~~0~~	$0	~~$0~~	$0	~~0~~	0	~~$0~~	$0	~~0~~	0	$0	0	~~2,541~~	$2,541
TOTAL:	~~$28,626~~	$28,626	~~$10,551~~	$10,551	~~$1,625~~	$1,625	~~$3,170~~	$3,170	~~$3,373~~	$4,373	~~$0~~	$1,760	~~$0~~	$4,685	~~$0~~	$3,555	~~$0~~	$0	$0	$0	~~$47,345~~	$58,345

Project Number: 1609401
RTIP Number: CAL551 (Part of V20)
Project Name: CSMP - High Speed Transit/SR 94

Corridor Director: Coleen Clemenston
Project Manager: TBD
PM Phone Number: TBD

Project Scope

A Corridor System Management Plan (CSMP) is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor. A CSMP includes all travel modes in a defined corridor – highways and freeways, parallel and connecting roadways, public transit (bus, bus rapid transit, light rail, intercity rail) and bikeways.

Project Limits

Along the SR 94 corridor from I-5 to SR 125.

Site Location

Progress to Date

Preliminary engineering and corridor studies to begin in FY 2022.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$0	$0	$100	$100	$0	$0	$0	$0	$0	$200
Environmental Document	0	0	0	0	10	790	0	0	0	0	0	800
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$0	$0	$110	$890	$0	$0	$0	$0	$0	$1,000

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$500	$1,500	$0	$0	$0	$0	$0	$800
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$0	$0	$10	$790	$0	$0	$0	$0	$0	$800
Total SANDAG & Caltrans	$0	$0	$0	$0	$610	$2,390	$0	$0	$0	$0	$0	$3,000
Caltrans Pass-Through	$0	$0	$0	$0	$110	$890	$0	$0	$0	$0	$0	$1,000

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
RSTP*	$0	$0	$0	$0	$500	$1,500	$0	$0	$0	$0	$0	$2,000
74100001 RSTP*	0	0	0	0	110	890	0	0	0	0	0	1,000
Total	$0	$0	$0	$0	$610	$2,390	$0	$0	$0	$0	$0	$3,000

* matched with Toll Credits

FY 20 CAPITAL BUDGET AMENDMENT IN '000'S

Project Number: 1212501
RTIP Number: CAL68
Project Name: SR 94/SR 125 South to East Connector

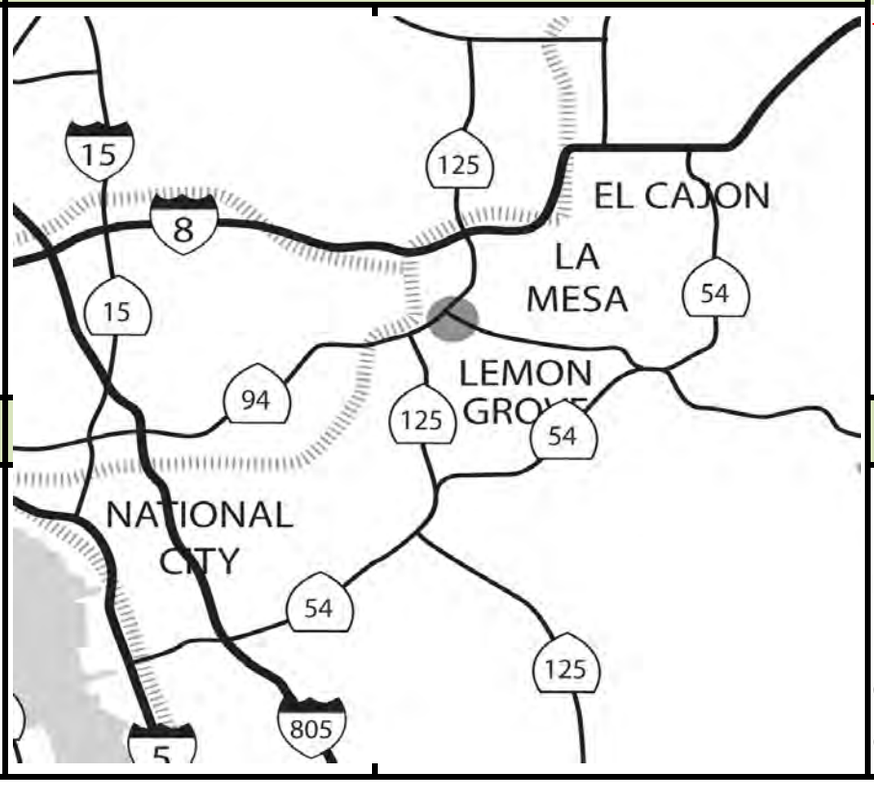
Corridor Director: Karen Jewel
Project Manager: Brooke Emery
PM Phone Number: (619) 688-6495

PROJECT SCOPE

~~Design of southbound SR 125 to eastbound SR 94 direct connector~~

Design and Right-Of-Way of southbound SR 125 to eastbound SR 94 direct connector

SITE LOCATION



PROGRESS TO DATE

~~Design will begin in Summer 2019.~~

Design began spring of 2019.

PROJECT LIMITS

On SR 94 and SR 125 from Lemon Avenue to Bancroft Drive.

MAJOR MILESTONES	Approved	Proposed
Draft Environmental Document	~~Feb-15~~	Feb-15
Final Environmental Document	~~Dec-15~~	Dec-15
Ready to Advertise	~~TBD~~	TBD
Begin Construction	~~TBD~~	TBD
Open to Public	~~TBD~~	TBD
Close-Out	~~TBD~~	TBD

SANDAG EXPENDITURE PLAN ($000)

TASK	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23	FY24	FY25	FY26	FY27	FY28	TOTAL	
Administration	~~$32~~	$32	~~$0~~	$0	~~$25~~	$65	~~$32~~	$126	~~$22~~	$88	$0	$0	$0	$0	$0	$0	~~$111~~	$311
Environmental Document	~~1,528~~	1,528	~~0~~	0	~~0~~	~~0~~	~~0~~	0	~~0~~	~~0~~	0	0	0	~~0~~	0	~~0~~	~~1,528~~	1,528
Design	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~0~~	0
Right-of-Way Support	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~0~~	0
Right-of-Way Capital	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~0~~	0
Construction Support	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~0~~	0
Construction Capital	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~0~~	0
Vehicles	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~0~~	0
Legal Services	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~0~~	0
Communications	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~0~~	0
Project Contingency	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~0~~	0
Total SANDAG	~~$1,560~~	$1,560	~~$0~~	$0	~~$25~~	$65	~~$32~~	$126	~~$22~~	$88	$0	$0	$0	$0	$0	$0	~~$1,639~~	$1,839

CALTRANS EXPENDITURE PLAN ($000)

TASK	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23	FY24	FY25	FY26	FY27	FY28	TOTAL	
Environmental Document	~~$5,275~~	$5,275	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	$0	$0	$0	$0	$0	$0	~~$5,275~~	$5,275
Design	~~0~~	$0	~~0~~	0	~~2,500~~	4,394	~~3,200~~	5,181	~~2,248~~	2,248	0	0	0	0	0	0	~~7,948~~	11,823
Right-of-Way Support	~~0~~	$0	~~0~~	0	~~0~~	2,041	~~0~~	959	~~0~~	0	0	0	0	0	0	0	~~0~~	3,000
Right-of-Way Capital	~~1,378~~	$1,378	~~0~~	0	~~0~~	0	~~0~~	2,966	~~0~~	3,934	0	0	0	0	0	0	~~1,378~~	8,278
Construction Support	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~0~~	0
Construction Capital	~~0~~	$0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~0~~	0
Total Caltrans	~~$6,653~~	$6,653	~~$0~~	$0	~~$2,500~~	$6,435	~~$3,200~~	$9,106	~~$2,248~~	$6,182	$0	$0	$0	$0	$0	$0	~~$14,601~~	$28,376
Total SANDAG & Caltrans	~~$8,213~~	$8,213	~~$0~~	$0	~~$2,525~~	$6,500	~~$3,232~~	$9,232	~~$2,270~~	$6,270	$0	$0	$0	$0	$0	$0	~~$16,240~~	$30,215
TransNet Pass-Through	~~$275~~	$275	~~$0~~	$0	~~$0~~	$2,500	~~$0~~	$3,800	~~$0~~	$500	$0	$0	$0	$0	$0	$0	~~$275~~	$7,075

FUNDING PLAN ($000)

FUNDING SOURCE	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23	FY24	FY25	FY26	FY27	FY28	TOTAL	
State																		
SHA	~~26~~	$26	~~$0~~	$0	~~0~~	$0	~~$0~~	$0	~~0~~	$0	$0	0	$0	0	$0	0	~~$26~~	$26
STIP-ADPE	~~0~~	0	~~$0~~	0	~~2,500~~	2,500	~~$3,200~~	$3,200	~~2,248~~	2,248	0	0	0	0	$0	0	~~7,948~~	7,948
TCRP	~~6,352~~	6,352	~~$0~~	0	~~0~~	0	~~$0~~	$0	~~0~~	0	0	0	0	0	$0	0	~~6,352~~	6,352
LPP	~~0~~	0	~~$0~~	0	~~0~~	2,000	~~$0~~	$3,000	~~0~~	2,000	0	0	0	0	$0	0	~~0~~	7,000
Local																		
91000100 *TransNet* MC	~~1,835~~	1,835	~~$0~~	0	~~0~~	2,000	~~$32~~	$3,032	~~22~~	2,022	0	0	0	0	$0	0	~~1,889~~	8,889
TOTAL:	~~$8,213~~	$8,213	~~$0~~	$0	~~$2,500~~	$6,500	~~$3,232~~	$9,232	~~$2,270~~	$6,270	$0	$0	$0	$0	$0	$0	~~$16,215~~	$30,215

Project Number: 1280518
RTIP Number: CAL67
Project Name: SR 94 Transit Priority Lanes (I-805 to I-5)

Corridor Director: Karen Jewel
Project Manager: Brooke Emery
PM Phone Number: (619) 688-6495

Project Scope

Conduct an alternative analysis and complete final environmental document for two transit priority lanes and/or a transit priority connector along SR 94 from I-805 to I-5.

Site Location

Progress to Date

Working with the local community to determine next steps.

Project Limits

On SR 94 from I-5 to I- 805.

Major Milestones

Draft Environmental Document	Dec-24
Final Environmental Document	Jun-25
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$0	$0	$0	$0	$50	$99	$0	$0	$0	$149
Environmental Document	0	0	0	0	0	0	1,230	2,446	0	0	0	3,676
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$0	$0	$0	$0	$1,280	$2,545	$0	$0	$0	$3,825

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$3,720	$7,455	$0	$0	$0	$11,175
Design	0	0	0	0	0	0	0	0	0	0	0	$0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	$0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	$0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	$0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$0	$0	$0	$0	$3,720	$7,455	$0	$0	$0	$11,175
Total SANDAG & Caltrans	$0	$0	$0	$0	$0	$0	$5,000	$10,000	$0	$0	$0	$15,000
Caltrans Pass-Through	$0	$0	$0	$0	$0	$0	$1,280	$2,545	$0	$0	$0	$3,825

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
CMAQ*	$0	$0	$0	$0	$0	$0	$3,720	$7,455	$0	$0	$0	$11,175
72100001 CMAQ*	0	0	0	0	0	0	1,280	2,545	0	0	0	3,825
Total	$0	$0	$0	$0	$0	$0	$5,000	$10,000	$0	$0	$0	$15,000

* matched with Toll Credits

Project Number: 1612501
RTIP Number: SAN256 (Part of V20)
Project Name: CSMP - High Speed Transit/SR 125

Corridor Director: Coleen Clemenston
Project Manager: TBD
PM Phone Number: TBD

Project Scope

A Corridor System Management Plan (CSMP) is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor. A CSMP includes all travel modes in a defined corridor – highways and freeways, parallel and connecting roadways, public transit (bus, bus rapid transit, light rail, intercity rail) and bikeways.

Project Limits

Along the SR 125 corridor from SR 905/SR 11 to SR 52.

Site Location

Progress to Date

Preliminary engineering and corridor studies to begin in FY 2022.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$0	$0	$100	$100	$0	$0	$0	$0	$0	$200
Environmental Document	0	0	0	0	900	1,300	0	0	0	0	0	2,200
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$0	$0	$1,000	$1,400	$0	$0	$0	$0	$0	$2,400

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$100	$500	$0	$0	$0	$0	$0	$600
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$0	$0	$100	$500	$0	$0	$0	$0	$0	$600
Total SANDAG & Caltrans	$0	$0	$0	$0	$1,100	$1,900	$0	$0	$0	$0	$0	$3,000
RSTP Pass-Through	$0	$0	$0	$0	$400	$200	$0	$0	$0	$0	$0	$600

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
RSTP*	$0	$0	$0	$0	$100	$500	$0	$0	$0	$0	$0	$600
74100001 RSTP*	0	0	0	0	1,000	1,400	0	0	0	0	0	2,400
Total	$0	$0	$0	$0	$1,100	$1,900	$0	$0	$0	$0	$0	$3,000

* matched with Toll Credits

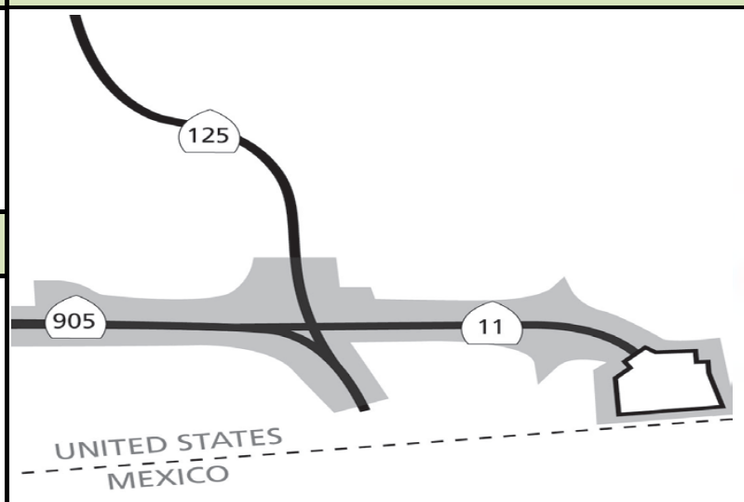
Project Number: 1201105
RTIP Number: V11
Project Name: SR 11 and Otay Mesa East Port of Entry: Traffic and Revenue Study

Corridor Director: Mario Orso
Project Manager: Jacqueline Appleton-Deane
PM Phone Number: (619) 491-3080

PROJECT SCOPE

Develop an investment grade traffic and revenue study for the SR-11/Otay Mesa East Port of Entry project.

SITE LOCATION



PROGRESS TO DATE

Traffic and revenue study underway.

PROJECT LIMITS

On new alignment from SR 125 to the U.S.-Mexico Border.

MAJOR MILESTONES

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG EXPENDITURE PLAN ($000)

	PRIOR YEARS	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	TOTAL
Administration	$0	$0	$50	$50	$0	$0	$0	$0	$0	$0	$0	$100
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	800	800	0	0	0	0	0	0	0	1,600
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$850	$850	$0	$0	$0	$0	$0	$0	$0	$1,700

CALTRANS EXPENDITURE PLAN($000)

	PRIOR YEARS	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	TOTAL
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	150	150	0	0	0	0	0	0	0	300
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$150	$150	$0	$0	$0	$0	$0	$0	$0	$300
Total Proposed SANDAG & Caltrans	$0	$0	$1,000	$1,000	$0	$0	$0	$0	$0	$0	$0	$2,000
CBI Pass-Through	$0	$0	$180	$120	$0	$0	$0	$0	$0	$0	$0	$300

FUNDING PLAN($000)

FUNDING SOURCE	PRIOR YEARS	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	TOTAL
Federal												
CBI	$0	$0	$1,005	$995	$0	$0	$0	$0	$0	$0	$0	$2,000
TOTAL	$0	$0	$1,005	$995	$0	$0	$0	$0	$0	$0	$0	$2,000

FY 20 CAPITAL BUDGET AMENDMENT IN '000'S

Project Number: 1201101
RTIP Number: V11
Project Name: SR 11 and Otay Mesa East Port of Entry

Corridor Director: Mario Orso
Project Manager: Jacqueline Appleton-Deane
PM Phone Number: (619) 491-3080

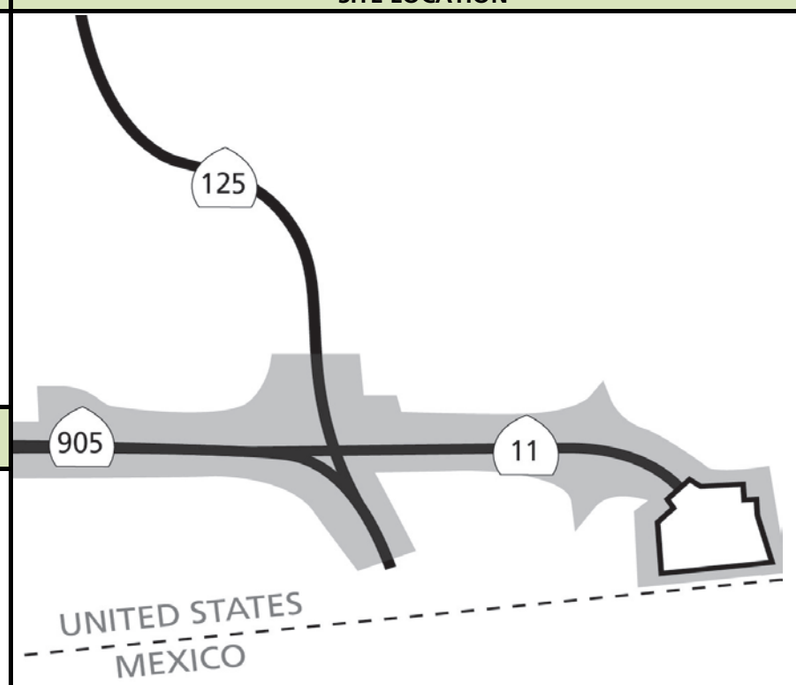
PROJECT SCOPE

~~Design and right-of-way (ROW) for four-lane toll highway from SR 125 to proposed Port of Entry (POE), including the proposed Commercial Vehicle Enforcement Facility (CVEF) and POE at the Mexico border. Construction of Siempre Viva Interchange, CVEF, POE, and tolling system. Prepare engineering studies for the Otay Mesa East POE and~~
Design and right-of-way (ROW) for four-lane toll highway from SR 125 to proposed Port of Entry (POE), including the proposed Commercial Vehicle Enforcement Facility (CVEF) and POE at the Mexico border. Construction of Siempre Viva Interchange, CVEF, POE, and tolling system. Prepare engineering studies for the Otay Mesa East POE and tolling system. SR 11 Otay East Bridging Document - 30% Architectural Plans, Investment Grade Traffic and Revenue Study, Bond Counsel, Documents Required for Bond Issuance.

PROJECT LIMITS

On new alignment from SR 125 to the U.S.-Mexico Border.

SITE LOCATION



PROGRESS TO DATE

~~Design and ROW were complete on four-lane highway from SR 125 to the POE. Design of the Siempre Viva Interchange is 30 percent complete. The traffic and revenue study and the innovation analysis study for the POE are 95 percent complete.~~

Design and ROW were complete on four-lane highway from SR 125 to the POE. Design of the Siempre Viva Interchange is 60 percent complete. The traffic and revenue study and the innovation analysis study for the POE are 98 percent complete.

MAJOR MILESTONES	Approved	Proposed
Draft Environmental Document	~~Apr-11~~	Apr-11
Final Environmental Document	~~Mar-12~~	Mar-12
Ready to Advertise	~~Jul-13~~	Jul-13
Begin Construction	~~Aug-20~~	Aug-20
Open to Public	~~Aug-22~~	Aug-22
Close-Out	~~Dec-23~~	Dec-23

SANDAG EXPENDITURE PLAN ($000)

TASK	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23	FY24	FY25	FY26	FY27	FY28	TOTAL	
Administration	~~$1,991~~	$1,991	~~$446~~	$371	~~$490~~	$465	~~$16~~	$366	~~$0~~	$316	$0	$0	$0	$0	$0	$0	~~$2,943~~	$3,509
Environmental Document	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~$0~~	0
Design	~~3,171~~	3,171	~~870~~	681	~~576~~	1,165	~~0~~	2,500	~~0~~	1,900	0	0	0	0	0	0	~~$4,617~~	9,417
Right-of-Way Support	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~$0~~	0
Right-of-Way Capital	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~$0~~	0
Construction Support	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~$0~~	0
Construction Capital	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~$0~~	0
Vehicles	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~$0~~	0
Legal Services	~~395~~	395	~~101~~	82	~~282~~	401	~~0~~	390	~~0~~	300	0	0	0	0	0	0	~~$778~~	1,568
Communications	~~218~~	218	~~124~~	116	~~158~~	166	~~0~~	200	~~0~~	200	0	0	0	0	0	0	~~$500~~	900
Project Contingency	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	1,270	~~0~~	0	0	0	0	0	0	0	~~$0~~	1,270
Total SANDAG	~~$5,775~~	$5,775	~~$1,541~~	$1,250	~~$1,506~~	$2,197	~~$16~~	$4,726	~~$0~~	$2,716	$0	$0	$0	$0	$0	$0	~~$8,838~~	$16,664

CALTRANS EXPENDITURE PLAN ($000)

TASK	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23	FY24	FY25	FY26	FY27	FY28	TOTAL	
Environmental Document	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	$0	$0	$0	$0	$0	$0	~~$0~~	$0
Design	~~22,148~~	22,148	~~5,390~~	4,053	~~4,500~~	5,962	~~4,101~~	5,356	~~0~~	2,970	0	0	0	0	0	0	~~$36,139~~	40,489
Right-of-Way Support	~~3,681~~	3,681	~~1,057~~	483	~~689~~	1,263	~~500~~	500	~~0~~	0	0	0	0	0	0	0	~~$5,927~~	5,927
Right-of-Way Capital	~~49,269~~	49,269	~~40,195~~	11,329	~~6,377~~	35,243	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~$95,841~~	95,841
Construction Support	~~0~~	0	~~0~~	0	~~0~~	0	~~33,351~~	33,351	~~16,548~~	16,548	0	0	0	0	0	0	~~$49,899~~	49,899
Construction Capital	~~0~~	0	~~0~~	0	~~0~~	0	~~218,582~~	218,582	~~114,470~~	114,470	0	0	0	0	0	0	~~$333,052~~	333,052
Total Caltrans	~~$75,098~~	$75,098	~~$46,642~~	$15,865	~~$11,566~~	$42,468	~~$256,534~~	$257,789	~~$131,018~~	$133,988	$0	$0	$0	$0	$0	$0	~~$520,858~~	$525,208
Total SANDAG & Caltrans	~~$80,873~~	$80,873	~~$48,183~~	$17,115	~~$13,072~~	$44,665	~~$256,550~~	$262,515	~~$131,018~~	$136,704	$0	$0	$0	$0	$0	$0	~~$529,696~~	$541,872
TransNet Pass-Through	~~$0~~	$0	~~$0~~	$0	~~$6,027~~	$6,027	~~$0~~	$0	~~$0~~	$0	$0	$0	$0	$0	$0	$0	~~$6,027~~	$6,027
Caltrans Pass-Through	~~$1,579~~	$1,579	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	$0	$0	$0	$0	$0	$0	~~$1,579~~	$1,579

FUNDING PLAN ($000)

FUNDING SOURCE	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23	FY24	FY25	FY26	FY27	FY28	TOTAL	
Federal																		
74030001 ITS - SANDAG	~~$279~~	$279	~~$160~~	$160	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	$0	$0	$0	$0	$0	$0	~~$439~~	$439
74040001 CBI - SANDAG	~~1,470~~	1,470	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~$1,470~~	$1,470
CBI - Caltrans	~~75,099~~	75,099	~~42,131~~	12,489	~~189~~	30,356	~~0~~	2,475	~~0~~	0	0	0	0	0	0	0	~~$117,419~~	$120,419
RSTP	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	2,500	0	0	0	0	0	0	~~$0~~	$2,500
State																	~~$0~~	
83010001 STIP - SANDAG	~~109~~	109	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~$109~~	$109
TCEP	~~0~~	0	~~4,510~~	3,173	~~5,350~~	6,687	~~16,208~~	16,208	~~16,100~~	16,100	0	0	0	0	0	0	~~$42,168~~	$42,168
Local	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0							~~$0~~	
91000100 *TransNet*-Border	~~1,860~~	1,860	~~652~~	558	~~5,476~~	5,570	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~$7,988~~	$7,988
91000100 *TransNet*-MC	~~2,056~~	2,056	~~730~~	735	~~2,057~~	2,052	~~0~~	0	~~0~~	0	0	0	0	0	0	0	~~$4,843~~	$4,843
TOTAL:	~~$80,873~~	$80,873	~~$48,183~~	$17,115	~~$11,015~~	$44,665	~~$16,208~~	$18,683	~~$16,100~~	$18,600	$0	$0	$0	$0	$0	$0	~~$172,379~~	$179,936

Project Number:	**1680501**	**Corridor Director:**	**Coleen Clemenston**
RTIP Number:	**CAL552 (Part of V20)**	**Project Manager:**	**TBD**
Project Name:	**CSMP - Purple Line/I-805**	**PM Phone Number:**	**TBD**

Project Scope

A Corridor System Management Plan (CSMP) is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor. A CSMP includes all travel modes in a defined corridor – highways and freeways, parallel and connecting roadways, public transit (bus, bus rapid transit, light rail, intercity rail) and bikeways.

Project Limits

Along the I-805 corridor from I-5/805 merge to the international border.

Site Location

Progress to Date

Preliminary engineering and corridor studies to begin in spring 2020.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$50	$100	$0	$0	$0	$0	$0	$0	$0	$150
Environmental Document	0	0	10	840	0	0	0	0	0	0	0	850
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$60	$940	$0	$0	$0	$0	$0	$0	$0	$1,000

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$500	$1,500	$0	$0	$0	$0	$0	$0	$0	$2,000
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$500	$1,500	$0	$0	$0	$0	$0	$0	$0	$2,000
Total SANDAG & Caltrans	$0	$0	$560	$2,440	$0	$0	$0	$0	$0	$0	$0	$3,000
Caltrans Pass-Through	$0	$0	$60	$940	$0	$0	$0	$0	$0	$0	$0	$1,000

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
RSTP*	$0	$0	$500	$1,500	$0	$0	$0	$0	$0	$0	$0	$2,000
74100001 RSTP*	0	0	60	940	0	0	0	0	0	0	0	1,000
Total	$0	$0	$560	$2,440	$0	$0	$0	$0	$0	$0	$0	$3,000

* matched with Toll Credits

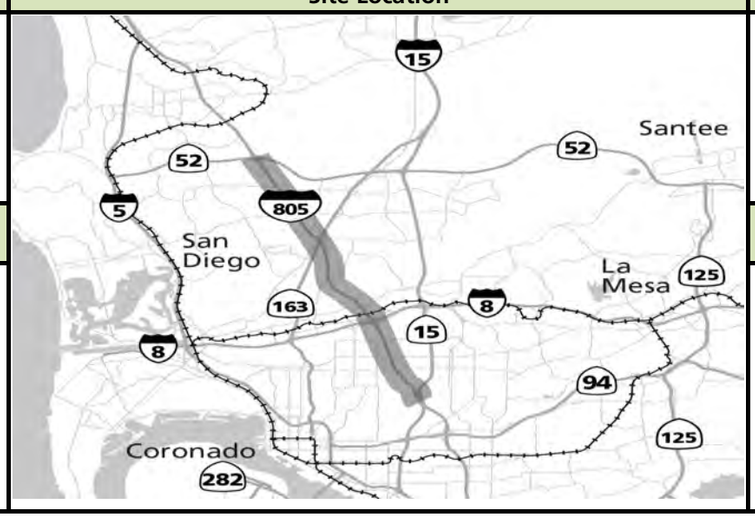
Project Number: 1280519
RTIP Number: CAL545
Project Name: I-805 Transit Priority Lanes (SR 15 to SR 52)

Corridor Director: Karen Jewel
Project Manager: Brooke Emery
PM Phone Number: (619) 688-6495

Project Scope

Add two transit priority lanes between SR-15 and SR-52 and restripe viaduct.

Site Location



Progress to Date

Envinromental phase to begin in July 2023.

Project Limits

On I-805 from SR-15 to SR 52.

Major Milestones

Draft Environmental Document	Dec-24
Final Environmental Document	Jun-25
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$0	$0	$0	$0	$129	$171	$0	$0	$0	$300
Environmental Document	0	0	0	0	0	0	2,060	5,365	0	0	0	7,425
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$0	$0	$0	$0	$2,189	$5,536	$0	$0	$0	$7,725

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$10,796	$11,479	$0	$0	$0	$22,275
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$0	$0	$0	$0	$10,796	$11,479	$0	$0	$0	$22,275
Total SANDAG & Caltrans	$0	$0	$0	$0	$0	$0	$12,985	$17,015	$0	$0	$0	$30,000
TransNet Pass-Through	$0	$0	$0	$0	$0	$0	$13,000	$3,275	$0	$0	$0	$16,275

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
CMAQ	$0	$0	$0	$0	$0	$0	$500	$5,500	$0	$0	$0	$6,000
Local												
91000100 *TransNet* MC	0	0	0	0	0	0	12,485	11,515	0	0	0	24,000
Total	$0	$0	$0	$0	$0	$0	$12,985	$17,015	$0	$0	$0	$30,000

Project Number: 1280517
RTIP Number: CAL09D
Project Name: I-805 HOV Conversion to Express Lanes

Corridor Director: Allan Kosup
Project Manager: Arturo Jacobo
PM Phone Number: (619) 688-6816

Project Scope

Design and construction to convert High Occupany Vehicle (HOV) lanes to Express Lanes.

Site Location

Progress to Date

Preliminary engineering and corridor study to begin in spring 2020.

Project Limits

On I-805 from SR 52 to the I-5/805 merge.

Major Milestones

Draft Environmental Document	Jun-10
Final Environmental Document	Oct-13
Ready to Advertise	Mar-21
Begin Construction	Jul-24
Open to Public	Dec-25
Construction Complete	Dec-26

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$7	$17	$25	$3	$2	$287	$58	$1	$0	$400
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	250	1,000	1,150	0	0	0	0	0	0	2,400
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	1,226	404	20	0	1,650
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	200	50	150	0	0	400
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$257	$1,017	$1,175	$3	$202	$1,563	$612	$21	$0	$4,850

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	250	500	850	0	0	0	0	0	0	1,600
Right-of-Way Support	0	0	15	125	100	60	0	0	0	0	0	300
Right-of-Way Capital	0	0	10	100	300	190	0	0	0	0	0	600
Construction Support	0	0	0	0	0	0	0	3,274	697	79	0	4,050
Construction Capital	0	0	0	0	0	0	0	24,115	4,485	0	0	28,600
Total Caltrans	$0	$0	$275	$725	$1,250	$250	$0	$27,389	$5,182	$79	$0	$35,150
Total SANDAG & Caltrans	$0	$0	$532	$1,742	$2,425	$253	$202	$28,952	$5,794	$100	$0	$40,000
TransNet Pass-Through	$0	$0	$25	$225	$400	$250	$0	$19,349	$2,988	$6	$0	$23,243

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
RSTP	$0	$0	$452	$679	$857	$202	$162	$2,632	$3,525	$0	$0	$8,509
State												
LPP	0	0	0	715	1,083	0	0	1,600	0	0	0	3,398
Local												
91000100 *TransNet* MC	0	0	80	348	485	51	40	24,720	2,369	0	0	28,093
Total	$0	$0	$532	$1,742	$2,425	$253	$202	$28,952	$5,894	$0	$0	$40,000

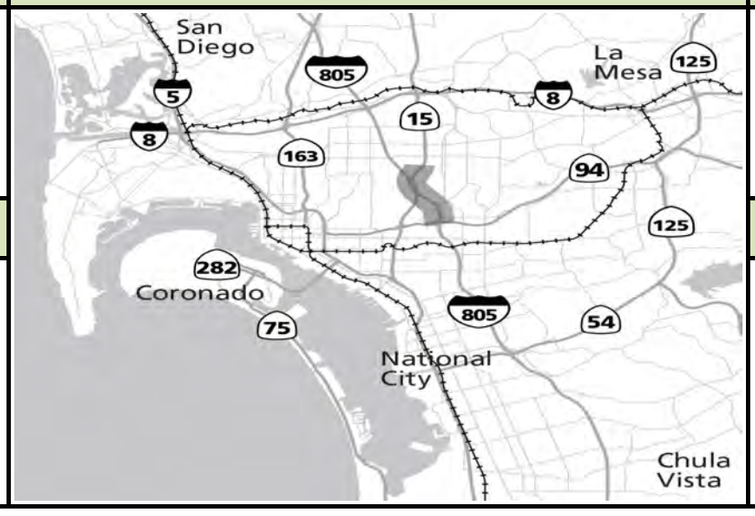
Project Number: 1280520
RTIP Number: CAL547
Project Name: I-805/SR 94/SR 15 Transit Connection

Corridor Director: Karen Jewel
Project Manager: Ramon Martinez
PM Phone Number: (619) 688-2516

Project Scope

Design two High-Occupancy Vehicle (HOV) lanes and transit connectors between I-805 and SR 15 for northbound to northbound and southbound to southbound HOV and *Rapid* connection. Design and Right of Way.

Site Location



Progress to Date

Design to begin in July 2022.

Project Limits

On I-805 from SR 94 to SR 15.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	Jun-25
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$0	$0	$0	$50	$100	$100	$0	$0	$0	$250
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	350	400	200	0	0	0	950
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	200	0	0	0	200
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$0	$0	$0	$400	$500	$500	$0	$0	$0	$1,400

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	1,300	3,300	0	0	0	0	$4,600
Right-of-Way Support	0	0	0	0	0	0	500	1,000	0	0	0	$1,500
Right-of-Way Capital	0	0	0	0	0	0	3,000	5,500	0	0	0	$8,500
Construction Support	0	0	0	0	0	0	0	0	0	0	0	$0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	$0
Total Caltrans	$0	$0	$0	$0	$0	$1,300	$6,800	$6,500	$0	$0	$0	$14,600
Total SANDAG & Caltrans	$0	$0	$0	$0	$0	$1,700	$7,300	$7,000	$0	$0	$0	$16,000
Caltrans Pass-Through	$0	$0	$0	$0	$0	$400	$500	$500	$0	$0	$0	$1,400

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
RSTP	$0	$0	$0	$0	$0	$1,500	$3,800	$3,500	$0	$0	$0	$8,800
State												
LPP	0	0	0	0	0	200	3,500	3,500	0	0	0	7,200
Total	$0	$0	$0	$0	$0	$1,700	$7,300	$7,000	$0	$0	$0	$16,000

FY 20 CAPITAL BUDGET AMENDMENT IN '000'S

Project Number: 1280515
RTIP Number: CAL78D
Project Name: I-805 South Soundwalls

Corridor Director: Karen Jewel
Project Manager: Ramon Martinez
PM Phone Number: (619) 688-2516

PROJECT SCOPE

Construct soundwalls (Phase 1 and Phase 2) and Sweetwater River Bridge Improvements.

SITE LOCATION

PROGRESS TO DATE

~~Construction of the I-805 South soundwalls and the Sweetwater River Bridge improvements in progress.~~

Construction of I-805 South soundwalls (phase 1) and the Sweetwater Bridge improvements in progress.

PROJECT LIMITS

~~Along I-805 from Naples Street to SR 54.~~

Along I-805 from Palomar Street to SR 54.

MAJOR MILESTONES	Approved	Proposed
Draft Environmental Document	~~N/A~~	N/A
Final Environmental Document	~~N/A~~	N/A
Ready to Advertise	~~Feb-18~~	Feb-18
Begin Construction	~~May-18~~	May-18
Open to Public	~~Jul-20~~	Jul-20
Close-Out	~~Jul-25~~	Jul-25

SANDAG EXPENDITURE PLAN ($000)

TASK	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23		FY24		FY25		FY26		FY27	FY28	TOTAL	
Administration	~~$89~~	$89	~~$36~~	$36	~~$196~~	$196	~~$158~~	$158	~~$75~~	$75	~~$79~~	$278	~~$3~~	$139	~~$1~~	$66	~~$1~~	$1	$0	$0	~~$638~~	$1,038
Environmental Document	~~0~~	0	~~0~~	0	~~0~~	~~0~~	~~0~~	0	~~0~~	~~0~~	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	~~0~~	0	~~0~~	~~$0~~	0
Design	~~107~~	107	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	0	0	~~$107~~	107
Right-of-Way Support	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	0	0	~~$0~~	0
Right-of-Way Capital	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	0	0	~~$0~~	0
Construction Support	~~0~~	0	~~0~~	0	~~26~~	$26	~~10~~	10	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	0	0	~~$36~~	36
Construction Capital	~~89~~	89	~~164~~	164	~~105~~	$105	~~96~~	96	~~98~~	$98	~~0~~	0	~~0~~	$200	~~0~~	200	~~0~~	0	0	0	~~$552~~	952
Vehicles	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	0	0	~~$0~~	0
Legal Services	~~0~~	0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	0	0	~~$0~~	0
Communications	~~1~~	1	~~215~~	215	~~34~~	$34	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	0	0	~~$250~~	250
Project Contingency	~~0~~	0	~~0~~	0	~~1,000~~	$1,000	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	$0	~~0~~	0	~~0~~	0	0	0	~~$1,000~~	1,000
Total SANDAG	~~$286~~	$286	~~$415~~	$415	~~$1,361~~	$1,361	~~$264~~	$264	~~$173~~	$173	~~$79~~	$278	~~$3~~	$339	~~$1~~	$266	~~$1~~	$1	$0	$0	~~$2,583~~	$3,383

CALTRANS EXPENDITURE PLAN ($000)

TASK	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23		FY24		FY25		FY26		FY27	FY28	TOTAL	
Environmental Document	~~$42~~	$42	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	$0	$0	~~$42~~	$42
Design	~~15,097~~	$15,097	~~389~~	389	~~183~~	183	~~0~~	1,450	~~0~~	1,050	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	~~$15,669~~	18,169
Right-of-Way Support	~~1,033~~	$1,033	~~55~~	55	~~129~~	129	~~0~~	50	~~0~~	50	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	0	0	~~$1,217~~	1,317
Right-of-Way Capital	~~957~~	$957	~~16~~	16	~~332~~	332	~~129~~	129	~~0~~	0	~~0~~	100	~~0~~	100	~~0~~	0	~~0~~	0	0	0	~~$1,434~~	1,634
Construction Support	~~8~~	$8	~~2,815~~	2,815	~~2,929~~	2,929	~~1,658~~	1,658	~~975~~	975	~~462~~	1,462	~~59~~	1,559	~~40~~	1,540	~~10~~	10	0	0	~~$8,956~~	12,956
Construction Capital	~~0~~	$0	~~7,679~~	7,679	~~14,238~~	14,238	~~6,354~~	6,354	~~5,172~~	5,172	~~562~~	2,262	~~287~~	10,187	~~50~~	4,850	~~0~~	0	0	0	~~$34,342~~	50,742
Total Caltrans	~~$17,137~~	$17,137	~~$10,954~~	$10,954	~~$17,811~~	$17,811	~~$8,141~~	$9,641	~~$6,147~~	$7,247	~~$1,024~~	$3,824	~~$346~~	$11,846	~~$90~~	$6,390	~~$10~~	$10	$0	$0	~~$61,660~~	$84,860
Total SANDAG & Caltrans	~~$17,423~~	$17,423	~~$11,369~~	$11,369	~~$19,172~~	$19,172	~~$8,405~~	$9,905	~~$6,320~~	$7,420	~~$1,103~~	$4,102	~~$349~~	$12,185	~~$91~~	$6,656	~~$11~~	$11	$0	$0	~~$64,243~~	$88,243
TransNet Pass-Through	~~$2,898~~	$2,898	~~$997~~	$997	~~$1,015~~	$1,161	~~$363~~	$1,926	~~$110~~	$1,210	~~$44~~	$863	~~$4~~	$4	~~$0~~	$0	~~$0~~	$0	$0	$0	~~$5,431~~	$9,059
Caltrans Pass-Through	~~$0~~	$0	~~$72~~	$72	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	~~$0~~	$0	$0	$0	~~$72~~	$72

FUNDING PLAN ($000)

FUNDING SOURCE	PRIOR YEARS		FY19		FY20		FY21		FY22		FY23		FY24		FY25		FY26		FY27	FY28	TOTAL	
Federal																						
RSTP	~~$14,559~~	$14,559	~~$7,511~~	$7,511	~~$8,699~~	$8,699	~~$306~~	$1,506	~~$162~~	$1,062	~~$60~~	$2,559	~~$5~~	$9,474	~~$0~~	$5,432	~~$0~~	$0	$0	$0	~~$31,302~~	$50,802
State																					~~$0~~	
85040001 SHOPP	~~0~~	$0	~~$72~~	$72	~~0~~	$0	~~$0~~	$0	~~0~~	$0	~~$0~~	$0	~~0~~	0	~~$0~~	$0	~~0~~	0	$0	$0	~~$72~~	$72
SHOPP	~~0~~	$0	~~$2,511~~	$2,511	~~7,775~~	$7,775	~~$7,409~~	$7,409	~~5,875~~	$5,875	~~$920~~	$920	~~337~~	337	~~$90~~	$90	~~10~~	10	$0	0	~~$24,927~~	$24,927
Local																					~~$0~~	
91000100 *TransNet* MC	~~2,864~~	$2,864	~~$1,275~~	$1,275	~~2,698~~	$2,698	~~$690~~	$990	~~283~~	$483	~~$123~~	$623	~~7~~	2,374	~~$1~~	$1,134	~~1~~	1	$0	0	~~$7,942~~	$12,442
TOTAL:	~~$17,423~~	$17,423	~~$11,369~~	$11,369	~~$19,172~~	$19,172	~~$8,405~~	$9,905	~~$6,320~~	$7,420	~~$1,103~~	$4,102	~~$349~~	$12,185	~~$91~~	$6,656	~~$11~~	$11	$0	$0	~~$64,243~~	$88,243

Project Number: 1600001
RTIP Number: SAN257 (Part of V20)
Project Name: CSMP - Airport to Airport Connection

Corridor Director: Coleen Clemenston
Project Manager: TBD
PM Phone Number: TBD

Project Scope

A Corridor System Management Plan (CSMP) is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor. A CSMP includes all travel modes in a defined corridor – highways and freeways, parallel and connecting roadways, public transit (bus, bus rapid transit, light rail, intercity rail) and bikeways.

Project Limits

Airport to Airport Connection (Cross Border Express to San Diego Airport).

Site Location

Progress to Date

Preliminary engineering and corridor studies to begin in FY 2024.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Administration	$0	$0	$0	$0	$0	$0	$100	$100	$0	$0	$0	$200
Environmental Document	0	0	0	0	0	0	950	1,750	0	0	0	2,700
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$0	$0	$0	$0	$1,050	$1,850	$0	$0	$0	$2,900

Caltrans Expenditure Plan ($000)

	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$50	$50	$0	$0	$0	$100
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$0	$0	$0	$0	$50	$50	$0	$0	$0	$100
Total SANDAG & Caltrans	$0	$0	$0	$0	$0	$0	$1,100	$1,900	$0	$0	$0	$3,000
RSTP Pass-Through	$0	$0	$0	$0	$0	$0	$50	$50	$0	$0	$0	$100

Funding Plan ($000)

Funding Source	Prior Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	Total
Federal												
74100001 RSTP*	$0	$0	$0	$0	$0	$0	$1,100	$1,900	$0	$0	$0	$3,000
Total	$0	$0	$0	$0	$0	$0	$1,100	$1,900	$0	$0	$0	$3,000

* matched with Toll Credits

WORK ELEMENT: **3502000 NEW - Regional Electric Vehicle Charger Incentive Program: CALeVIP**

FY 2020 BUDGET: ~~**$0**~~ **$249,846**

AREA OF EMPHASIS: **Sustainable Mobility Programs and Services**

Amendment Title: Amendment to establish & fund EV charger rebate program: CALeVIP San Diego County Incentive Project

Funds Source				
	Prior	**FY 2020**	FY 2021 - 2025	Total
Congestion Management Air Quality (CMAQ)	$0	~~$0~~ $249,846	~~$0~~ $8,750,154	~~$0~~ $9,000,000
TOTAL	**$0**	~~**$0**~~ **$249,846**	~~**$0**~~ **$8,750,154**	~~**$0**~~ **$9,000,000**

Funds Application				
	Prior	**FY 2020**	FY 2021 - 2025	Total
Salaries, Benefits, Indirect	$0	~~$0~~ $88,066	~~$0~~ $330,000	~~$0~~ $418,066
Other Direct Costs	$0	~~$0~~ $5,000	~~$0~~ $65,000	~~$0~~ $70,000
Contracted Services	$0	~~$0~~ $156,780	~~$0~~ $855,154	~~$0~~ $1,011,934
Pass Through to Other Agencies	$0	$0	~~$0~~ $7,500,000	~~$0~~ $7,500,000
TOTAL	**$0**	~~**$0**~~ **$249,846**	~~**$0**~~ **$8,750,154**	~~**$0**~~ **$9,000,000**

OBJECTIVE

The objective of this project is to establish a rebate program for shared-use, public and workplace electric vehicle (EV) charging stations in the San Diego region in partnership with state and local agencies. Emphasis in FY 2020 will be to 1) formalize partnerships to co-fund and operate the program among SANDAG, San Diego County Air Pollution Control District (APCD), California Energy Commission (CEC) and Center for Sustainable Energy (CSE); and 2) through CSE, build the online program architecture on the CEC's CA EV Infrastructure Program (CALeVIP) platform for regional EV charger incentive projects.

PREVIOUS ACCOMPLISHMENTS

Through a Caltrans SB1 planning grant (OWP 3201300), SANDAG undertook most of the project planning and design for the regional EV charger incentive program. This enabled SANDAG to seek out partnership opportunities with state and local agencies (CEC, CSE and APCD) to increase the scope and funding for EV chargers in the region, under CALeVIP.

JUSTIFICATION

San Diego Forward: The 2015 Regional Plan and Sustainable Communities Strategy includes a measure for SANDAG to support a network of publicly accessible EV chargers throughout the region. Mitigation measure

GHG-4C of the Regional Plan's EIR states that SANDAG will allocate $30 million between 2020-2050 for an incentive program to be established in 2020 for EV charging infrastructure. The project is to increase the availability of EV chargers in the San Diego region to reduce greenhouse gas (GHG) emissions and air pollution associated with passenger vehicles.

Project Manager: Freedman, Susan

Committee(s): Transportation Committee, Regional Planning Committee

Working Group(s): Regional Energy Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY2020

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	**Task Description:**	Finalize partnership agreements with project co-funders and CALeVIP program administrator; establishment of SANDAG financial account and funds management process with program administrator.
		Product:	MOU with San Diego County APCD, contract agreement with CSE, account management documentation with CSE.
		Completion Date:	3/31/2020
2	25	**Task Description:**	Develop and configure incentive processing website for San Diego County Regional Incentive Project, through CALeVIP Administrator and in collaboration with CALeVIP partners
		Product:	San Diego County CALeVIP web platform
		Completion Date:	5/4/2020
3	25	**Task Description:**	CALeVIP project marketing, education, outreach and technical assistance to relevant target audiences
		Product:	CALeVIP presentations, program materials, FAQ list
		Completion Date:	6/30/2020
4	18	**Task Description:**	Provide funds for Level 2 charger incentives consistent with agreements in Task 1.
		Product:	List of incentives paid through application process.
		Completion Date:	6/30/2020
5	7	**Task Description:**	Administrative duties
		Product:	Monthly progress reports and invoices
		Completion Date:	6/30/2020

FUTURE ACTIVITIES

SANDAG plans for the incentive program to open summer of 2020 as the CALeVIP San Diego County Incentive Project. The project website will go live 2 months before project launch; extensive stakeholder outreach will be conducted; rebate applications will be reviewed and processed by CSE once program opens; data collection and fund management will be established. In future years, the regional incentive program will be regularly assessed and updated through SANDAG Regional Plan development process.

WORK ELEMENT: **3501000 NEW - Flexible Fleet Pilots**

FY 2020 BUDGET: ~~**$0**~~ **$600,000**

AREA OF EMPHASIS: **Sustainable Mobility Programs and Services**

Amendment Title: Flexible Fleets Pilot Project

Funds Source				
	Prior	**FY 2020**	FY 2021 - 2023	Total
Regional Surface Transportation Program	$0	~~$0~~ $600,000	~~$0~~ $4,100,000	~~$0~~ $4,700,000
TOTAL	**$0**	~~**$0**~~ **$600,000**	~~**$0**~~ **$4,100,000**	~~**$0**~~ **$4,700,000**

Funds Application				
	Prior	**FY 2020**	FY 2021 - 2023	Total
Salaries, Benefits, Indirect	$0	~~$0~~ $109,201	~~$0~~ $360,799	~~$0~~ $470,000
Pass Through to Other Agencies	$0	~~$0~~ $490,799	~~$0~~ $3,739,201	~~$0~~ $4,230,000
TOTAL	**$0**	~~**$0**~~ **$600,000**	~~**$0**~~ **$4,100,000**	~~**$0**~~ **$4,700,000**

OBJECTIVE

The objective of this work element is to plan, deploy, and monitor flexible fleet pilot projects aimed at expanding shared mobility travel choices, enhancing trunkline transit connections, and reducing single-occupant vehicle miles traveled (VMT) in key employment centers. Emphasis in FY 2020 will be to identify areas that are an optimal testing environment for flexible fleet services, and develop service type and parameters.

PREVIOUS ACCOMPLISHMENTS

This is a new project, and there were no previous accomplishments.

JUSTIFICATION

Implement Flexible Fleet pilot projects, monitor the projects and adjust service parameters in response to improve performance and service delivery, assess the flexible fleet pilot projects impacts on transit ridership, SOV trip reduction, and employer willingness to partner on pilot marketing and sustainment. Determine whether the pilots should be converted to long-term programs.

Project Manager: Kochman, Danielle

Committee(s): Transportation Committee

Working Group(s): Regional Planning Technical Working Group, Cities/County Transportation Advisory Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY2020

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	**Task Description:**	Develop flexible fleet pilot project goals and objectives.
		Product:	Goals and Objectives Document
		Completion Date:	9/30/2019
2	15	**Task Description:**	Identify and analyze areas that are optimal testing environment for flexible fleet pilot projects.
		Product:	Recommended pilot project areas.
		Completion Date:	12/31/2019
3	10	**Task Description:**	Develop service type analysis for each testing environment identified.
		Product:	Service typology recommendation
		Completion Date:	2/29/2020
4	25	**Task Description:**	Develop flexible fleet service parameters in coordination with partner agencies.
		Product:	Operating plan
		Completion Date:	4/30/2020
5	20	**Task Description:**	Develop marketing plan inclusive of pilot goals in coordination with partner agencies.
		Product:	Marketing Requirements Document
		Completion Date:	4/30/2020
6	20	**Task Description:**	Implement pilot project
		Product:	Flexible fleet service
		Completion Date:	6/30/2020

FUTURE ACTIVITIES

Implement Flexible Fleet pilot projects, monitor the projects and adjust service parameters in response to improve performance and service delivery, assess the flexible fleet pilot projects impacts on transit ridership, SOV trip reduction, and employer willingness to partner on pilot marketing and sustainment. Determine whether the pilots should be converted to long-term programs.

WORK ELEMENT: **3503000 NEW - Smart Center - Concept of Operations**

FY 2020 BUDGET: ~~**$0**~~ **$800,335**

AREA OF EMPHASIS: **Sustainable Mobility Programs and Services**

Amendment Title: New - Smart Center: Concept of Operations

Funds Source				
	Prior	**FY 2020**	FY 2021 - 2022	Total
Regional Surface Transportation Program	$0	~~$0~~ $800,335	~~$0~~ $2,999,665	~~$0~~ $3,800,000
TOTAL	**$0**	**~~$0~~ $800,335**	**~~$0~~ $2,999,665**	**~~$0~~ $3,800,000**

Funds Application				
	Prior	**FY 2020**	FY 2021 - 2022	Total
Salaries, Benefits, Indirect	$0	~~$0~~ $45,335	~~$0~~ $499,665	~~$0~~ $545,000
Other Direct Costs	$0	~~$0~~ $10,000	$0	~~$0~~ $10,000
Contracted Services	$0	~~$0~~ $745,000	~~$0~~ $2,500,000	~~$0~~ $3,245,000
TOTAL	**$0**	**~~$0~~ $800,335**	**~~$0~~ $2,999,665**	**~~$0~~ $3,800,000**

OBJECTIVE

Establish the foundation of the Next OS, a regional data hub, that includes an integrated data analytics platform, that will enable all of the regional plan strategies to work together. The data hub will connect users, transportation service providers, and infrastructure to orchestrate more efficient movement of people and goods across the region. This holistic approach uses forecasting; analytics and automation, along with real-time data exchange to enable seamless multimodal travel, more accessible and cost-effective travel with single payment and ticket, and dynamic pricing and incentives to balance network performance. This regional system manages supply and demand, drives system-wide optimization, and facilitates increased use of existing transportation systems to achieve desired goals around climate, environment, safety and mobility.

PREVIOUS ACCOMPLISHMENTS

This is a new project, and there were no previous accomplishments.

JUSTIFICATION

As transportation technology is evolving and changing how we travel daily, the regional data hub will enhance SANDAG's core capabilities of travel demand forecasting and analytics, and will integrate Big Data; and a robust data sharing platform, with the aim of enhancing regional transportation services such as the Integrated Corridor Management System, and the Regional Arterial Management System.

Project Manager: Dreisbach-Towle, James

Committee(s): Transportation Committee

Working Group(s):

PRODUCTS, TASKS, AND SCHEDULES FOR FY2020

Task No.	% of Effort	Task Description / Product / Schedule	
1	50	**Task Description:**	Initiate the RFP process to select a qualified consultant for the development of Next OS Concept of Operations and System Requirements.
		Product:	Select a qualified consultant team
		Completion Date:	2/2/2020
2	50	**Task Description:**	Develop the Concept of Operations for the Next OS to address two domains: the user-oriented perspective; and the infrastructure management and operations perspective. This document will describe how Next-OS is expected to work once it is in operation, and identifies the roles and responsibilities of the various stakeholders required to make this happen. The ConOps will address the operational scenarios and objectives, information needs and overall functionality of the Next OS.
		Product:	Draft Concept of Operations
		Completion Date:	6/30/2020

FUTURE ACTIVITIES

Final Concept of Operations
System Requirement – This document will delve into the technology and detailed requirements for Next Operation System.
Pilot program – This pilot program will be validating and ensuring the NextOS is fully integrated with the regional plan strategies.

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Resolution No. 2020-07

Approving the Application for Grant Funds for Del Mar Bluffs Stabilization

WHEREAS, the Legislature and Governor of the State of California have approved a grant for the project shown above; and

WHEREAS, the California Natural Resources Agency has been delegated the responsibility for the administration of the grant project, setting up necessary procedures; and

WHEREAS, said procedures established by the California Natural Resources Agency require the Grantee to certify by resolution the approval of application(s) before submission of said application(s) to the state; and

WHEREAS, said procedures established by the California Natural Resources Agency require the Grantee to certify by resolution the approval of application(s) before submission of said application(s) to the state; NOW THEREFORE

BE IT RESOLVED that the San Diego Association of Governments (SANDAG)

1. Approves the acceptance of general fund allocation for local assistance for the above project(s); and
2. Certifies that said agency understands the assurances and certification in the Project Information Form; and
3. Certifies that said agency will have sufficient funds to operate and maintain the project(s) or will enter into an agreement with another entity to perform said operations and maintenance; and
4. Certifies that said agency has reviewed and understands the General Provisions contained in the Project Agreement shown in the Procedural Guide; and
5. Appoints the Finance Department Director as agent to conduct all negotiations, execute and submit all documents including, but not limited to Project Information Form, agreements, payment requests and so on, which may be necessary for the completion of the aforementioned project(s).

PASSED AND ADOPTED this 27th of September 2019. I, the undersigned, hereby certify that the forgoing Resolution No. 2020-07 was duly adopted by the Board of Directors.

Attest:

Chair	Secretary

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

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

Draft 2020 State Transportation Improvement Program ($000's)

Project	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Existing 2018 STIP Programming					
2018 STIP PPM	$1,105	$1,105	$605		
I-5 HOV Lanes, Palomar Airport Road to SR 78, Construction			$89,063		
New Funds from 2020 STIP Fund Estimate					
2020 STIP PPM Addition			$2,127	$1,212	$1,212
I-5/I-805 HOV Conversion to Express Lanes, Construction				$18,000	
Proposed 2020 STIP Programming					
Planning and Program Monitoring (PPM)	$1,105	$1,105	$2,732	$1,212	$1,212
I-5 HOV Lanes, Palomar Airport Road to SR 78, Construction[1]	$89,063				
I-5/I-805 HOV Conversion to Express Lanes, Construction[2]				$18,000[3]	
Total	$90,168	$1,105	$2,732	$15,070	$1,212

Notes:

1. Although the region can propose to reprogram the $89.063 million in FY 2021, it is not guaranteed and will depend on statewide capacity. CTC may keep the funds in FY 2023. Alternatively, these funds will be requested in late FY 2020, and if allocated, would no longer appear as capacity.
2. Although CTC staff has not specifically indicated that new funds for capital projects can only be programmed in FY 2024 or FY 2025, they have indicated that SANDAG has already used early years' capacity from the Advancement that occurred as part of the 2018 STIP.
3. Per the CTC, this amount is what SANDAG may be able to advance to FY 2024 or FY 2025 from future STIP regional shares. All advances are contingent upon the approval of the 2020 STIP by the CTC, scheduled to occur March 2020.

Anticipated *TransNet*, State, and Federal Revenues
FY 2020 – 2025 ($millions)

	Total	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25
***TransNet* Major Corridors**[1]	130.2	3.6	6.7	10.8	25.7	39.3	44.1
Federal Formula (RSTP/CMAQ)	358.2	44.0	46.3	46.3	64.0	76.9	80.7
Federal CBI	5.0	5.0					
State formula (STIP/LPP)	70.0	3.0	9.7	9.7	11.8	24.8	10.9
State STIP Advance[2]	18.0					18.0	
FY 2020 State Budget Earmark[3]	6.0	6.0					
Local (Santee)[4]	6.0	6.0					
Total Annual Revenues	593.4	67.6	62.7	66.8	101.5	159.0	135.7
Cumulative Revenues		67.6	130.3	197.1	298.6	457.6	593.4

Notes:

1. There are approximately $46.8 million in *TransNet* Major Corridor funds estimated to become available through FY 2023. An additional $83.4 million are estimated to become available in FY 2024 and FY 2025 combined. These funds are net of debt service.
2. The California Transportation Commission allows advancement of certain funding. Staff proposes to advance $18 million in STIP funds in FY 2024 and FY 2025. Final approval of this advancement is expected in March 2020.
3. The FY 2020 State Budget includes approximately $6 million for stabilization improvements on the Del Mar Bluffs. These funds are administered by the California Natural Resources Agency.
4. The City of Santee and Caltrans are negotiating the final cost and contribution of the environmental and design work for operational improvements on SR 52. At this time, $6 million is the assumed figure.

Acronyms:

RSTP	Regional Surface Transportation Program – Federal formula funds, flexible fund source, can be used on capital projects but not operations
CMAQ	Congestion Mitigation and Air Quality program – Federal formula funds, restricted to projects that improve air quality, cannot be used for general purpose lane highway projects
CBI	Corridors and Border Infrastructure – Federal formula funds for improvements in border region, administered by the California Transportation Commission
STIP	State Transportation Improvement Program – Five-year state program for capital projects administered by the California Transportation Commission (CTC). Funding is distributed by formula. The 2020 STIP includes about $18.4 million in new programming capacity, mainly in years FY 2024 and FY 2025. Funding for Planning and Programming is allowed but limited by statute. The CTC allows advancement of certain funds, but these typically are limited to the last two years of the new STIP (in this case FY 2024 and FY 2025).
LPP	Local Partnership Program – State fund sourced from Senate Bill 1 gas tax, available to jurisdictions that have voter-approved revenue sources for transportation such as *TransNet*, distributed by formula. A 50/50 match is required.

Recommended Concepts for Improved Regional Connectivity

Action: **Approve**

The Board of Directors is asked to approve the recommendation of the Airport Connectivity Subcommittee.

On September 25, 2019, the Airport Connectivity Subcommittee is being presented with the Airport Connectivity Analysis (Attachment 1). The Analysis provides a detailed description of each concept and evaluates the concepts against criteria developed by the Airport Connectivity Subcommittee. The Airport Connectivity Subcommittee will be asked to recommend that the Board of Directors approve the conceptual transportation solutions included in the Analysis for further study and environmental review.

Next Steps

Should the Board of Directors approve the recommendation, staff would begin community outreach on the various concepts leading to the selection by the Board of Directors of a locally preferred alternative to be carried forward into the environmental review process, pursuant to both the California Environmental Quality Act and the National Environmental Policy Act.

Hasan Ikhrata, Executive Director

Key Staff Contact: Coleen Clementson, (619) 699-1944, Coleen.Clementson@sandag.org

Attachment: 1. September 25, 2019: Airport Connectivity Subcommittee Agenda Item No. 3

SANDAG

Airport Connectivity Subcommittee

Item: **3**

September 25, 2019

Action: **Recommend**

Recommended Concepts for Improved Regional Airport Connectivity

Overview

Action Requested: **Recommend**

The Subcommittee is asked to recommend that the SANDAG Board of Directors approve the conceptual transportation solutions included in the Airport Connectivity Analysis for further study and environmental analysis.

On December 7, 2018, the SANDAG Board of Directors established the Airport Connectivity Subcommittee to lead discussions and explore options for how best to build consensus around transportation solutions for improved connectivity to the San Diego International Airport for generations to come. On December 21, 2018, the Board of Directors allocated $1 million to develop and analyze conceptual transportation solutions including the potential for a Central Mobility Hub – a location where multiple modes of transportation options converge to provide convenient connections for people to access the San Diego International Airport and other regional destinations.

Key Considerations

Over the past nine months, the Subcommittee met to discuss conceptual transportation solutions. Four primary concepts were developed:

- **Concept 1** – A Central Mobility Hub at Naval Information Warfare Systems Command (NAVWAR), including a multimodal transportation center with a high-frequency automated people mover (APM) service to a transit-ready area located between San Diego International Airport Terminals 1 and 2. Concept 1 assumes a non-stop, high-speed service to the airport via a one-mile tunnel.
- **Concept 2** – A Central Mobility Hub as described in Concept 1, but instead of a tunnel, service to San Diego International Airport would be provided via a 3.6-mile surface/elevated APM route along Pacific Highway, Laurel Street, and Harbor Drive with intermediate stops at the airport Rental Car Center and the planned development at Harbor Island East Basin.
- **Concept 3** – A Central Mobility Hub at the planned Intermodal Transit Center, which includes a multimodal transportation center with numerous connections to regional transit lines, high-frequency APM service to San Diego International Airport, and an airport-like curb drop-off for auto-based travelers. An APM station would provide service to the airport via a 2.6-mile surface/elevated route along Pacific Highway, Laurel Street, and Harbor Drive, with intermediate stops at the airport Rental Car Center and planned development at Harbor Island East Basin.
- **Concepts 4a and 4b** include an extension of the Trolley system to the planned San Diego International Airport transit station with an intermediate stop at the planned development at Harbor Island East Basin.

The attached Airport Connectivity Analysis describes each concept in more detail and evaluates the concepts against evaluation criteria developed by the Airport Connectivity Subcommittee. The evaluation criteria are:

1. Passenger convenience and ridership
2. Reduced congestion related to San Diego International Airport access
3. Reduced greenhouse gas emissions and vehicle miles traveled
4. Feasibility
5. Cost
6. Economic benefit

Next Steps

Should the SANDAG Board of Directors approve moving forward with further study, staff would begin community outreach on the various concepts and continue work leading to the selection by the SANDAG Board of Directors of a locally preferred alternative to be carried forward into the environmental review process, pursuant to both the California Environmental Quality Act and the National Environmental Policy Act.

Hasan Ikhrata, Executive Director

Key Staff Contact: Coleen Clementson (619) 699-1944, coleen.clementson@sandag.org
Attachment: 1. Airport Connectivity Analysis

SANDAG

Airport Connectivity Analysis

EVALUATION OF CONCEPTS FOR IMPROVED TRANSIT AND ROADWAY CONNECTIVITY TO SAN DIEGO INTERNATIONAL AIRPORT

RELEASE DATE: SEPTEMBER 19, 2019

Contents

1. Executive Summary

Many world-class cities have transportation systems that provide seamless, direct, and quality transit connections between their airports and their downtown metropolitan areas. These systems provide quick, convenient options to access the airport using mass transit. The systems could connect directly to multimodal hubs that supply passenger amenities such as baggage handling services, airport information and display boards, remote ticketing services, and even airport security should those facilities be available. For example, from John F. Kennedy International Airport, a passenger can easily take the AirTrain JFK elevated people mover to connect to the New York City subway system. Newark Liberty International Airport is connected directly to an AirTrain Newark monorail, which connects to the regional rail system. From the Miami International Airport, travelers can access the Metrorail Orange Line and connect to the Tri-Rail System at an airport intermodal facility. From the world's busiest airport in Atlanta, Georgia – Hartsfield-Jackson Atlanta International Airport travelers can access the Atlanta subway system and the Metro Atlanta Rapid Transit Authority. Such transit connections can also be found at Minneapolis – Saint Paul International Airport, Chicago's O'Hare International Airport, and Denver International Airport. Both San Francisco International Airport and Oakland International Airport connect directly to the Bay Area Rapid Transit. Finally, Los Angeles World Airports anticipates the completion of an automated people mover (APM) to connect Los Angeles International Airport to the LA Metro regional rail system by 2023.

As the San Diego County Regional Airport Authority (Airport Authority) is planning to modernize San Diego International Airport's Terminal 1, now is the time for the San Diego region to seize the opportunity to modernize the transportation system with a direct transit connection to its airport.

San Diego International Airport is the busiest single-runway airport in the nation and has established itself as a major economic engine for the region. The airport is preparing for the modernization of its facilities to accommodate an anticipated increase of 16 million annual passengers by 2050, which will total an estimated 40 million passengers annually. Improving connectivity to the airport has been one of the region's biggest challenges throughout the past several decades. The Airport Authority is poised to join the ranks of other forward-looking airports that offer passengers and visitors cleaner, environmentally-friendly ways to avoid traffic and connect to the regional transit system.

Today, the San Diego Association of Governments (SANDAG) is advancing the region's airport connectivity plans following months of collaboration with regional partners. SANDAG has long served as the forum for regional decision-making and is governed by a Board of Directors composed of mayors, councilmembers, and county supervisors from each of the region's 19 local governments. SANDAG works to build consensus; develop strategic transportation plans; obtain and allocate resources; plan, design, engineer, and construct public transportation; and provide information on a broad range of topics pertinent to the region's quality of life. As a key component of its regional transportation plans over the last decade, SANDAG has identified concepts for airport connectivity at an Intermodal Transportation Center (ITC) located near the airport. For several decades, local agencies have worked diligently—but often in a siloed or segmented way—to develop their own potential improvement plans. Without a regional effort, a comprehensive plan to connect the San Diego International Airport to the region's rail transit system has not been achieved.

Last year, San Diego Mayor Kevin Faulconer gathered the leaders of the Metropolitan Transit System (MTS), Port of San Diego, Airport Authority, and Caltrans to challenge them to solve the airport connectivity problem once and for all. Mayor Faulconer, stressing the urgency of this problem, asked SANDAG to lead the effort. SANDAG Chairman Steve Vaus established the Airport Connectivity Subcommittee shortly thereafter. Over the last nine months, SANDAG led a collaborative process with planners, engineers, data modelers, legal, government relations, and communication staffers from SANDAG, City of San Diego, County of San Diego, MTS, North County Transit District (NCTD), Port of San Diego, Airport Authority, and Caltrans District 11. The inter-agency teams discussed multiple scenarios, briefed agency leaders, conducted research, modeled transportation options, and presented findings to the Airport Connectivity Subcommittee, which resulted in the four concepts that are presented in this Airport Connectivity Analysis.

Through SANDAG's leadership, the effort has advanced, and the region has earned an unprecedented commitment from local agencies to work together to develop a world-class transportation connection to San Diego International Airport. On July 2, 2019, the Airport Authority announced it is preserving land for a future transit connection at San Diego International Airport. In addition, the Airport Authority announced that through its efforts, the airlines have agreed to allow the Airport Authority to spend over $500 million to improve airport connectivity. The Airport Authority also pledged it will work with the Federal Aviation Administration (FAA) to obtain authorization to use these funds for both on and off-airport transportation improvements.

The Airport Connectivity Subcommittee has identified feasible concepts for a transit connection to the San Diego International Airport.

- Concepts 1 and 2 feature a Central Mobility Hub at Naval Information Warfare Systems Command (NAVWAR), which includes a multimodal transportation center with Amtrak and COASTER services, regional transit lines, and a high-frequency APM service. Concept 1 assumes a nonstop, high-speed APM service to San Diego International Airport via a one-mile-long tunnel route. Concept 2 assumes a high-speed APM service via a 3.6-mile-long surface level and elevated route along Pacific Highway, Laurel Street, and Harbor Drive with intermediate stops at the consolidated Rental Car Center and a future planned Port of San Diego development at Harbor Island East Basin.
- Concept 3 includes a Central Mobility Hub, which has a multimodal transportation center with connections to regional transit lines. Amtrak and COASTER operators have indicated reluctance to stop at the Concept 3 Central Mobility Hub given its proximity to Old Town Transit Center and Santa Fe Depot, which warrants further discussion and service planning. This Central Mobility Hub would include a high-frequency APM service and an airport-like curb experience for auto-based travelers. The APM would provide service to San Diego International Airport via a 2.6-mile-long surface level and elevated route along Pacific Highway, Laurel Street, and Harbor Drive, with intermediate stops at the consolidated Rental Car Center and planned Port of San Diego development at Harbor Island East Basin.
- Concepts 4a and 4b include an extension of the Trolley system to the planned San Diego International Airport transit station with an intermediate stop at the planned Port of San Diego development at Harbor Island East Basin.

The report is structured to describe the airport transit connection Concepts 1 through 4 in greater detail, as well as the goals and evaluation criteria agreed to by the Airport Connectivity Subcommittee, and the initial analysis and findings. While the preliminary analysis demonstrates that all proposed concepts would achieve the defined goals, the concepts vary in terms of performance, benefits, and risks. SANDAG has outlined the pros, cons, risks, and rewards associated with Concepts 1 through 4, and recognizes that additional public outreach should be conducted. Additional modeling, engineering analysis, concept development, and cost estimating are still required to help decision makers select the best concept for the San Diego region. Nevertheless, what is clear is that doing nothing is not an option. It is time to establish a robust airport transit connection to address anticipated growth and congestion, meet environmental mandates, and address the mobility needs of airport travelers for generations to come.

Initial analysis demonstrates that all concepts require complementary roadway improvements to key airport access roadways. Early analysis also shows that a Central Mobility Hub at NAVWAR has the greatest potential to provide increased transit access in the region and renders the greatest potential ridership. The mobility hub at NAVWAR can be designed to accommodate sufficient space for convenient pick-up and drop-off facilities and has the greatest potential to divert a significant amount of traffic away from key airport access roadways with complementary traffic management policies. Additionally, whether in a tunnel, elevated, or at-grade, a high-frequency APM appears to be a leading technology solution to connect people within and between airport facilities and the regional rail system. APM systems can be found in 46 airports around the world. They have the greatest ability to match passenger demand with greater efficiency and state-of-the-art technology. APM systems operate without drivers or station attendants, typically travel on guideways on narrower spans than traditional rail services. They use smaller vehicles, each capable of carrying standing passengers while also providing airport passenger amenities, such as level boarding, wide doors, and space for luggage. They also operate at high frequencies that allow passengers to arrive at their aircraft gates faster and with less stress. A Trolley connection to the airport also has potential to provide improved transit connectivity and is feasible to design and engineer. The Trolley system is familiar to regional travelers, yet frequency of service, passenger convenience, and curb space at existing stations may be limited.

This report details how Concepts 1 through 4 initially range in terms of passenger convenience and user experience, ridership, and ability to provide increased transit access, travel time to and from San Diego International Airport, and how congestion around the airport can be reduced. The report details how vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions could be reduced through Concepts 1 through 4, and explores feasibility, cost, and secondary economic benefits for each concept. The evaluation of the analyzed airport connectivity concepts is shown in Figure 6-1 at the end of this report.

SANDAG and stakeholder partners are committed to continuing to work together to improve transit access to the San Diego International Airport and develop a world-class transportation system that enhances the passenger experience and addresses anticipated severe congestion on key airport access roads. This report outlines the next steps to providing the Board and other key decision makers with more refined analysis on project concepts so that a locally preferred alternative can be selected to move forward into the environmental review phase. SANDAG will work with all agency partners to coordinate and provide feedback on technical analyses and policy assumptions that involve airport connectivity and other's planning jurisdictions.

2. Background and Context

2.1 Travel Behavior in the Study Area

To help identify airport connector project options, SANDAG assessed overall project concept benefits based on both a macro and micro level, looking at both the regional context and the near-airport transportation system. This section is intended to describe the existing airport area context, transportation network, current roadway and freeway access routes, existing mode share, and provide an overview of other key considerations about travel behavior to and from San Diego International Airport.

The study area is located in the central portion of the region as shown in Figure 2-1. The study area itself is generally bound by I-8, I-5, Downtown San Diego, and San Diego Bay, as shown in Figure 2-2.

Figure 2-1: Study Area Location

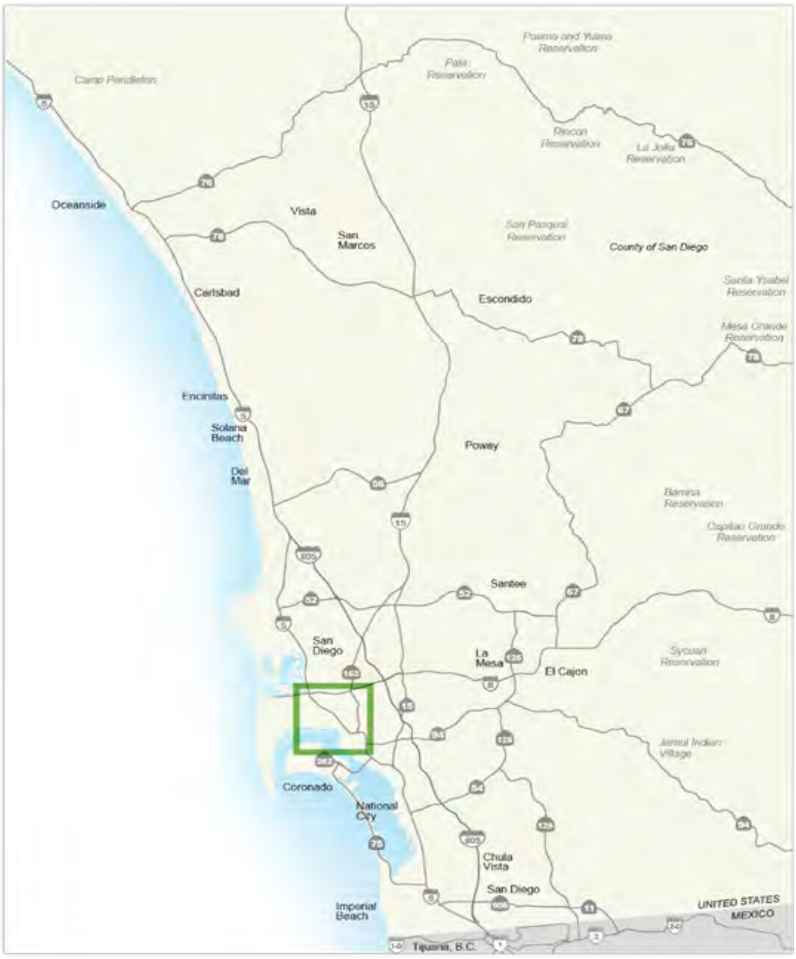
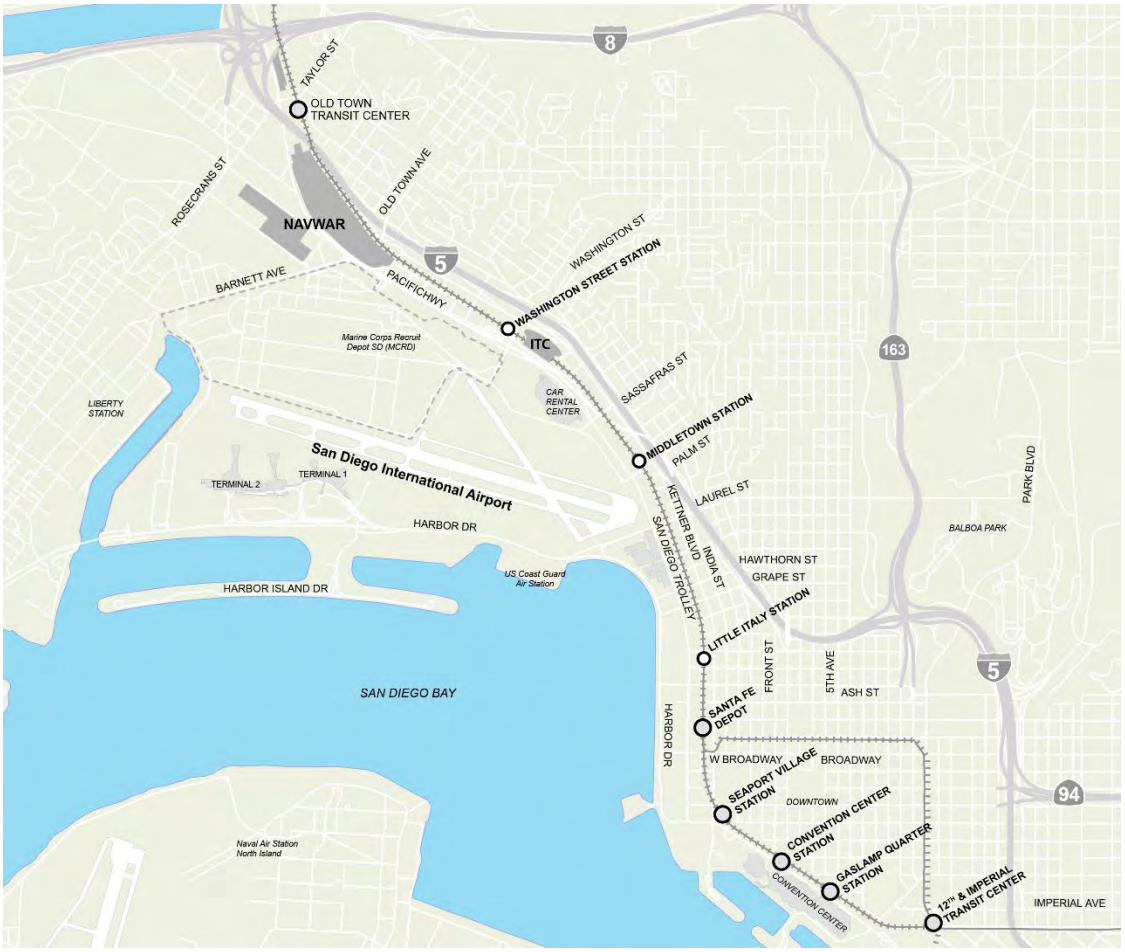


Figure 2-2: Project Study Area



2.1.a Regional Travel Demand to San Diego International Airport

The San Diego region contains seven sub-regional areas, known as metropolitan statistical areas. Figure 2-3 shows these areas and the portion of regional trips to the San Diego International Airport that they represent.

2.1.b Existing Transportation Mode Share to San Diego International Airport

Today, the vast majority of trips to the San Diego International Airport (approximately 99%) occur via private auto-based modes that use the freeway and roadway system, similar to what is observed throughout the San Diego Region.

Table 2-1 shows the primary transportation modes used to access San Diego International Airport.

Figure 2-3: Regional Trips to San Diego International Airport by Metropolitan Statistical Areas

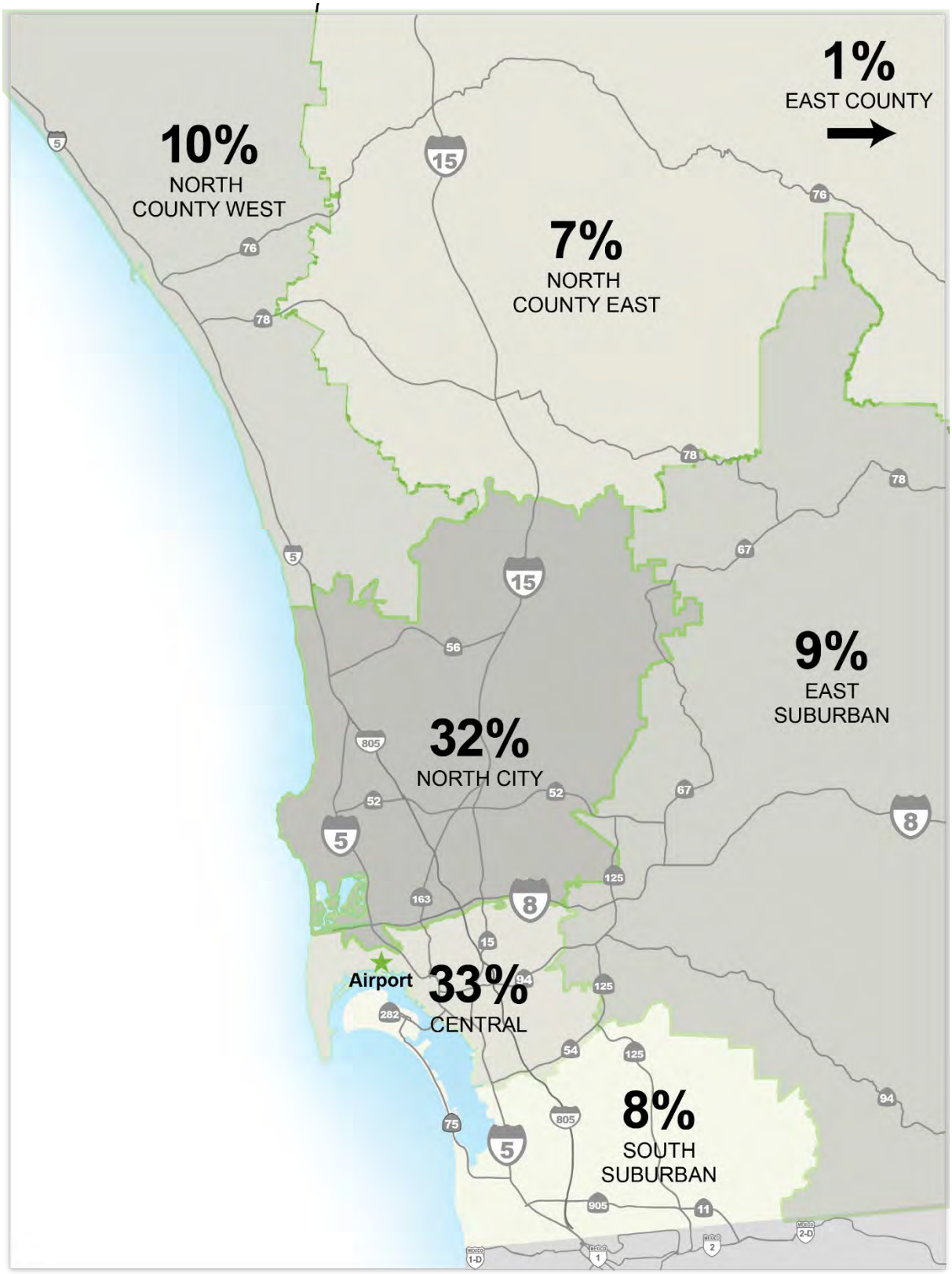


Table 2-1: Transportation Mode to San Diego International Airport, 2018

Access Mode	Mode Share	Access Mode	Total Mode Share
Private Autos and Rental Cars	59%	All Private Auto Modes	99%
Transportation Network Companies (TNCs) and Taxis	32%		
Private Shuttles	8%		
Transit	1%	Transit	1%
Total Mode Share	**100%**		**100%**

Source: Airport Authority

2.1.c Transit Access to San Diego International Airport

Current and planned transit services include:

- **Local Bus:** MTS Route 992 operates between Downtown San Diego and San Diego International Airport via Broadway, Santa Fe Depot, and Harbor Drive.
- **Trolley (Light Rail):** The MTS Green Line Trolley serves Middletown Station, which is a short but inconvenient walk to San Diego International Airport's free on-airport bus serving the terminals and consolidated Rental Car Center. The pedestrian facilities are not easily navigated given the steep grades and narrow sidewalks. By 2022, the MTS Blue Line Trolley is also planned to run on the same corridor and serve the Middletown Station.
- **Future Shuttle from Old Town Transit Center:** A new bus route connecting Old Town Transit Center to San Diego International Airport is currently under development by the Airport Authority in partnership with MTS. It is planned to open in 2020.

2.1.d Key Airport Access Roadways

Today, residents, airport employees, and visitors rely primarily on automobiles to reach the airport terminals. There are limited access routes to and from the airport for auto-based traffic. Key airport access roadways include:

- **Harbor Drive:** An arterial roadway with three lanes in each direction that provides the only access route to the San Diego International Airport terminals. Harbor Drive connects to Downtown San Diego to the east and Point Loma to the west.
- **Hawthorn Street/Grape Street:** These are one-way streets with three lanes in each direction that collect airport traffic to and from the south. Hawthorn and Grape streets connect to I-5 to the east and Harbor Drive to the west.
- **Kettner Boulevard/India Street:** These are one-way streets with three lanes in each direction that collect airport traffic to and from the north. Kettner Boulevard/India Street connect to I-5 to the north and Laurel Street to the south.

- **Laurel Street:** An east-west roadway with two lanes in each direction that collects airport traffic from the north via the Kettner Boulevard/India Street couplet and collects local traffic from the east. Laurel Street connects to Uptown to the east and Harbor Drive to the west.
- **Pacific Highway:** An arterial roadway with three lanes in each direction that provides connectivity between Downtown San Diego and neighborhoods to the north.

Additional details of the roadway and freeway system can be seen in Figure 2-2. As shown in Figure 2-4, 43% of traffic comes from the south via I-5. A total of 36% comes from the north via I-5. Local traffic makes up the remaining 21%. As shown in Figure 2-4, a total of 83% of trips to San Diego International Airport use the ten-lane (five inbound and five outbound lanes) system formed by Laurel Street, Hawthorn Street, and Grape Street. Another 8% of the trips come from Downtown San Diego via Harbor Drive, resulting in a total of 91% of all airport traffic converging at Harbor Drive near the U.S. Coast Guard Station as shown in Figure 2-6.

Figure 2-4: Traffic Patterns to and from Airport

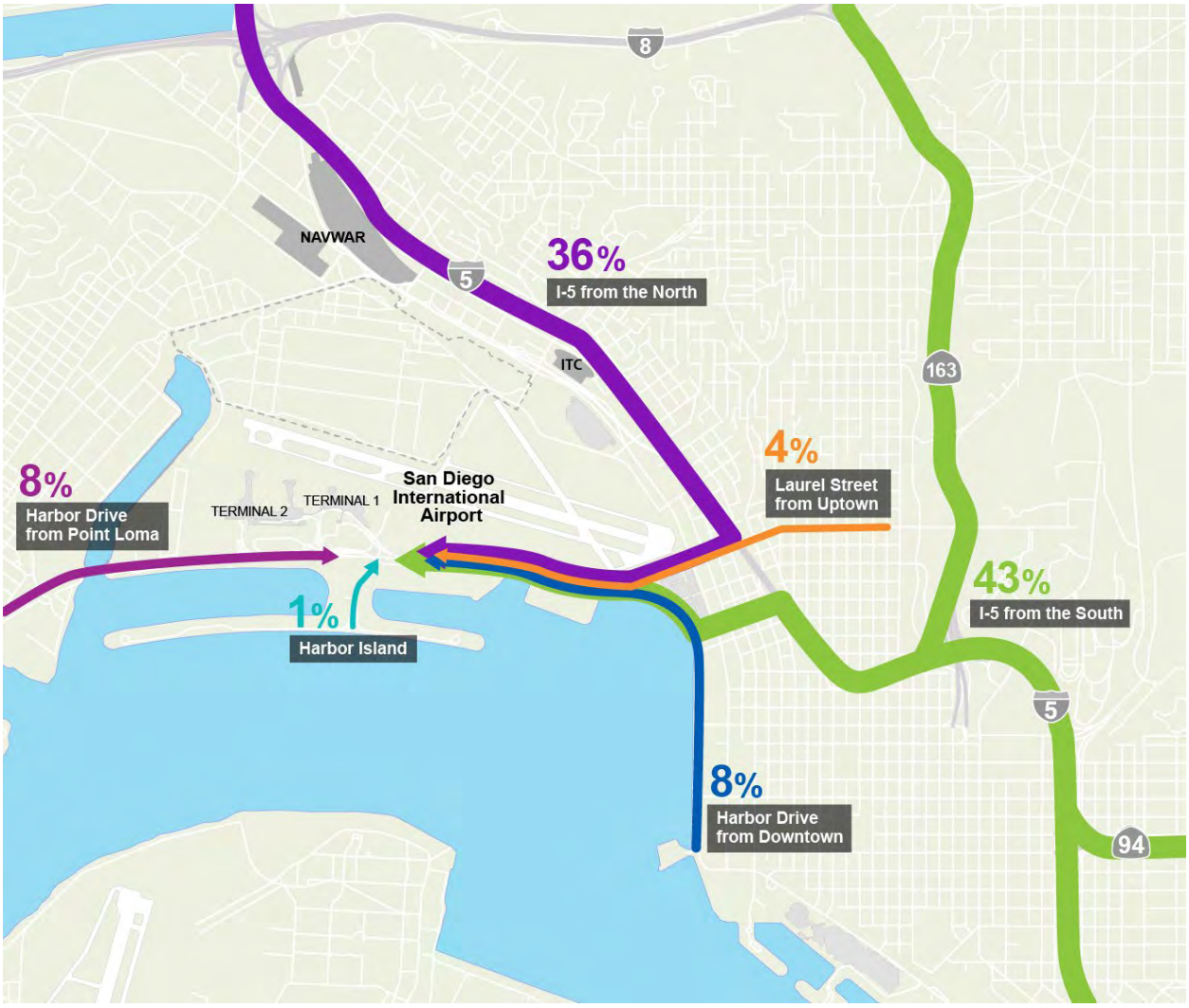


Figure 2-5: I-15 Corridor Access to Airport

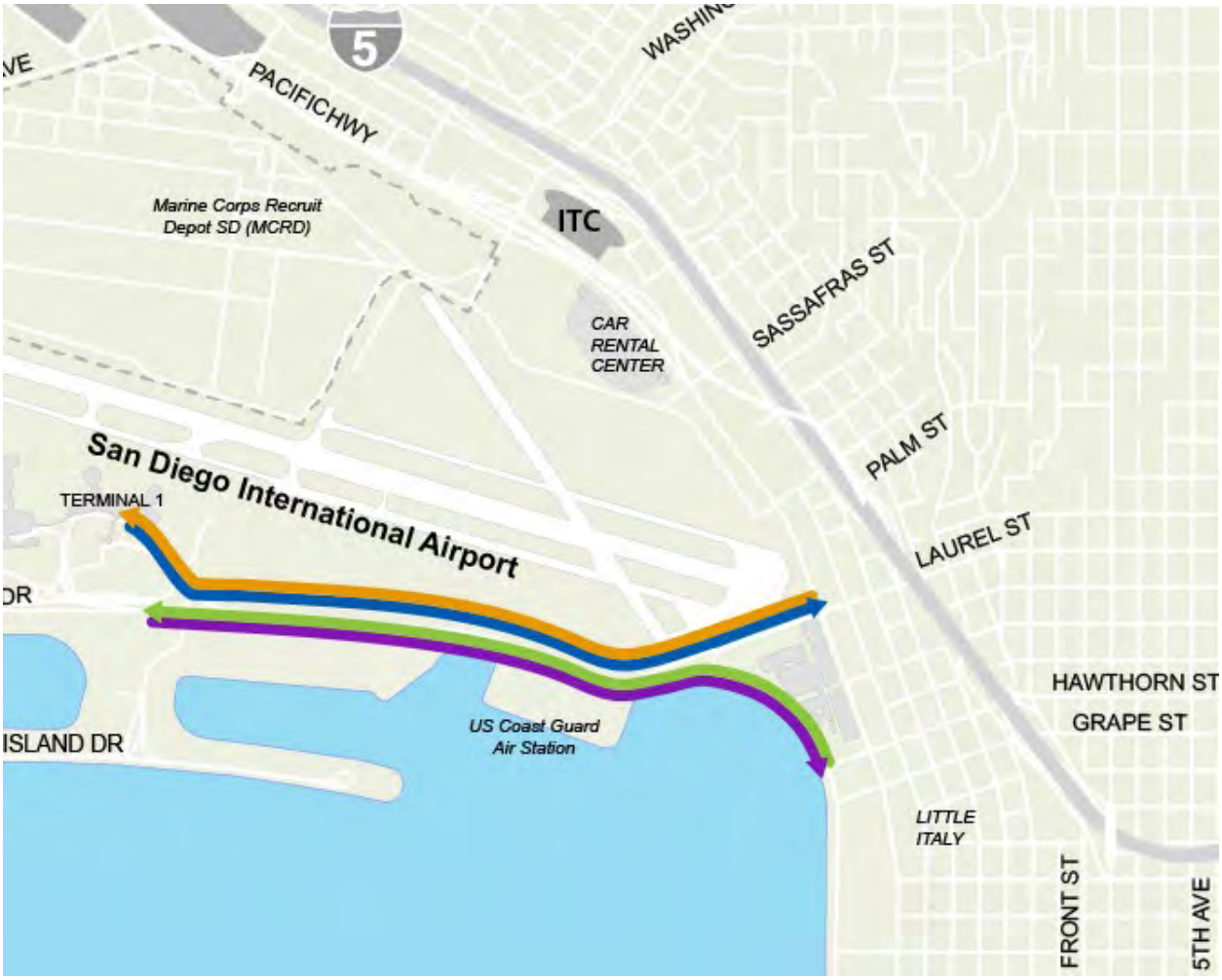
While the majority of airport users reside north of the airport (see Figure 2-3) airport users along the I-15 corridor predominantly use the SR 163 connection to I-5 to access the airport. As shown in Figure 2-5, the SR 163 connection to I-5 is the most direct route to and from the airport for those who live along the I-15 corridor. This is why the highest percentage (43%) of traffic comes from the south via I-5.

Figure 2-6: Roadway Access to and from Airport

Note: Colored lines and arrows represent traffic flow.

Given the relatively low current transit mode share, maintaining adequate roadway access to San Diego International Airport remains an important objective. In addition to a focus on airport access, the City of San Diego is working to reduce traffic in the Little Italy neighborhood by shifting airport traffic off the Grape/Hawthorn streets couplet (Figure 2-6). The Airport Authority is working alongside SANDAG and other partner agencies on long-term concepts to repurpose Laurel Street so it can serve as the airport's priority roadway between Pacific Highway and the airport (see Figure 2-7). This would be accomplished by providing a three-lane entry road from Laurel Street parallel to Harbor Drive to and from the airport. The entry road would be for airport use and Harbor Drive would serve all waterfront and other uses. It would focus airport traffic onto Laurel Street and away from Harbor Drive freeing up roadway capacity on Harbor Drive for the creation of a "the next great waterfront" as envisioned by the Port of San Diego, one concept of which is shown in Figure 2-8. Shifting traffic away from Harbor Drive would allow for space to be repurposed for pedestrian, bikeway, transit, and recreational uses for an improved waterfront experience. The challenge becomes how to get traffic from the Pacific Highway and Laurel Street intersection to I-5 as efficiently as possible. Developing an efficient roadway access plan in and around the airport is a complex challenge considering the many varied goals.

Figure 2-7: Airport Priority Roadway



Note: Colored lines and arrows represent traffic flow on both Harbor Drive and the on-airport roadway.

Figure 2-8: Harbor Drive Waterfront Vision

Source: Integrated Planning Port Master Plan Update, February 25, 2019, Port of San Diego

2.1.e Projected Growth and Travel Conditions

Growth in the region's population and economy is projected to lead to major increases in travel demand at San Diego International Airport, with over 67% more passengers expected in 2050 than in 2018 (see Table 2-2). Without alternative options to reach the airport, the vast majority of passengers will continue to use auto-based modes, leading to heavy congestion on key airport access roadways. This level of traffic would overwhelm the roadway system at peak times, causing major congestion and delays. With the expected traffic increases and without alternative options to reach the airport, key airport access roadways would begin to experience gridlock conditions. This would result in significant delays during peak hours when most air travelers need to reach their flights.

Table 2-2: Existing and Projected Travel Demand at San Diego International Airport

	Annual Passengers	Daily Traffic on Harbor Drive
2018	24 million	95,000
2050	40 million	132,000 (No Build Scenario)
Growth, 2018–2050	**67%**	**39%**

Sources: SAN Air Traffic Reports, SAN Airport Development Plan Draft EIR, SANDAG Series 13 Regional Travel Model 2.2 Past Studies to Address Airport Access

San Diego has long desired to improve overall access to San Diego International Airport, to improve transit mode share, and connect the airport to the regional rail system. Yet, some key challenges must be addressed before these goals can be reached. First, MTS Bus Route 992, which is the main bus service to the airport's two terminals, is currently a local route that lacks any priority measures. Moreover, there is no direct pedestrian connection between an on-airport Rental Car Center shuttle and the MTS Middletown Trolley Station that stops a few hundred feet away. The sidewalks connecting the MTS Trolley station and Rental Car Center are not currently Americans with Disabilities Act accessible, have a significant grade change, and can be confusing for pedestrians even with wayfinding signage. Further, the existing transit options do not operate during all airport employee shifts to adequately support the airport employee population.

Given that multiple transit corridors are in proximity and can feasibly connect to San Diego International Airport, numerous planning studies regarding appropriate ground access projects have been initiated by various agencies, including the Airport Authority, Port of San Diego, Caltrans District 11, SANDAG, and the City of San Diego. Since 1982, these studies have been conducted in an effort to improve access conditions and transit connectivity at the airport:

- North Harbor Drive Multimodal Study (2018)
- Downtown to Airport Skyway Feasibility Study (2018)
- Airport Development Plan Draft EIR (2018)
- Uptown Community Plan (2016)
- Downtown San Diego Mobility Plan (2016)
- San Diego International Airport Transit Plan (2016)
- I-5 Ramps SANDAG (2016)
- San Diego Forward: The Regional Plan (2015)
- Mid-Coast Corridor Transportation Impacts and Mitigation Report (2014)
- City of San Diego Traffic Signal Communications Master Plan (2014)
- San Diego Airport Multimodal Accessibility Plan (AMAP) (2012)
- Airport Intermodal Transit Center Study Phase 1 Final Report (2010)
- Destination Lindbergh (2009)
- Airport Master Plan (2008)
- Central Interstate 5 Corridor Study (2003)
- Point Loma / Airport Trolley Extension Study (1982)

While many of these studies have focused on each individual agency's jurisdiction and have provided recommendations for segments of critical transportation corridors servicing San Diego International Airport, collectively they have not presented a fully integrated transit airport access strategy for the region. Moreover, among many reasons, these recommendations have not advanced due to lack of a shared vision by stakeholders, a lack of funding, and a lack of available right-of-way.

2.2 Regional Agency Development Proposals

2.2.a Airport Authority Proposed Airport Development Plan

Since 1928, the San Diego International Airport has served the region's commercial air travel and has grown into a major international airport now serving 22 million passengers each year. San Diego International Airport has established itself as a major regional economic engine and is the busiest single-runway airport in the nation. Notwithstanding past failed efforts to relocate, the airport has successfully accommodated the region's commercial air travel and has made significant investment to modernize and maximize airport facilities.

In 2018, the Airport Authority released the Airport Development Plan (ADP) defining the master plan for San Diego International Airport, as part of the continued commitment to deliver world-class passenger experience and to meet existing and anticipated future passenger activity. Future forecasts project that the airport's passenger activity will increase to 40 million annually by 2050. Now, the Airport Authority is preparing an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act to modernize Terminal 1 by 2026. The Airport Authority also proposes to develop a new on-airport entry roadway from westbound Laurel Street and North Harbor Drive for vehicles coming to the airport from the east in addition to developing a new multi-use bicycle and pedestrian path along the north side of North Harbor Drive to reduce traffic on North Harbor Drive. Buses to and from the airport Rental Car Center would be removed from Harbor Drive and routed exclusively through the new on-airport entry and link road. Separate arriving and departing passenger traffic, with an elevated departures roadway and curbside check-in would be expanded. Parking immediately adjacent to the redeveloped Terminal 1 would be expanded. Airfield improvements would include realignment of Taxiway B and a new Taxiway A to allow more efficient flow for aircraft taxiing operations.

As part of the ADP, the Airport Authority has announced a landmark pact on its transportation infrastructure investment. On July 2, 2019, the Airport Authority announced it reached a new ten-year agreement with its airline partners for a major investment in transportation infrastructure to help alleviate traffic congestion and improve access to the San Diego International Airport. This agreement outlines $350 million for on- and potentially off-airport transportation infrastructure. These funds could potentially be used for an on-airport transit station and a transit connection to the existing regional transit system. The agreement also outlines an additional $165 million for on- and off-airport access improvement plans, including an on-airport entry road connecting from Laurel Street and Harbor Drive and the construction of a bicycle path. Additionally, the airport is preserving right-of-way for a multimodal mobility corridor to serve *Rapid* Bus, Trolley, or an APM system that can also potentially serve Harbor Island redevelopment projects being considered by the Port of San Diego.

The agreement enables partnership with other regional agencies to improve access to the airport through transportation and transit projects.

2.2.b Port of San Diego Proposed Master Plan

For the past few years, the Port of San Diego has prepared a comprehensive integrated planning initiative to update their Port Master Plan, which is similar to a general plan for a city or county. The effort spans 6,000 acres of water and land on and around San Diego Bay in the cities of San Diego, National City, Chula Vista, Imperial Beach, and Coronado. As a blueprint for development, it is intended to create certainty for developers and community members by codifying a vision for how future projects will fulfill public goals. In the summer of 2019, the Port of San Diego released a discussion draft of the updated Port Master Plan for public review. In order to create the "next great waterfront," it is anticipated that the updated Port Master Plan will result in additional development and changes to the roadway system. Harbor Drive is a key element of the "next great waterfront" vision. Both the Airport Authority and the Port of San Diego are working in collaboration to deliver access and circulation plans that are complementary and preserve the opportunity for future transit connections to the airport.

2.2.c City of San Diego Downtown Mobility Plan

In 2016, the City of San Diego adopted their Downtown Mobility Plan. The Downtown Mobility Plan emphasizes the development of active transportation networks and the improvement of the walking and biking environments, as these modes are not as advanced as transit and auto networks in terms of safe, quality facilities. The Downtown Mobility Plan provides for an integrated transportation network of greenways, sidewalks, bikeways, transit services, roadways, and freeways that provides for the safety of all travelers – including the elderly, youth, and disabled – both within Downtown and to surrounding communities. It is designed to encourage a transportation network that provides convenient access to valuable community resources such as employment centers, parks and the waterfront, cultural and entertainment attractions, and civic uses. It is a transportation network that supports community health and well-being, promotes a strong economy, and builds social capital.

2.2.d Navy Region Southwest Old Town Campus

Navy Region Southwest is dedicated to creating a more modern and efficient workspace on the Naval Base Point Loma Old Town Campus (OTC) to better meet the mission requirements of NAVWAR. Navy Region Southwest and NAVWAR desire to create modern facilities for the 5,000 engineers, scientists, and staff located at OTC. The 72-acre OTC site is located at I-5 and Old Town Avenue, a short distance from San Diego International Airport. On July 10, 2019, SANDAG and Navy Region Southwest signed a Memorandum of Understanding (MOU) enabling a collaborative process to explore concepts for the revitalization of the OTC property, including the possibility of a Central Mobility Hub with a direct connection to the airport. While the MOU does not commit either to a course of action, the agreement allows for collaboration and begins the planning process so both SANDAG and the Navy can work together with the community and stakeholder agencies to evaluate concepts.

2.2.e San Diego Metropolitan Transit System

Several of the previous studies which identified transportation connection improvements in and around the airport had recommended MTS Route 992 to the airport be converted into a high frequency, limited stop, bus *Rapid* service. In spring 2019, MTS kicked off Elevate SD 2020, an effort to develop new mobility solutions by engaging the community to help identify projects and priorities that can shape a potential funding measure being considered by the MTS Board of Directors for 2020. The Elevate SD 2020 values include providing better access to employment and educational opportunities, improving access for seniors and people with disabilities, and seeking out opportunities for long term high-investment infrastructure improvements. In early spring 2019, MTS released results of a poll in which more than two thirds of respondents identified a transit connection to the airport as a high priority for a potential funding measure to address. MTS has since studied concepts to extend the Trolley to San Diego International Airport and has collaborated with SANDAG to include their concepts and preliminary analysis in this report.

2.2.f Caltrans District 11

In 2016, Caltrans District 11 and SANDAG collaborated on a project study report evaluating connections via I-5 connector ramps to provide direct and convenient access to regional activity centers such as the San Diego International Airport. While such studies have not yet progressed beyond the initial concepts, Caltrans has worked in coordination with SANDAG, Airport Authority, Port of San Diego, and City of San Diego to continue to explore and develop feasible freeway access improvements that serve the airport and the region at large.

2.2.g SANDAG

On February 22, 2019, the Board approved an action plan to develop a bold new vision for San Diego Forward: The 2021 Regional Plan (2021 Regional Plan). The action plan seeks to transform the way people and goods move throughout the San Diego region by providing compelling alternatives to driving. This innovative plan for a transportation system strives to get people where they need to go quickly, meet or exceed state climate goals, and support local jurisdictions' achievements of climate action plan goals using proven and developing technologies. This new vision for the future will build on the significant public input received so far, as well as ensure social equity, sustainability, supporting land use and housing, and economic opportunities. Completion of the 2021 Regional Plan is anticipated in late 2021. As part of the 2021 Regional Plan, SANDAG plans to include transit connections to San Diego International Airport as outlined in this Airport Connectivity Analysis.

2.3 SANDAG Airport Connectivity Subcommittee

On December 21, 2018, the Board approved the draft charter and membership for the Airport Connectivity Subcommittee, a temporary subcommittee, advisory in nature, to identify future transportation solutions for improved transit and road connectivity to the San Diego International Airport. The purpose of the Airport Connectivity Subcommittee is to lead discussions and explore options for how best to build consensus around transportation solutions for improved connectivity to the airport for generations to come.

The work of the Airport Connectivity Subcommittee will conclude upon adoption of a preferred transportation solution by the Board. SANDAG Chair and Poway Mayor Steve Vaus serves as the Chair of the Airport Connectivity Subcommittee. Members of the subcommittee were appointed by the Chair and include Board members from the following organizations: SANDAG, City of San Diego, County of San Diego, MTS, NCTD, Port of San Diego, Airport Authority, and Caltrans District 11.

At its first meeting on January 3, 2019, the Subcommittee reviewed the schedules for the development of the 2021 Regional Plan, Airport Development Plan Environmental Impact Report, and Port Master Plan update. The subcommittee also discussed the need for interagency collaboration, reviewed airport connectivity studies completed to date, and discussed innovative solutions for improving airport connectivity. To provide technical input, an interagency project team was formed compromising agency staff and consultant experts in planning, engineering, transportation modeling, finance, government relations, communications, and law. The Board allocated $1 million toward the expenses related to the study of concepts.

3. Airport Connectivity Subcommittee Goals and Objectives

The Board set the primary goal for the Airport Connectivity Subcommittee to identify future transportation solutions for improved transit and roadway connectivity to the airport. Based on the Board's definition of success, the following objectives were identified:

1. **Create a Central Mobility Hub with regional connections to the airport.** The Central Mobility Hub should bring multiple modes of transportation to a central location where, with one transfer, intercity rail, commuter rail, Trolley, bus, and micro-mobility can connect to the airport. The Central Mobility Hub should have the ability to accommodate future mobility shifts for generations to come.
2. **New direct transit connection to and from the airport.** San Diego International Airport should join other airports in the country that have a direct and efficient transit connection to their regional rail and transit systems.
3. **More direct, convenient access for auto traffic to and from the airport.** A roadway modification plan should be developed to avoid future gridlock on key airport access roadways and accommodate safer, more complete streets inclusive of pedestrian and bike facilities.
4. **Improving Laurel Street to serve as a primary access roadway.** A roadway modification plan should be developed to convert Laurel Street into the airport priority roadway. Given the space limitations, it is critical to identify ways to enhance Laurel Street to address congestion, improve the overall roadway network, and enhance the passenger experience.
5. **Harbor Drive to be converted into the next great waterfront street with dedicated transit lanes.** A roadway modification plan should be developed to reduce traffic on Harbor Drive so space along Harbor Drive can be converted to waterfront uses. Plans include dedicated transit lanes, enhanced pedestrian and bicycle facilities, and improved curb amenities.
6. **Reduce airport traffic on Grape and Hawthorn streets.** Grape and Hawthorn are two local constrained streets in the City of San Diego's Little Italy neighborhood that experience heavy traffic volumes, mostly due to airport traffic. To implement the City of San Diego's Downtown Mobility Plan elements, traffic on Grape and Hawthorn streets should be reduced to enable safer, more pedestrian- and bicycle-friendly amenities.
7. **Maintain Pacific Highway for local auto traffic and active transportation solutions.** As a local roadway, included in the City of San Diego's Downtown Mobility Plan, Pacific Highway should include enhanced bicycle and pedestrian improvements.

The Airport Connectivity Analysis also should advance regional goals of reducing environmentally harmful emissions, increasing social equity, encouraging community engagement, and promoting economic development opportunities in the San Diego region.

4. Airport Connection Concepts

4.1 Identification and Screening of Early Concepts

On January 18, 2019, and on February 8, 2019, SANDAG issued Requests for Information to garner ideas from the marketplace for improved airport connectivity and ideas for a Central Mobility Hub. SANDAG received many ideas for APM systems, transportation systems management, demand management technologies, pricing strategies, operating systems, vehicle technologies, roadway and freeway modifications, land use, and Central Mobility Hub concepts.

SANDAG, with help from the interagency working group, evaluated this wide range of technologies and early concepts, seeking the best solutions for improved airport connectivity. The technologies and early concepts for improving airport connectivity can be categorized into four main areas:

- APM or similar technologies
- Transportation Systems Management and Transportation Demand Management (TSM/TDM) and related technologies
- Central Mobility Hub and land use solutions
- Roadway, freeway, and transit routing options

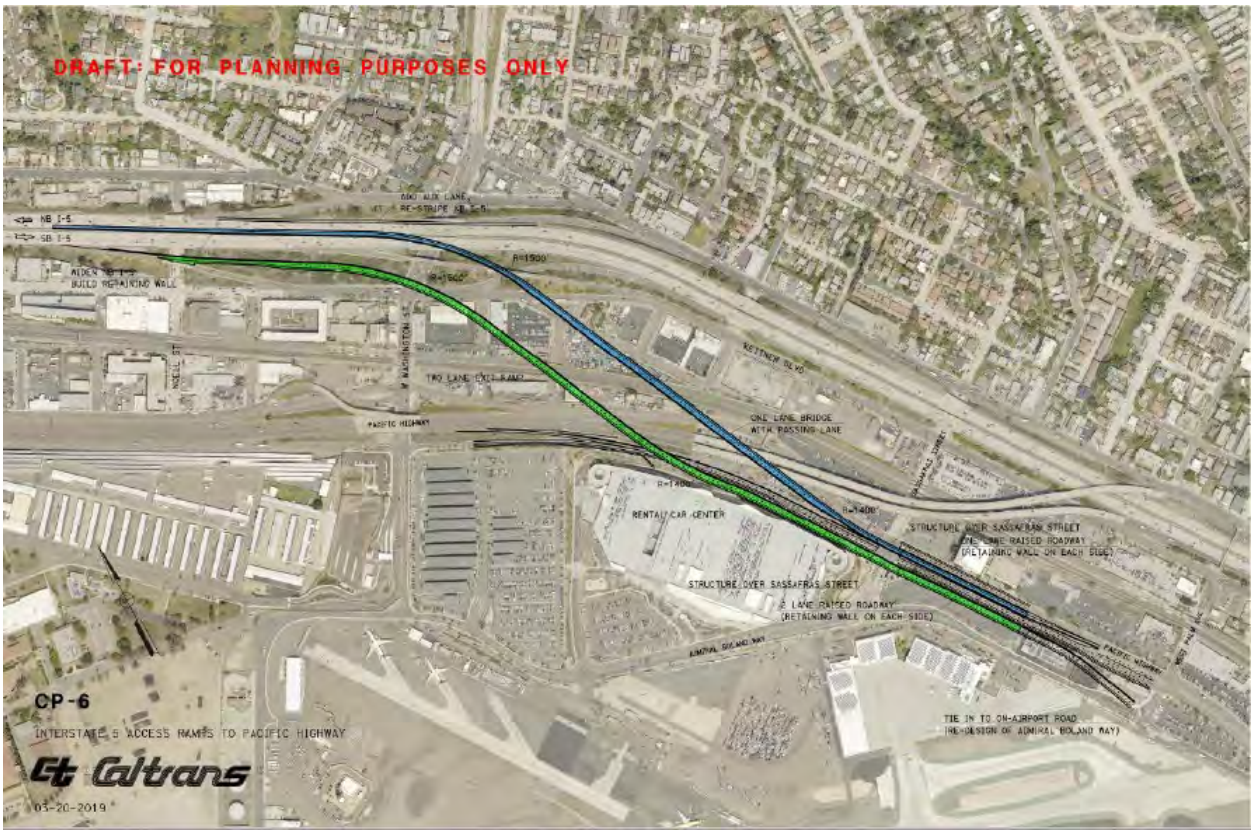
APM technologies are similar to manually operated technologies, like the Trolley, except that they operate with an automated train control system. APM systems are centrally controlled with no in-vehicle drivers. For day-to-day operations, the APM systems can operate at shorter (more frequent) headways and can travel on steeper and narrower guideways than manually operated systems. For the purposes of this study, APM on fixed-guideway (track) with level-floor vehicles are assumed. These types of APM systems are used at many airports throughout the country and world. A Trolley connection to the airport was also evaluated.

Numerous TSM/TDM solutions and related technologies were evaluated including: information network architecture solutions, fleet monitoring and management technologies, data analytics solutions, train control systems, advanced transportation demand management technologies, dynamic pricing and tolling technologies, incentive-based mobile applications, traffic signal control and management systems, parking-management technologies, curb-management technologies, pedestrian safety technologies, and integrated payment systems. An Airport Connectivity Think Tank Workshop was held on March 6, 2019, focusing on the application of TSM/TDM and related technologies for improved airport connectivity. Assuming limitations for an expanded freeway and roadway network and the possibility of a Central Mobility Hub to provide an auxiliary location for passenger pick-up and drop-off, for the purpose of this study, future strategies to relieve congestion on key airport roads associated with airport-related traffic will be carried forth for further study.

Several Central Mobility Hub and land use concepts were evaluated including relocating the airport terminals from the south side of the airport to the north side to provide greater proximity to existing transit, roadway, and freeway infrastructure. The Airport Authority previously analyzed this concept and determined there is insufficient space on the north side of the airport to accommodate the terminals and critical airport operational infrastructure. Concepts for locating a Central Mobility Hub at the Old Town Transit Center or Santa Fe Depot have been screened out as there is insufficient space to accommodate Central Mobility Hub requirements at these locations. There is limited ability to expand the Old Town Transit Center as it is surrounded by state park lands and roadway infrastructure including overhead I-5 bridge structures. Santa Fe Depot is surrounded by high density land uses including residential high-rise towers. Concepts for repurposing land use from NAVWAR to Laurel Street and across tidelands are beyond the scope of this study. The two most promising sites for the location of a Central Mobility Hub are at the NAVWAR and ITC locations.

Numerous ideas for roadway and freeway modifications were considered. These ideas included undergrounding I-5 and reconstructing the I-5/I-8/Pacific Highway freeway and roadway system. These are considered too costly and impactful to the surrounding community. The concept of connecting Pacific Highway to I-5 to and from the north, shown in Figure 4-1, was determined to be costly, require large amounts of private property acquisition, and potentially create high levels of congestion on local streets, especially at the Pacific Highway and Laurel Street intersection. This concept also would have limited utility and it would only serve traffic to and from the north, while the majority of airport traffic comes to and from the south, as discussed in Section 2.1.d.

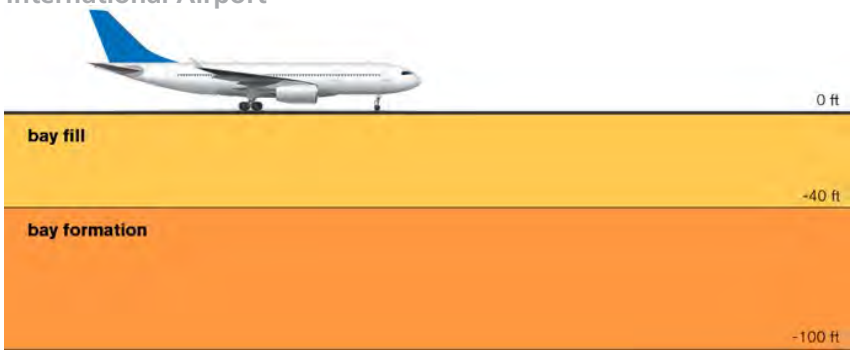
Figure 4-1: Freeway Connectors from Pacific Highway to I-5



Another suggestion was to create a shallow tunnel system of roadways to and from the airport for improved connectivity. This concept was not carried forward due to cost, impacts to the community, and design and construction challenges. It would be expensive and challenging to construct in the soils made up of bay fill and around the airport from the surface level to roughly 40 feet deep (see Figure 4-2). Nevertheless, the concept for a deep tunnel to connect the Central Mobility Hub to the airport was carried forward based on preliminary analysis as soil conditions are more favorable below 40 feet deep.

Other suggestions for an APM connection around the west side of the airport to connect Point Loma/Liberty Station communities to the airport were not carried forward due to the expected low ridership potential due to the lower land use intensities in these areas. An APM connection around the east side of the airport would capture passengers from the Rental Car Center and the future planned development at Harbor Island East Basin and is seen as more viable and cost-effective solution and does not prohibit the possibility of future extension around the west side of the airport.

Figure 4-2: Soil Characteristics In and Around San Diego International Airport



Suggestions for connecting to the existing Trolley system were narrowed to two locations: the existing Trolley bridge over Laurel Street and connecting at the trench under Grape and Hawthorn streets.

4.2 San Diego International Airport Connector Concepts

Working collaboratively with the Airport Connectivity Subcommittee, the interagency working group, and subject matter experts, four concepts were defined to achieve the following:

- Improve transit access to and from the airport
- Minimize travel time to and from the airport
- Reduce congestion related to airport access
- Reduce GHG emissions and VMT
- To be feasible, constructible, and cost effective
- Improve transit user experience and convenience

Over several months, these concepts and corresponding assumptions were developed and refined by SANDAG with input from the various agencies. In order to achieve the objectives of reducing traffic in Little Italy and to reduce traffic on Harbor Drive so Harbor Drive can be repurposed for waterfront uses, the following roadway and freeway elements common to each concept include:

- Convert Laurel Street to an airport-priority roadway between Pacific Highway and the airport as envisioned in the Airport Development Plan to remove airport traffic from Harbor Drive (see Figure 2-7).
- Repurpose Harbor Drive from six lanes to four lanes with dedicated transit lanes and bikeway lanes from Harbor Island Drive to the Convention Center in support of the Port Master Plan Update and waterfront vision (Figure 2-8).
- Widen Laurel Street between Pacific Highway and I-5, providing the most direct route from the airport-priority roadway to I-5.
- Construct new I-5 freeway ramp connections to Laurel Street, supporting a direct connection from I-5 to Laurel Street and the airport-priority roadway.
- Remove I-5 freeway ramp connections to Grape and Hawthorn streets to reduce traffic in Little Italy.

In addition to the common roadway and freeway elements for the concepts, the following redevelopment assumptions for the NAVWAR site were included:

- Approximately 3,500 residential units
- 250 hotel rooms
- 300,000 square feet of community-serving commercial
- 1.7 million square feet of office to accommodate Navy uses

Additionally, Concept 3 assumes redevelopment of the ITC site with approximately 1,400 residential units, 330 hotel rooms, and 460,000 square feet of office uses.

Concept 1 – Central Mobility Hub at NAVWAR with Tunnel APM Connection to Airport

Figure 4-3: Concept 1

Concept 1 features the Central Mobility Hub at NAVWAR, which would be a multimodal transportation center with high-frequency APM service to the airport, numerous connections to regional transit lines, and an airport-like curb experience for auto-based travelers (see Figures 4-4 and 4-5). The 72-acre NAVWAR site is located between Pacific Highway and I-5, just south of the Old Town Transit Center.

A central station "Great Room" with views of San Diego Bay would be the centerpiece of the Central Mobility Hub, see Figures 4-6 and 4-7. Transportation functions would be spread across multiple levels. Multi-level roadways—like those at the San Diego International Airport's Terminal 2 and other major airports—would separate arrivals and departures (Figures 4-8 and 4-9). Auto access would be available from Pacific Highway or via a new direct access ramp on I-5. A new I-5 interchange at Hortensia Street would replace the existing Old Town Avenue interchange, providing additional auto access to the Central Mobility Hub (via Pacific Highway) and the Old Town community. Pedestrian and bike access between the Central Mobility Hub and Old Town would also be provided by a bridge and/or tunnel across I-5.

The Central Mobility Hub lower levels would provide ample curb space for ground transportation connections including private auto, TNC/taxi, airport shuttles, and other passenger pick-up and drop-off services. A wide array of transit services relocated from Old Town Transit Center would converge at the Central Mobility Hub to provide the region's best access to local and *Rapid* buses, the San Diego Trolley, COASTER, and Amtrak.

Concept 1 assumes that approximately 80 feet below ground level would be an APM station with nonstop, high-speed service to the airport via a one-mile tunnel route. The APM vehicles would provide level boarding from the platform with wide doors and adequate room for passengers with luggage. The two-minute APM service frequency would offer an average wait time of just one minute on the platform, plus an in-vehicle travel time of two minutes between the Central Mobility Hub and the San Diego International Airport transit station located within walking distance between Terminals 1 and 2.

Figure 4-4: Central Mobility Hub Curb Experience Concept (View 1)

Figure 4-5: Central Mobility Hub Curb Experience Concept (View 2)

Figure 4-6: Central Mobility Hub Great Room Concept (looking west)

Figure 4-7: Central Mobility Hub Great Room Concept (looking east)

Figure 4-8: Central Mobility Hub Multi-Level Roadway System Concept (View 1)

Figure 4-9: Central Mobility Hub Multi-Level Roadway System Concept (View 2)

Concept 2 – Central Mobility Hub at NAVWAR with At-Grade and Elevated APM Connection to Airport

Figure 4-10: Concept 2

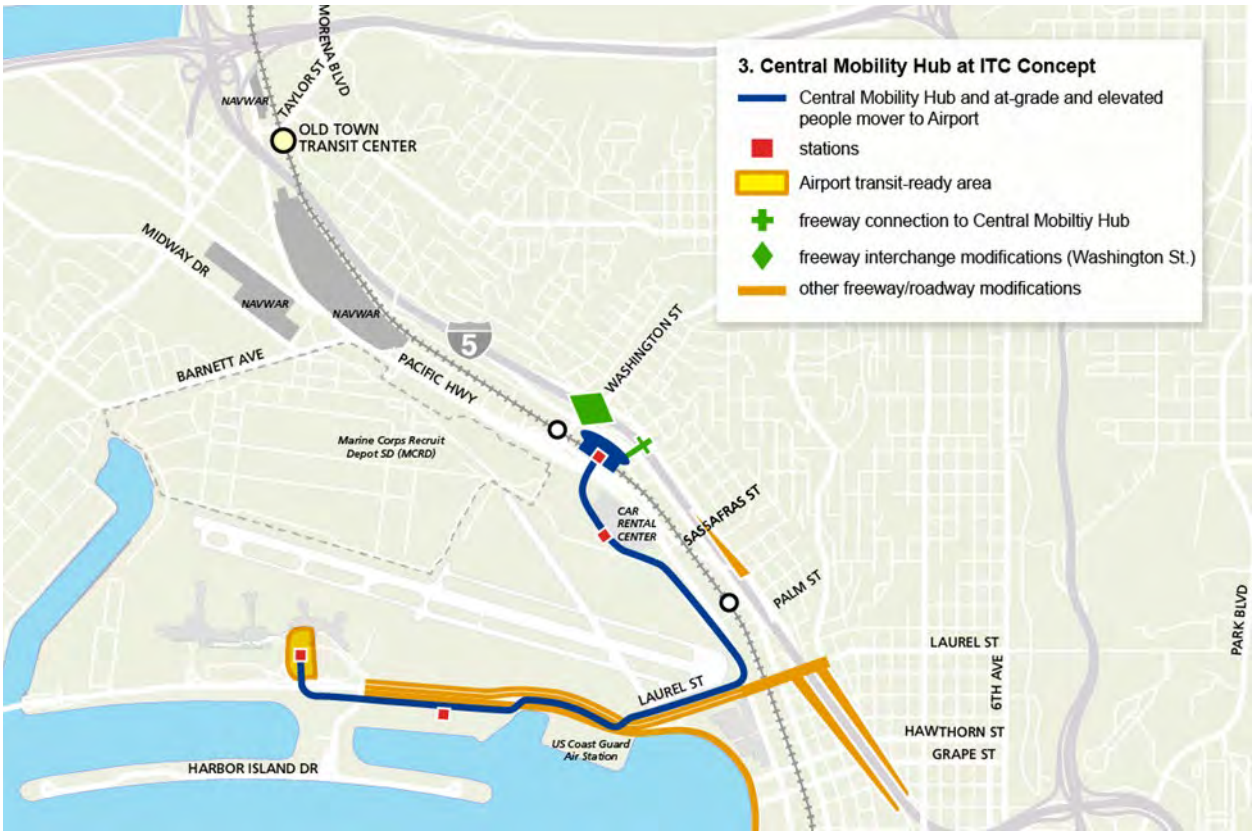
Like Concept 1, Concept 2 features the Central Mobility Hub at NAVWAR as a multimodal transportation center with high-frequency APM service to the airport, numerous connections to regional transit lines, and an airport-like curb experience for auto-based travelers. The 72-acre NAVWAR site is located between Pacific Highway and I-5, just south of the Old Town Transit Center.

A central great room with views of San Diego Bay would be the centerpiece of the Central Mobility Hub, with transportation functions spread across multiple levels. Dual-level roadways—like those at the San Diego International Airport's Terminal 2 and other major airports—would separate arrivals and departures, with auto access available from Pacific Highway or via a new direct access ramp (DAR) on I-5. A new I-5 interchange at Hortensia Street would replace the existing Old Town Avenue interchange, providing additional auto access to the Central Mobility Hub (via Pacific Highway) and the Old Town community. Pedestrian and bike access between the Central Mobility Hub and Old Town also would be provided by a bridge and/or tunnel across I-5.

The Central Mobility Hub lower levels would provide ample curb space for ground transportation connections including TNCs/taxis, airport shuttles, and passenger pick-up and drop-off. A wide array of transit services relocated from Old Town Transit Center would converge at the Central Mobility Hub to provide the region's best access to local and *Rapid* buses, the San Diego Trolley, COASTER, and Amtrak. In Concept 2, a surface or elevated APM station would provide service to the airport via a 3.6-mile surface/elevated route roughly along Pacific Highway, Laurel Street, and Harbor Drive, with intermediate stops at the Rental Car Center and the planned development at Harbor Island East Basin. The APM vehicles would provide level boarding from the platform with wide doors and adequate room for passengers with luggage. The two-minute APM service frequency would offer an average wait time of just one minute on the platform, plus an in-vehicle travel time of eight minutes between the Central Mobility Hub and the San Diego International Airport transit station located walking distance between Terminals 1 and 2.

Concept 3 – Central Mobility Hub at ITC with At-Grade and Elevated APM Connection to Airport

Figure 4-11: Concept 3



The Central Mobility Hub at the planned ITC site would be a multimodal transportation center with high-frequency APM service to the airport, numerous connections to regional transit lines, and an airport-like curb experience for auto-based travelers. The 13-acre ITC site is located across Pacific Highway from the Rental Car Center, just west of I-5 roughly between Washington and Vine streets.

The Central Mobility Hub lower levels would provide ample curb space for ground transportation connections including TNCs/taxis, airport shuttles, and passenger pick-up and drop-off. Transit services including the San Diego Trolley and local and *Rapid* buses would provide connections at the Central Mobility Hub, with the existing Washington Street and Middletown Trolley stations combined into one station at the Central Mobility Hub.

In Concept 3, COASTER and Amtrak trains are not expected to add an additional stop at the Central Mobility Hub. An APM station would provide service to the airport via a 2.6-mile surface/elevated route roughly along Pacific Highway, Laurel Street, and Harbor Drive, with intermediate stops at the San Diego International Airport Rental Car Center and the planned development at Harbor Island East Basin. The APM vehicles would provide level boarding from the platform with wide doors and adequate room for passengers with luggage. The two-minute APM service frequency would offer an average wait time of just one minute on the platform, plus an in-vehicle travel time of seven minutes between the Central Mobility Hub and the San Diego International Airport transit station located walking distance between Terminals 1 and 2.

Concept 4a – Trolley Connection to Airport at Laurel Street

Figure 4-12: Concept 4a

Concept 4b – Trolley Connection to Grape Street - Hawthorn Street

Figure 4-13: Concept 4b

Concepts 4a and 4b both feature an extension of the Trolley light-rail system to the planned San Diego International Airport transit station located walking distance between Terminals 1 and 2. The new track would be a spur extending west from the existing Trolley corridor and would include an additional station at Harbor Island East Basin providing transit access to this planned development. Unlike Concepts 1 through 3, Concepts 4a and 4b would not include a new Central Mobility Hub nor sufficient curb space to accommodate the anticipated airport pick-up and drop-off traffic.

The new alignment would branch from the existing Trolley corridor either via aerial structure near Laurel Street (Concept 4a) or via trench/tunnel below Grape and Hawthorn streets (Concept 4b). In Concept 4a, the aerial structure would continue along the Laurel Street corridor and cross to the south side of Harbor Drive, transitioning to a surface alignment as it approaches the Harbor Island East Basin station. In Concept 4b, the tunnel alignment below Grape and Hawthorn streets would emerge via a portal on the south side of Harbor Drive.

Once on Harbor Drive, both alignments would utilize the planned space for enhanced transit service envisioned in the Port Master Plan Update, the result of a planned repurposing of the roadway from six traffic lanes to four. After serving Harbor Island East Basin, the Trolley alignment would then rise back to an elevated structure to cross Harbor Drive and terminate at the San Diego International Airport transit station.

To operate the service, MTS would create a new Trolley line extending north to Old Town Transit Center and south to Santa Fe Depot and the 12th & Imperial Transit Center, including all existing intermediate stops. This would provide numerous connections to regional and local transit, including the Trolley, *Rapid* and local buses, and COASTER and Amtrak rail services. Due to capacity constraints on the existing Trolley corridor, the service would operate on a 15-minute service frequency, resulting in an average platform wait time of 7.5 minutes. The in-vehicle travel time would be 5.5 minutes from Santa Fe Depot, 9.5 minutes from Old Town Transit Center, and 12.5 minutes from the 12th & Imperial Transit Center.

5. Evaluation Criteria

This evaluation of the concepts outlined in Section 4 uses seven key evaluation criteria:

1. **Passenger Convenience and Ridership.** The benefit created in terms of increased transit ridership and overall passenger convenience is an important factor for determining ridership potential. Information on transit ridership is presented in terms of new daily riders and a shift from auto-based travel to transit. New daily riders are an important measure as this is the basis used for funding eligibility by the Federal Transit Administration. In general, the attractiveness of transit is directly influenced by passenger convenience factors, such as user experience, travel time, access to transit, and walk distance.
2. **Reduce Congestion Related to Airport Access.** This is about improvements to regional transit and auto access to the airport. The focus is on identifying and creating transit options that are as or more competitive than driving a personal vehicle to the airport. It also looks to reduce congestion on local streets related to airport access.
3. **Reduce GHG Emissions and VMT.** Goals in this criterion include reducing GHG emissions and congestion by encouraging energy efficient alternative transportation modes and meeting state emissions mandates and stakeholder climate action plans with a specific focus on airport travelers.
4. **Feasibility.** This criterion focuses on constructability, regulatory agency permitting factors, geotechnical and seismic issues, the cooperation of the Navy for use of Naval Base Point Loma (NAVWAR) lands, the regulatory approval of the FAA for the construction of connectivity improvements within an active airport environment, and issues associate with construction activities within an active rail corridor, freeway, and urban roadway environment.
5. **Cost.** Capital, right-of-way, project development, and operating costs are evaluated in this criterion. Capital costs include the construction of all connectivity improvement infrastructure and related facilities. Right-of-way costs include the acquisition, relocation, and goodwill costs for the private lands that would need to be acquired for the infrastructure improvements. Project development costs include all planning, engineering, construction-management, and related professional services necessary to advance the project to completion. Operating costs include the cost to operate and maintain the system for a 30-year period. At this early stage of the project development process, the cost estimates are rough-order-of-magnitude costs for purposes of comparing each concept to each other. The cost estimates are in 2019 dollars and should not be used for programming purposes.
6. **Economic Benefit.** Economic benefits to the region measured in terms of the construction benefits associated with job creation.

The final evaluation of the airport connectivity concepts is shown at the end of this report in Figure 6-1.

The reader will note that the organization of the final evaluation is slightly different than presented here in Section 5. This is due to the desire to maintain the final evaluation as closely as possible to the evaluation criterion as previously presented to the Airport Connectivity Subcommittee. The evaluation criterion is organized in Section 5 for ease of reading.

5.1 Passenger Convenience and Ridership

This criterion assesses passenger convenience and ridership for each concept outlined in Section 4. In general, the attractiveness of transit is directly influenced by passenger convenience factors such as vehicle design, travel time, number of transfers, and walk distance. Airport-related transit attractiveness is additionally influenced by design features such as Central Mobility Hub to facilitate airport transit ridership, the pick-up and drop-off experience, ease of moving baggage, and walk distance to and from the terminals.

5.1.a Improved Access to Transit

The SANDAG Board approved an action plan on February 22, 2019, to develop a bold new vision for the 2021 Regional Plan with the goal to transform the way people and goods move throughout the San Diego region by providing compelling alternatives to driving. This innovative transportation system will strive to get people where they need to go quickly.

A focus of the new transportation vision will be on the creation of a complete network of high-capacity, high-speed, and high-frequency transit services that incorporates new transit modes and improves existing services. Another focus area will be on the creation of mobility hubs, places of connectivity where a variety of travel options come together to deliver a seamless travel experience in the heart of the communities where people live, work, and play. Supporting land uses that increase housing near transit and enhanced infrastructure for bikes and pedestrians will encourage more people to walk, bike, and use transit.

Due to its central location in the region and the regional priority to improve connectivity to San Diego International Airport, the opportunity presents itself to investigate the possibility of a Central Mobility Hub that can serve as the centerpiece of the new transportation vision while also solving one of the region's most vexing problems, how to improve transit connectivity to the airport. The concept of a Central Mobility Hub located near the airport for improved access to transit is shown in Figure 5-1.

Figure 5-1: Regional Transit Connectivity

Concepts 1 and 2 would locate the Central Mobility Hub at the NAVWAR site, see Figures 4-3 and 4-10. NAVWAR is a large site which can accommodate a revitalized NAVWAR campus as well as a Central Mobility Hub with roadway, Amtrak, COASTER, Trolley, bus, and future high-speed transit services. Concepts 1 and 2 would relocate the Old Town Transit Center, combining it with the Central Mobility Hub at NAVWAR. Concepts 1 and 2 at NAVWAR also could include access to a major economic commercial center that could provide new job, housing, retail, and hotel amenities. Concepts 1 and 2 would provide ample space for airport passenger pick-up and drop-off, an important design feature for diverting traffic away from key airport access roadways. The NAVWAR site offers the greatest flexibility for future expansion and modification to meet the mobility needs for generations to come.

Concept 3 would locate the Central Mobility Hub at the ITC site (Figure 4-11). The site can accommodate the program requirements for a Central Mobility Hub with roadway, Trolley, bus, and future high-speed transit services. However, based on previous discussions with stakeholders, Amtrak and COASTER rail services would not stop at the ITC site as these services would continue to use the Old Town Transit Center and Santa Fe Depot stations and would not add an intermediate stop at the ITC site. This limits access to transit as would the expected limited bus service at the ITC site as the majority of the bus service is expected to remain at the Old Town Transit Center. The ITC site offers some opportunity for job, housing, retail, and hotel amenities but to a much lesser extent as compared to the NAVWAR site. Concept 3 would provide space for airport passenger pick-up and drop-off. The ITC site is constrained by the existing roadway and freeway network and offers less ability for future expansion but does provide good flexibility to accommodate future modal shifts and future transportation needs.

Concept 4 would not provide a Central Mobility Hub. Instead, a new Trolley line would be connected to the existing Trolley system between the Old Town Transit Center and the 12th & Imperial Transit Center with a spur to San Diego International Airport (see Figures 2-2, 2-12, and 2-13). Concept 4 would provide connectivity to existing Amtrak, COASTER, and bus service but would not provide a location or facilities for connecting to future high-speed transit. Concept 4 would not provide opportunities for new job, housing, retail, and hotel amenities and there would be limited opportunity for airport passenger pick-up and drop-off. With future advancements in transportation technology, Concept 4 offers little ability to accommodate future modal shifts and future transportation needs.

The "No Build" scenario offers the fewest transit access improvements. Transit service to the airport would be limited to the existing MTS Bus Route 992 from Downtown/Santa Fe Depot plus the Airport Authority's new shuttle service from Old Town Transit Center (currently in development and expected to open in 2020).

5.1.b Passenger Convenience

The following convenience-related factors have a strong influence on the relative attractiveness of various airport transit connection options:

- Modes and vehicle amenities
- Transit travel time, wait time, and service frequency
- Transfers

Modes and Vehicle Amenities

This study identified modes and vehicle amenities associated with the modes and vehicles in Concepts 1 through 4 that would be designed to enhance the airport-related transit users' experience and convenience.

Concept 1 (Tunnel APM) has the highest potential benefits, with a tunnel-based APM allowing for the fastest trips of any concept. APM vehicles are specifically designed and optimized for airport travel with level boarding, level floors, wide doors, and ample space for passengers with luggage (see Figures 5-2, 5-3, and 5-4).

Concepts 2 and 3 (Surface APM) have slightly lower potential benefits compared to Concept 1 because of the distance of the trip. The surface APM must travel around the end of the runway, whereas the tunnel APM can go directly through the tunnel. APM vehicles are optimized for airport travel with level boarding, level floors, wide doors, and ample space for passengers with luggage.

Concept 4 (Trolley) has much lower potential benefits. While use of the Trolley would be a positive given its strong familiarity to passengers, it is slower than the other three concepts. The current Trolley vehicles are not optimized for airport travel. Boarding is not fully level as the deployment of ramps is required leaving airport passengers to navigate a ramp between the platform and the vehicle (see Figure 5-5). The interior of the vehicle is not level, as climbing stairs is required to reach seating on each end of the Trolley vehicle (see Figure 5-6). The doors are narrower than APMs and the seating configuration is not suited for passengers with luggage (see Figure 5-7). This would be exacerbated during peak periods with full vehicles (see Figure 5-8).

Figure 5-2: Automated People Mover Vehicle Interior (Empty)

Source: SFO AirTrain – mliu92 from San Mateo [CC BY-SA 2.0]

Figure 5-3: Airport Passengers Boarding an APM Vehicle

Figure 5-4: APM Vehicle Interior (with passengers)

Figure 5-5: Trolley Vehicle Ramp

Figure 5-6: Trolley Vehicle Stairway

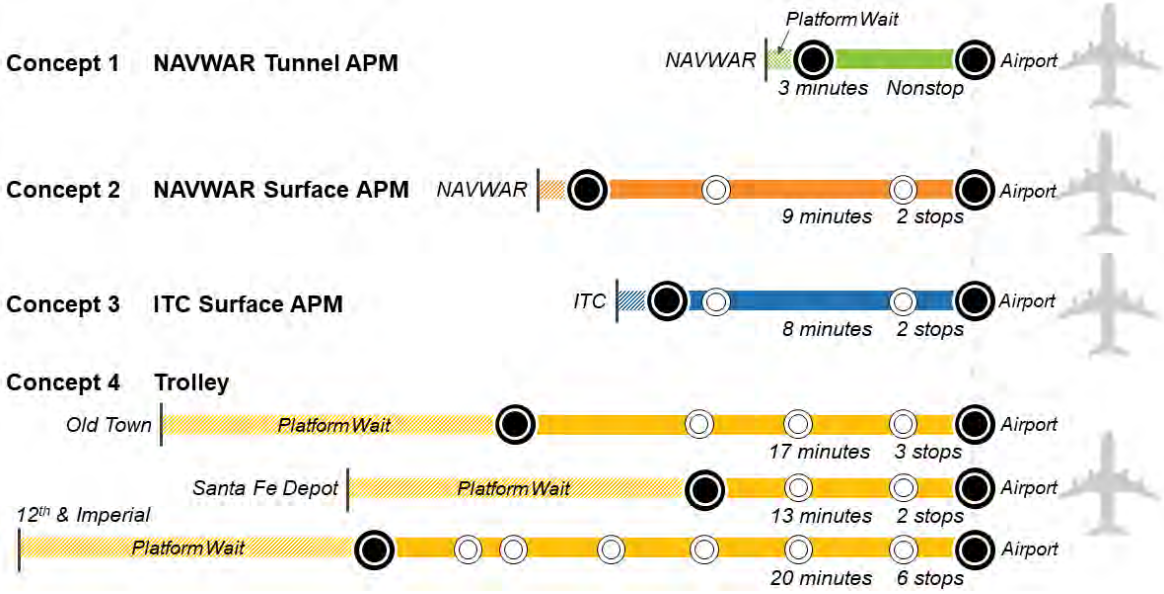
Figure 5-7: Trolley Vehicle Interior (Empty)

Figure 5-8: Trolley Vehicle Interior (with passengers)

Transit Travel Time, Wait Time, and Service Frequency

Figure 5-9 provides the average transit travel time to San Diego International Airport for each concept, including platform waiting time and in-vehicle time to the airport transit-ready area.

Figure 5-9: Average Transit Travel Time to San Diego International Airport in 2050 (Platform Wait Time + In-Vehicle Time)



A SANDAG goal is to develop transit options that are comparable in time to driving. Even with freeway and roadway modifications outlined in Section 4-2, average auto drive times are expected to increase as travel demand in and around San Diego International Airport increases. Concept 1 is expected to offer a superior transit travel time than driving. Concepts 2 and 3 are anticipated to offer a competitive travel time, while Concept 4 is not expected to offer a competitive travel time.

Service frequency, which determines wait time, is a significant contributor to total travel time. The lower the service frequency, the higher the average wait time at the station platform. The 2-minute APM service frequency in Concepts 1 through 3 results in lower overall travel times than the 15-minute Trolley service frequency in Concept 4. These differences have been accounted for in the travel time analysis and are factored into the travel times listed below in Table 5-2.

While Trolley service could be increased to 7.5-minute service frequency, as shown in Figure 5-10, the ridership potential may not justify this frequency. As outlined in Section 5.4.b, there are also technology and rail corridor capacity constraints that may limit the ability to provide 7.5-minute frequencies. For the purpose of this analysis, 15-minute Trolley frequencies are assumed.

Concept 1 has the highest potential benefits, as its service would be the best match for time-sensitive airport travelers. A two-minute service frequency means riders would not have to plan their airport travel around the APM schedule, with an average wait time of one minute on the platform. Concept 1 directly serves the airport and the Central Mobility Hub, with no stops in between. This results in the shortest trip length of all the concepts. Note that Concept 1 does not include time associated with potential FAA and Transportation Security Administration (TSA) security clearance process requirements. It is unclear at this point if a security check would be required.

Concept 3 has more circuitous routing than Concept 1 – along the north side of the airport and Laurel Street/Harbor Drive – and includes two intermediate stops. The longer routing and intermediate stops would result in a total average travel time of eight minutes, two and a half times greater than Concept 1.

Concept 2, with a similar path, but longer travel distance than Concept 3, has a total travel time of nine minutes. As with Concept 3, the intermediate stops at the Rental Car Center and Harbor Island East Basin would increase the total travel time for passengers.

Concept 4 offers the least time-competitive option, with an indirect route to the airport that includes numerous stops and a travel time range between 13 minutes (from Santa Fe Depot) and 20 minutes (from 12th & Imperial station).

Due to 15-minute headways, Concept 4 requires a longer station wait time—an average of 7.5 minutes on the platform given its 15-minute service frequencies—along with additional waiting time at intermediate stops including Harbor Island East Basin and several existing Trolley stations. The reduced service frequency would require users to plan their trips around the Trolley schedule, making it a less-attractive service to time-sensitive travelers.

A further breakdown of the specific travel times for each concept is summarized in Table 5-1.

Table 5-1 Transit Travel Time to San Diego International Airport, 2050

Concept/Mode	**Concept 1 Tunnel APM**	**Concept 2 Surface APM**	**Concept 3 Surface APM**	**Concept 4 Trolley**		
Origin	NAVWAR	NAVWAR	ITC	Old Town	Santa Fe Depot	12th & Imperial
Avg. Platform Wait (1/2 service frequency)	1 min	1 min	1 min	7.5 mins	7.5 mins	7.5 mins
In-Vehicle Time	2 mins	8 mins	7 mins	9.5 mins	5.5 mins	12.5 mins
Avg. Travel time to San Diego International Airport	3 mins	9 mins	8 mins	17 mins	13 mins	20 mins

Source: SANDAG Series 13 Regional Travel Model

Transfers

Concepts 1 and 2 offer one transfer for airport travelers utilizing existing bus, Trolley, COASTER, Amtrak, and future high-speed transit services. Once travelers reach the Central Mobility Hub, where all these transit services meet, travelers can reach San Diego International Airport with one transfer.

Concept 3 would require additional transfers as the Central Mobility Hub at the ITC site is not expected to be served by COASTER and Amtrak rail services. These riders would need to transfer from Old Town Transit Center or Santa Fe Depot to reach the ITC via Trolley and its follow-on APM service to the airport.

Concept 4 would require no transfers for airport passengers boarding the Trolley system between Old Town Transit Center and 12th & Imperial Transit Center (see Figure 2-2). Travelers boarding the Trolley somewhere else in the system, along with bus, COASTER, and Amtrak services, would make one transfer at the Old Town Transit Center, Santa Fe Depot, or 12th & Imperial Transit Center. Airport passengers on the future high-speed network would potentially need to make multiple transfers to reach the airport. A Central Mobility Hub is not provided with Concept 4.

5.1.c Transit Ridership

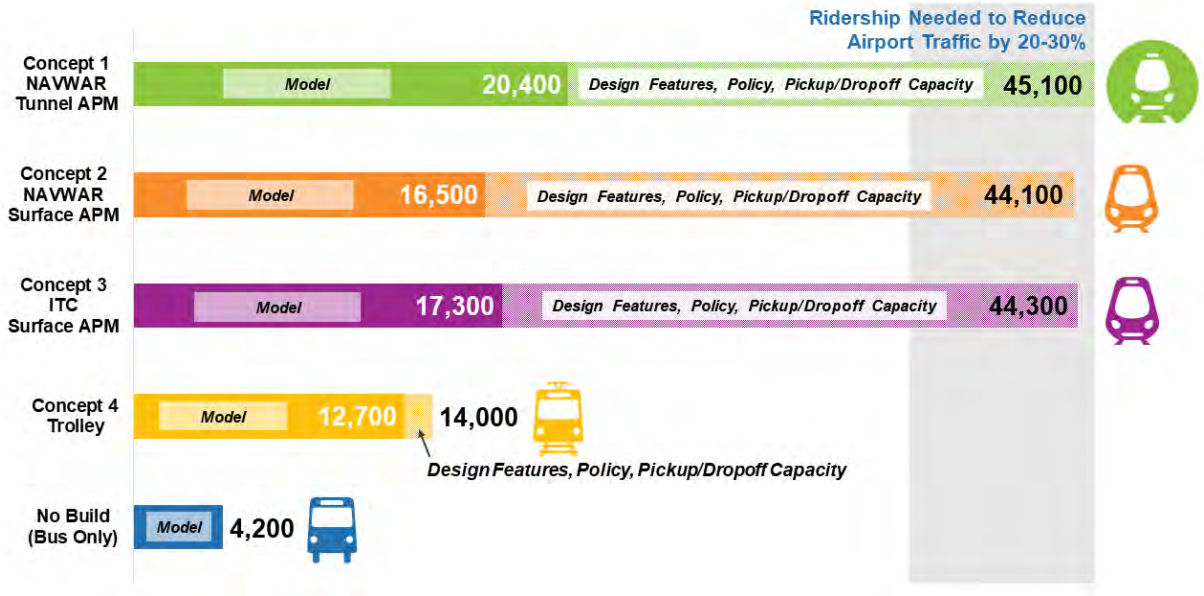
Table 5-2 and Figure 5-9 show the estimated ridership to and from the airport for each concept. The total net new ridership to and from the airport is the sum of three inputs:

- **Modeled Ridership:** The raw ridership from the SANDAG Series 13 Regional Travel Model.
- **Off-Model Adjustments:** As is typical in this situation, the model has some limitations that would be updated and improved through future efforts:
    - *Rental Car Center Shuttle Ridership* – Additions to account for the ridership from the San Diego International Airport Rental Car Center to the airport via shuttles. This existing service currently carries approximately 17,200 riders a day and is not modeled.
    - *Additions with Design Features, Policies, and Drop-off and Pick-up Capacity* – Additions to potential ridership that are possible through APM and Trolley design features, policies, and pick-up and drop-off capacity (discussed below).
- **Less Ridership Shifted from Existing Transit Services:** Concepts 2 and 3 assume ridership would be shifted from the existing Rental Car Center shuttle services to the proposed APM. Concept 4 assumes the new Trolley line replaces MTS Route 992, with its riders from Downtown San Diego and Santa Fe Depot shifting to the Trolley. These riders contribute to total ridership and allow for consolidating transit service. However, these trips are not new transit trips and therefore would not contribute to new ridership, change mode share, alleviate traffic congestion, or reduce VMT and GHG emissions.

Table 5-2: APM/Trolley Daily Ridership to San Diego International Airport, 2050

Concept	Modeled Ridership to/from San Diego International Airport	Rental Car Shuttle Ridership	Additions w/ Design Features, Policies & Drop-off/Pick-up Capacity	Less Ridership Shifted from Existing Transit Services	Total Potential New APM/Trolley Ridership to/from San Diego International Airport
Concept 1 NAVWAR Tunnel APM	20,400	N/A	24,700	N/A	45,100
Concept 2 NAVWAR Surface APM	16,500	17,200	27,600	-17,200	44,100
Concept 3 ITC Surface APM	17,300	17,200	27,100	-17,200	44,300
Concepts 4a/4b Trolley	12,700	N/A	5,500	-4,200	14,000
No Build	4,200	N/A	N/A	-4,200	0

Figure 5-10: APM/Trolley Daily Ridership to San Diego International Airport, 2050



Source: SANDAG Series 13 Regional Travel Model, WSP

The modeled APM ridership in Concepts 1 through 3 is consistent with similar APM systems in the United States that offer both transit connections and facilities to support auto pick-up and drop-off of airport passengers. The two most comparable existing systems are in Phoenix (approximately 16,000 daily riders) and Miami (approximately 33,000). Similar APM systems offering auto pick-up and drop-off facilities are under construction in Los Angeles, Boston, and Orlando.

Achieving Higher Ridership Through Policy and Design Features

While the ridership levels in Concepts 1 through 3 are in line with similar systems, reducing traffic on key airport access roadways will require higher ridership. Concepts 1 through 3 make this goal achievable with a combination of policy tools and design features to direct and incentivize airport traffic to the Central Mobility Hub. The traffic shift can be phased and implemented over time. The limiting factor in Concepts 1 through 3 is not the capacity of the APM system, but rather the capacity of the Central Mobility Hub, designed to accommodate up to 40,000 daily airport travelers and accompanying vehicle traffic flows. The Central Mobility Hub has been designed to accommodate approximately 30% of the projected airport drop-off and pick-up demand. Additionally, due to its size, the Central Mobility Hub at NAVWAR has good ability to accommodate future modal shifts. Due to its more constrained location, the ITC location has less ability to accommodate future modal shifts.

These potential additional policies and design features may include:

- Sufficient curb length to accommodate airport-related traffic flows from multiple vehicle types (private autos, TNC/taxi, shuttle buses, etc.).
- Airport-like pick-up and drop-off experience featuring dual-level roadways, curbside services, and direct connection to the APM station.
- Policies diverting commercial modes, including TNCs, taxis, rideshare vans, as well as private shuttles to Central Mobility Hub.
- Policies implementing variable tolling of San Diego International Airport driveways.

It is important to note that these potential policies are conceptual in nature and are not anticipated to be all-inclusive and/or implemented at one time. A phased approached that is consistent with travel demand and traffic congestion around the airport should be considered when implementing any of these additional policies and programs.

Concept 4 has limitations on potential ridership due to its inability to accommodate heavy airport-related traffic flows at Trolley stations, limiting the feasibility of the policy and design features contemplated for Concepts 1 through 3. Concept 4 can serve transit-based trips to and from San Diego International Airport, but its available curb and parking lot space cannot accommodate a sufficient number of auto drop-offs and pick-ups to achieve the project's traffic-reduction goals at the airport.

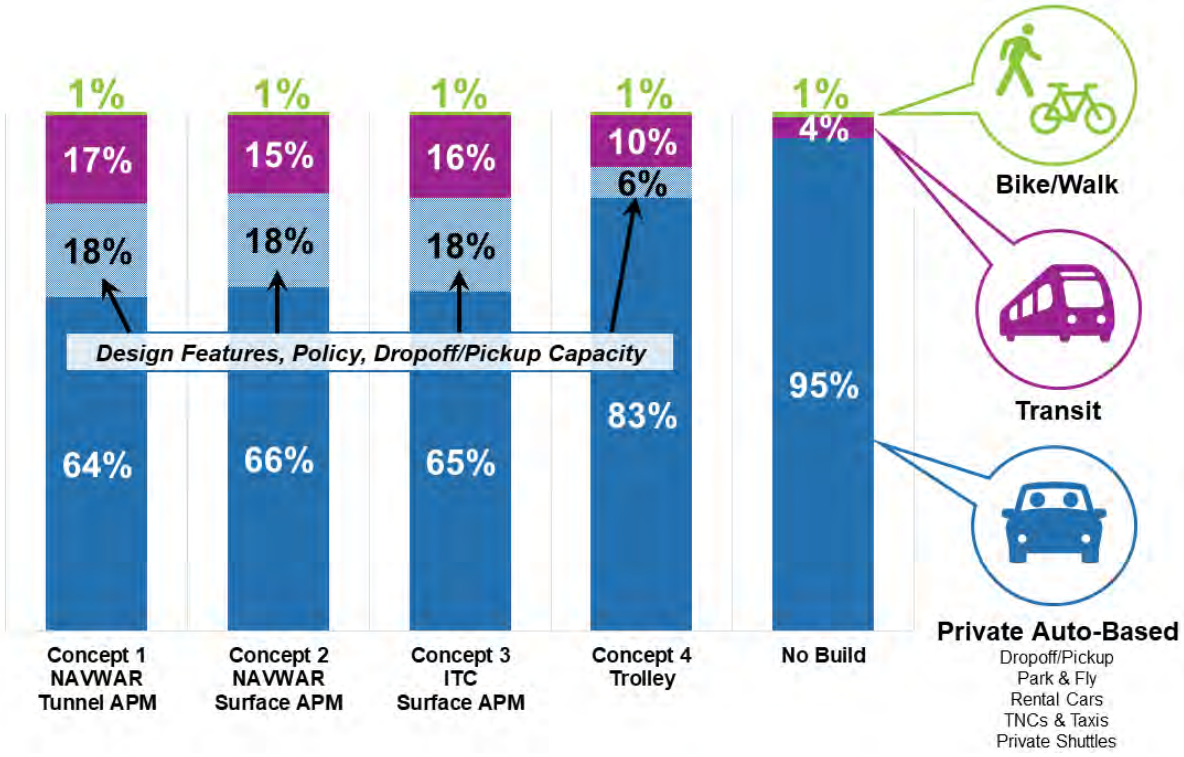
5.2 Reduce Congestion Related to the San Diego International Airport Access

This criterion measures improvements to transit mode share as well as auto access to the airport. The focus is on creating transit options that are more attractive than driving a personal vehicle to the airport. It also looks to reduce congestion on local streets related to airport access.

5.2.a Transit Mode Share

Transit mode share is highly correlated with transit ridership, with the fastest and best transit connections drawing the most riders as a share of overall trips. Concepts 1 through 3 offer the highest transit mode shares for airport travelers, clustered between 15 and 17%, with Concept 1 performing the best. Concept 4 has a transit mode share of 10%, which is consistent with its lower relative ridership. As with ridership, the transit mode share in Concepts 1 through 3 may be increased another 6 to 18% through a combination of policy and design features that reduce airport traffic and increase use of the Central Mobility Hub for auto drop-off and pick-up of airport passengers. Details of transit mode share are shown in Figure 5-11.

Figure 5-11: San Diego International Airport's Estimated Mode Share in 2050



5.2.b Congestion Reduction Around San Diego International Airport

Improving transit mode share to the airport will directly reduce vehicle trips and improve congestion levels on key airport access roads, allow for Harbor Drive to be repurposed for waterfront uses, and reduce traffic that currently bisects Little Italy. Improving transit mode share is a primary goal of the region. Today under existing conditions, the following priority airport access roadways have reached their daily capacities:

- Harbor Drive between San Diego International Airport and Grape Street
- Grape Street and Hawthorn Street between Harbor Drive and I-5
- Laurel Street between Harbor Drive and I-5

"No Build" Scenario Comparison

As shown in Figure 5-12, existing traffic on key airport access roadways exceeds capacity. As shown in Figure 5-12, forecasted growth of airport activity at San Diego International Airport and anticipated growth associated with regional development, traffic on key airport access roadways will further burden this already-exceeded capacity. According to the SANDAG regional model, preliminary modeling analysis for 2050 future conditions demonstrates that these roads will be further constrained and over capacity if mode share shift to transit, transit improvements, and roadway modifications are not implemented. As shown in Figure 5-14, based on 2050 modeling analysis of a future "No Build" scenario, without improvements, gridlock conditions are expected on key airport access roadways including Harbor Drive, Grape Street, and Hawthorn Street. This has the potential to create a scenario where airport passengers are unable to reach the airport terminals, resulting in missed flights and associated economic repercussions.

Figure 5-12: Average Daily Traffic on San Diego Intentional Airport's Key Access Roadways, 2018

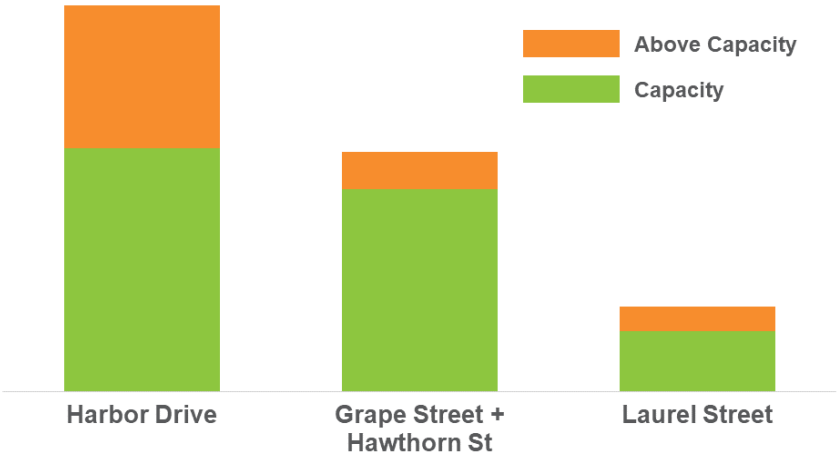


Figure 5-13: Average Daily Traffic on San Diego International Airport's Key Access Roadways, 2050 "No Build" Scenario

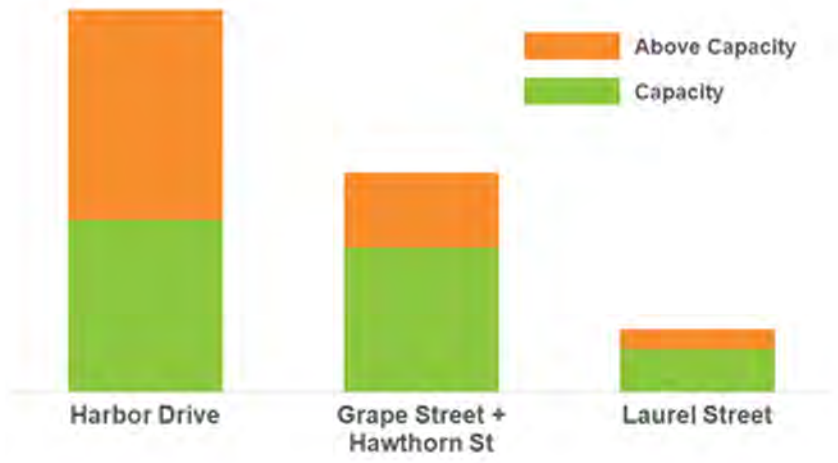
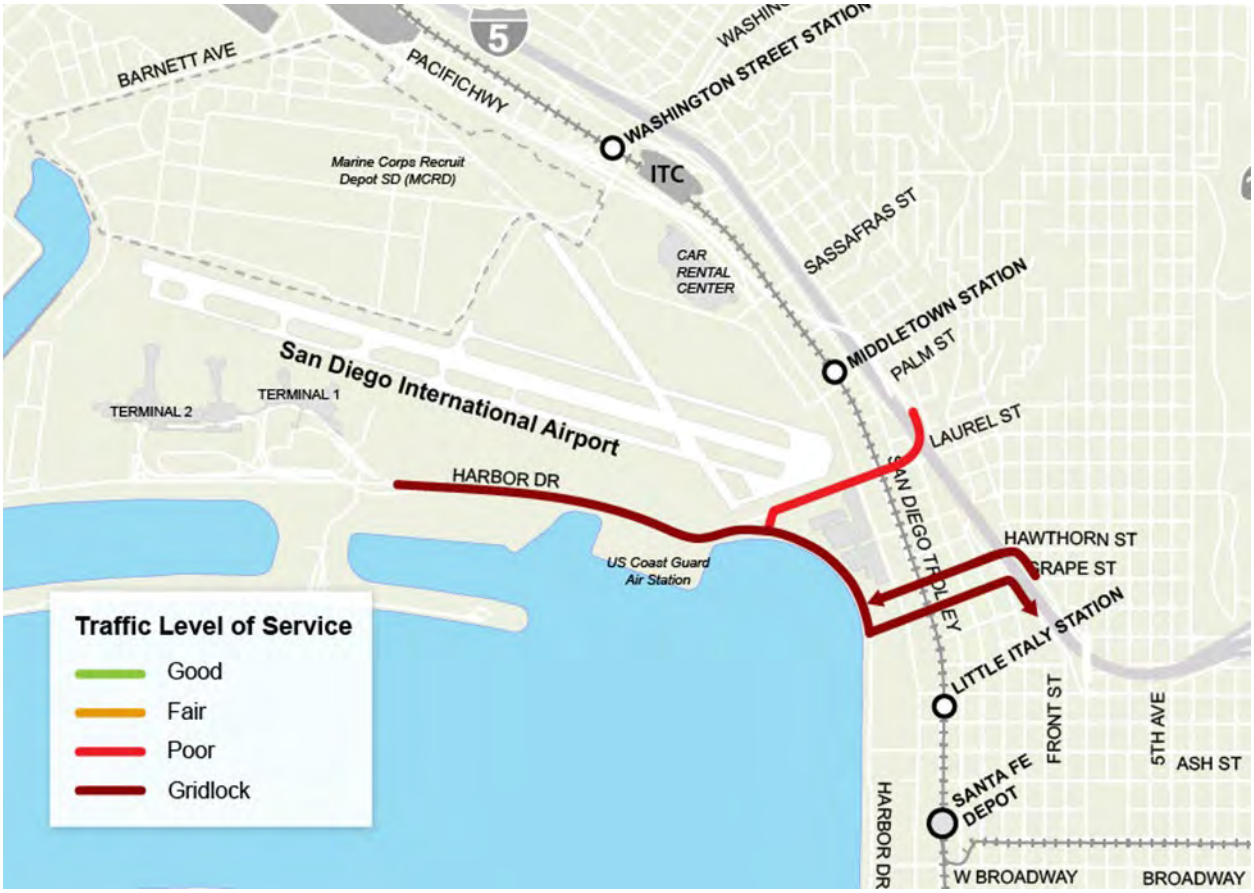


Figure 5-14: Traffic on Airport Priority Roadways – Future "No Build"



Projected Future Traffic Conditions

Harbor Drive

All concepts reduce traffic on Harbor Drive and would support the goal of redeveloping Harbor Drive for waterfront uses. Based on preliminary 2050 transit ridership results for Concepts 1 through 4, Concepts 1 through 3 have the potential to reduce San Diego International Airport Terminals 1 and 2 traffic by 9 to 12% and Concept 4 reduces the airport's Terminal 1 and 2 traffic by 6%. Additional policy considerations associated with these concepts could further reduce traffic on Harbor Drive.

Grape, Hawthorn, and Laurel Streets

As stated above, all concepts commonly assume the relocation of the south-facing I-5 ramps to Laurel Street. As a result of this potential improvement, traffic modeling results show reduced traffic on Grape and Hawthorn streets by approximately 30,000 average daily traffic and, as shown in Figure 5-15, key airport access roadways would operate at an acceptable level of service and with sufficient capacity.

Figure 5-15: Traffic on Airport Priority Roadways – Future Modified (All Concepts)

Policy and Design Features to Advance and Support Congestion Relief Goals

Preliminary modeling suggests that future congestion on key access roads could be alleviated by shifting traffic to new pick-up and drop-off locations outside of the airport terminal area. This is accomplished through policies and design features and results in an increase in transit ridership. Preliminary modeling also demonstrates that the existing freeway ramp connections to Grape and Hawthorn streets would need to be removed in order to reduce traffic on Grape and Hawthorn streets. Transit vehicle, station limitations, vehicle access, and other capacity constraints would provide some limit on the ultimate capacity to accommodate a total diversion of airport traffic. To greatly improve overall system ridership, reduce congestion, and increase levels of services on key airport access roads, policies would have to be considered that include pricing such as tolling or fees on commercial shuttles, taxis, TNCs, and private mode shares.

Assuming such policies are implemented, Concepts 1 through 3 have the highest attractiveness of auto pick-up and drop-off, as the Central Mobility Hub would provide curb space to accommodate up to 40,000 daily pick-ups and drop-offs, with dual-level roadways and supporting facilities that emulate the airport experience (see Figures 4-4 to 4-9). These concepts would also offer direct connections to I-5 via direct access ramps and new or enhanced interchanges, providing a high level of convenience for pick-up and drop-off operations. The Central Mobility Hub with new airport pick-up and drop-off locations could accommodate the potential future implementation of such policies.

Concept 4 has limited curb capacity to accommodate pick-ups and drop-offs at Old Town Transit Center, Santa Fe Depot, and intermediate stations at Washington Street and Middletown. The acquisition of some additional property at existing trolley stations is assumed, but it would have limited ability to accommodate the pick-ups and drop-offs. Additionally, none of the stations have direct access from I-5 and the stations are dispersed. It is unclear how effective traffic diversion techniques would be without a centrally-located pick-up and drop-off location. Moreover, Concept 4 does not include the ability to provide an airport terminal experience and is less able to accommodate diverted traffic than Concepts 1 through 3.

Two comparable airport transit systems, in Phoenix and Miami, provide transit connections and facilities to support auto pick-up and drop-off of airport passengers. Daily ridership on these two systems ranges from 16,000 to 33,000 passengers.

5.3 Greenhouse Gas Emissions and Vehicle Miles Traveled

Goals in this criterion include reducing energy use by encouraging energy-efficient alternative transportation modes and meeting state emissions mandates and stakeholder climate action plans. For the purposes of this analysis, the focus is on airport travelers.

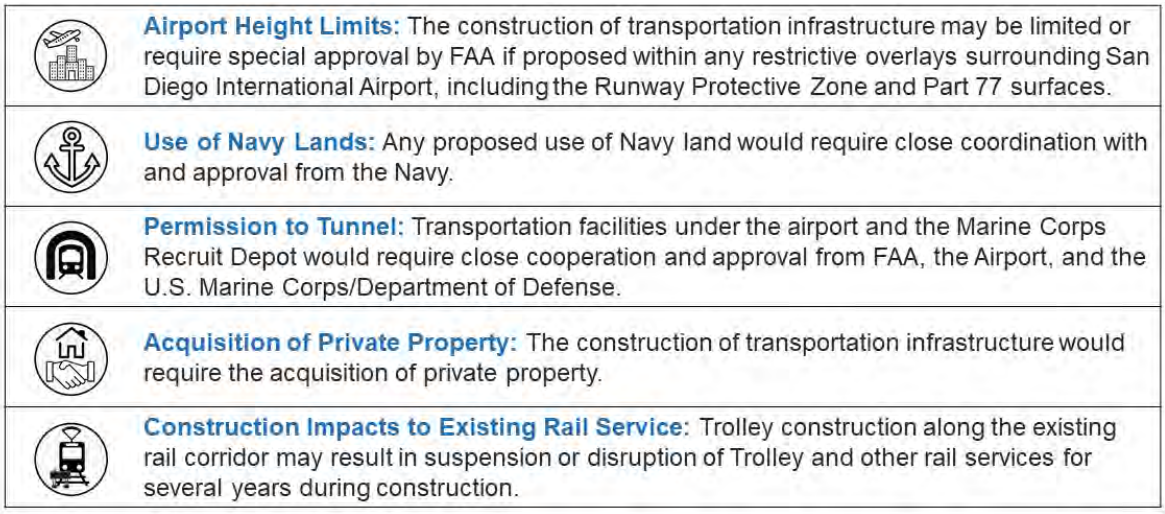
VMT and GHG emissions are closely correlated, with more miles traveled resulting in higher emissions. As such, both metrics will have the same relative trends. Airport travelers using the Central Mobility Hub for auto-based pick-up and drop-off will save approximately two to three VMT per trip for most travelers compared to drop-off and pick-up at the airport's terminals. As shown in Figure 5-10, Concepts 1through have the highest potential ridership and therefore the highest potential to reduce VMT and GHG.

Concept 1 provides the shortest trip length to San Diego International Airport, followed by Concept 3, then by Concept 4, with Concept 2 having the longest trip length. The longer the trip length the greater the energy consumption. Both VMT and GHG emissions are sensitive to the availability of transit as an alternate mobility option, with the highest-quality transit service (Concept 1) providing the greatest incentive to choose transit. For Concepts 1 through 3, the benefits resulting from the availability of high-quality transit and drop-off and pick-up options are partially offset by the effects of construction of the Central Mobility Hub and transit guideway. This would also be the case for the construction of new Trolley guideway infrastructure with Concept 4.

5.4 Feasibility

This section identifies the feasibility, regulatory agency permitting factors, and geotechnical and seismic issues. It also considers the cooperation of the Navy for use of Naval Base Point Loma Old Town Campus (NAVWAR) lands, the cooperation of the FAA for the construction of connectivity improvements within an active airport environment, and issues associated with construction activities within an active rail corridor, freeway, and urban roadway environment. SANDAG planners and engineers, Caltrans, Airport Authority, Port of San Diego, City of San Diego, Metropolitan Transit System, Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN), and NCTD and their respective consultant and experts have provided substantial input for the feasibility of Concepts 1 through 4. However, it is important to note that only conceptual engineering analysis has been completed at this early stage of project definition. Additional engineering and environmental analysis will be required to further plan, design, scope, cost, and risk. Based on the analysis completed to date, the top feasibility risks are summarized in Figure 5-18.

Figure 5-16: Top Feasibility Risks



5.4.a Footprint Requirements and Space Constraints

Concepts 1 through 3 involve the development of a Central Mobility Hub, which includes enough space for multiple local, regional, and interregional transit, as well as facilities for airport passenger pick-up and drop-off activity. Considerable curb and roadway spaces are needed for airport passenger pick-up and drop-off activity. Program requirements for a Central Mobility Hub are shown in Table 5-3. While further analysis is necessary to refine program elements of the Central Mobility Hub, the following table demonstrates the extent of needed facilities and footprint requirements necessary to accommodate a fully functional facility.

Table 5-3: Central Mobility Hub Program Requirements

Trolley Platforms	2 each at 360 linear ft.
Commuter Rail Platforms	2 each at 1,000 linear ft.
Intercity Rail Platforms	2 each at 1,400 linear ft.
Airport APM Platforms	2 each at 500 linear ft.
Bus Bays	20 each and 2.5 acres total
Micro-mobility Staging	20,000 square ft.
Passenger Curb-side Pick-up/Drop-off	4,000 linear ft.
Cell Phone Lot	0.4 acres
Taxi/TNC Staging Area	0.5 acres

Based on preliminary layout analysis, approximately 18 to 25 acres at ground level are needed to meet Central Mobility Hub program requirements.

Concepts 1 and 2 have ample acreage necessary to meet program requirements. The Navy has begun efforts to revitalize the site for an improved NAVWAR campus. SANDAG and the Navy have entered into an MOU to explore the possibility of a Central Mobility Hub being located at the site. The DAR from I-5 to the Central Mobility Hub and a new Hortensia Street interchange would require the acquisition of private lands and have potential impacts to surrounding land uses and traffic during construction.

Concept 3, located at the ITC site, is more challenging as it is constrained by the local roadway network and is situated on a slope, bounded by Kettner Boulevard and Pacific Highway. Kettner Boulevard is roughly 30 feet higher than Pacific Highway at its lowest point. The acquisition of private lands would be needed for the Central Mobility Hub, the DARs from I-5 to the Central Mobility Hub, and improvements to Washington Street and Pacific Highway.

Concept 4 does not create a new Central Mobility Hub, relying on the existing trolley stations for passenger loading. The concept for Trolley operation would be from the Old Town Transit Center to the 12th & Imperial station via the airport. There are 11 Trolley stations along this airport route, including Old Town Transit Center, Washington Street, Middletown, Harbor Island East Basin, airport, Little Italy, Santa Fe Depot, Seaport Village, Convention Center, Gaslamp Quarter, and 12th & Imperial Transit Center. There is insufficient curb space to accommodate airport-level volumes of passenger pick-up and drop-off at these stations. Small properties have been identified at the Washington Street, Middletown, and 12th & Imperial stations that could potentially be acquired for some additional passenger pick-up and drop-off capacity. Even with addition of pick-up and drop-off curb space, Concept 4 would provide much less active curb space than Concepts 1 through 3. As the stations are dispersed throughout the area, it would also be difficult to sign and direct traffic in such a way that would not be confusing to drivers.

The Old Town Trolley Station is a good example of the space limitations at the existing stations. Currently, the Old Town Transit Center is fully utilized with Trolley, COASTER, Amtrak, bus, and Park & Ride facilities. It has limited potential to accommodate expansion due to street capacity, circulation constraints and the I-5 overhead viaduct, which reduces the opportunity for vertical expansion. Santa Fe Depot has limited curb space for additional pick-up and drop-off as it is already heavily utilized for auto drop-off and pick-up for Amtrak, COASTER, and Trolley passengers. The remaining stations are constrained by existing land uses and have limited or no curb space potential for airport passenger pick-up and drop-off.

5.4.b Transit Operations and Construction Risks

Concept 1 includes an APM route in a tunnel from a Central Mobility Hub at NAVWAR under the Marine Corps Recruit Depot (MCRD) and the San Diego International Airport runway to the airport transit-ready area, which could pose risks. Land subsidence (sinking or settling) would be the key risk, either during construction or operation. Impacts to San Diego International Airport's runway operations would have a ripple effect, impacting airport operations nationally. Impacts to MCRD could impact military operations and historic structures located at MCRD. However, initial analysis indicates a tunnel located at a depth of 80 feet is feasible and could be constructed in a manner to not pose significant risk to San Diego International Airport or MCRD operations. It should be noted that the FAA has raised concerns about potential impacts to runway operations at the airport. Concept 1 would be subject to FAA approval. Additional analysis is necessary to fully understand the potential negative and positive impacts of a direct tunnel connection.

Relocation of the Old Town Transit Center to the Central Mobility Hub located at the NAVWAR site may have impacts on ongoing transit operations, and the construction of a Central Mobility Hub at NAVWAR could have impacts on NAVWAR operations, if timing of the Navy's needs is not worked out beforehand. It is believed that sufficient land is available at the NAVWAR location to stage construction with minimal impact.

Concept 2 involves an at-grade and elevated APM route from a Central Mobility Hub at the NAVWAR site around the east side of the airport runway to the airport transit-ready area which could have risk. It is assumed the APM fixed guideway would be located within public right-of-way and along Pacific Highway, Laurel Street, and Harbor Drive. The space requirement may affect travel lane widths for auto, bike, and pedestrian travel. There would likely be temporary construction impacts to traffic for up to three years. Similar to Concept 1, relocation of the Old Town Transit Center to NAVWAR could have impacts to ongoing transit operations and the construction of a Central Mobility Hub at NAVWAR could have impacts on NAVWAR operations. Yet, it is believed that sufficient land is available at the NAVWAR location to stage construction with minimal impact.

Concept 3 involves an at-grade and/or elevated APM route from a Central Mobility Hub at ITC around the east side of the airport runway to the airport transit-ready area which has some identified risk. The APM fixed guideway would be located within the public right-of-way on and along Pacific Highway, Laurel Street, and Harbor Drive. The space requirement may affect travel lane widths for auto, bike, and pedestrian travel and potential existing utility impacts. There would likely be temporary construction impacts to traffic for up to two years. Relocation of the Washington Street and Middletown Trolley stations to the ITC location could have impacts to ongoing transit operations.

For Concepts 2 and 3, the APM fixed guideway would be located within the public right-of-way on and along Pacific Highway, Laurel Street, and Harbor Drive. The space requirement may affect travel lane widths for auto, bike, and pedestrian travel. There would likely be temporary construction impacts to traffic for up to two years.

Concept 4 would increase Trolley crossings on seven local roadway locations in the vicinity of the airport including: Noell, Washington, Sassafras, Palm, Cedar, Beech, and Ash streets. Increasing the number of Trolley crossings would result in more crossing gate down time resulting in increased delay to local traffic around the airport. Relying on the traffic impact analysis completed for the Mid-Coast Trolley Extension project, which is currently under construction, and the Trolley service frequencies that are defined in the Regional Plan, it is assumed that grade separations will be required at these seven local roadway locations. Due to the identified modifications to the local roadway network, it is also likely that grade separation of the LOSSAN heavy-rail (COASTER, Amtrak, and freight service) crossing at Laurel Street would be required, but this would be subject to future analysis and is not assumed in this study.

Grade separation at Sassafras Street may be problematic. The Trolley tracks currently traverse under the south-facing Pacific Highway to I-5 ramps. The ramps are constructed on spread footings, which eliminates the feasibility of trenching under the ramp foundations. The only feasible alternative is to fly the guideway over the ramps at approximately 60 feet above the existing track elevation. in order for the service to operate effectively Due to the limitations on grade design for the Trolley (the maximum steepness of the tracks) and needing to cross Sassafras Street 60 feet above existing track elevation, grade design alone would require grade separations from Washington to Laurel streets. The Trolley station at Washington Street would need to be elevated. It is assumed that the Trolley station at Middletown would be replaced by a station at the NAVWAR site with Concept 4.

Due to the existing Trolley guideway being in an existing trench section under Grape and Hawthorn streets, the most feasible approach to grade separations at Cedar, Beech, and Ash is to continue the trench southerly and return to surface grade of the tracks at Santa Fe Depot before reaching the existing station platforms. This would also require creating a subgrade station at Little Italy.

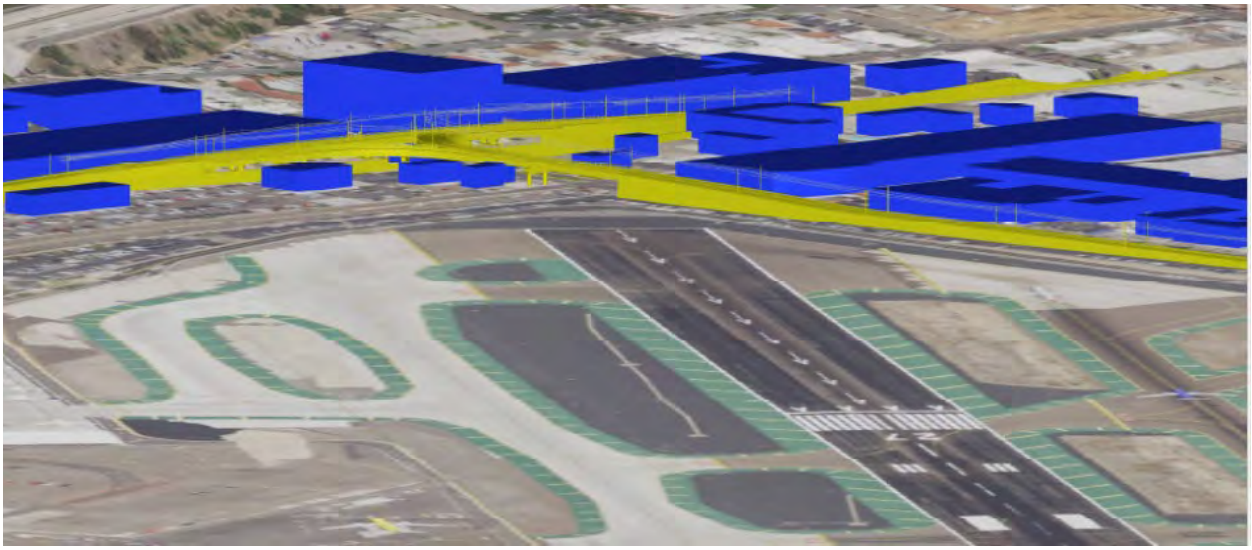
The potential construction of grade separations at Noell, Washington, Sassafras, Palm, Cedar, Beech, and Ash streets will have impacts on Amtrak, COASTER, and the Trolley Blue and Green Lines level of service. The construction period could last as long as three years. This could require Trolley service in the corridor to be shut down. A shuttle service between the Old Town Transit Center and Santa Fe Depot would be required during much of the construction period. The COASTER may have to operate on a single track through the same period. If the Trolley service is maintained at some level during construction, the construction duration and costs would increase significantly.

Concept 4a envisions connecting to the existing Trolley bridge structure over Laurel Street (see Figure 5-22). Heavy-rail tracks are at-grade and immediately to the west of the Trolley tracks. An elevated wye connection —a triangle of railroad track used to turn trains—would need to be constructed.

Figure 5-17: View of Laurel Street Trolley Bridge from Pacific Highway

Source: Google Maps

Figure 5-18: Airport Trolley Connection to Laurel Street Trolley Bridge – Conceptual Layout



The existing tracks used by the COASTER and Amtrak would require a shift to the west, which would necessitate the need to take California Street and other properties or rights-of-way along the length of the track relocation. A third Trolley track would diverge to the west and parallel the COASTER and Amtrak track. It would climb to the elevation required to reach 24 feet vertical clearance above the COASTER and Amtrak tracks and then curve to the west to complete the full double-track wye. This clearance requirement will cause the Trolley tracks to vertically fly over Pacific Highway, remain aerial along Laurel Street, continuing to the dedicated on-airport roadway to the entrance of Terminal 1 and 2.

The new Trolley connection to the Laurel Street bridge would be within the Runway Protective Zone, meaning it would require FAA approval.

Concept 4b involves a wye in the track at the existing Grape and Hawthorn streets trench. This concept would require undergrounding the County Center/Little Italy Station. Extension of the trench, grade separations, elevated and subterranean stations would be challenging. With a very constrained right-of-way and no availability of land to construct a shoofly (temporary track), construction of the Trolley infrastructure would require closure of the Trolley corridor between Little Italy and Middletown stations during construction. If grade separation is not required as anticipated, the existing trench would still require modification and would most likely require closing Trolley service but for a lesser time duration. Concept 4b is the only concept that would not require FAA approval.

5.4.c Roadway and Freeway Operations

All concepts include modification to the roadway and freeway network to reduce traffic on Harbor Drive and in Little Italy and to convert Laurel Street to an airport priority roadway. The freeway and roadway modifications are common to Concepts 1 through 4 but may present constructability challenges.

- Converting Laurel Street to the airport priority roadway would likely warrant the widening of Laurel Street from four lanes to a minimum of six lanes between Pacific Highway and I-5. This widening could likely be accomplished without having to rebuild the existing Laurel Street Trolley bridge. However, the widening would likely require the acquisition of residential and commercial property on both sides of Laurel Street. It is likely that modifications could be made to the existing parking structures on either side of Laurel Street to avoid full acquisition.

- Converting Laurel Street to the airport priority roadway may warrant grade separations at the intersection of Pacific Highway and Laurel Street; however, constructing a grade separation at this location would be challenging due to the proximity to the Runway Protective Zone, groundwater, geotechnical, and right-of-way challenges.
- Converting Laurel Street to the airport priority roadway may impact Solar Turbines, Inc. and its ability to use its driveway connection to Laurel Street. Solar Turbines is a manufacturer of energy products and a subsidiary of Caterpillar, Inc. Operating in that location since 1927, the company relies on this driveway for delivery shipments using semi-tractor trailers (18-wheelers). It is possible that special design features could be incorporated into Laurel Street to accommodate Solar Turbines shipment needs without significantly minimizing the efficiency of Laurel Street to serve as the airport priority roadway.
- New freeway ramp connections between Laurel Street and I-5 would provide direct access from the freeway to Laurel Street; however, the new freeway ramp connections would likely require residential and commercial property acquisition, including the relocation of City of San Diego Fire Station 3.
- Redesigning Harbor Drive from a six-lane roadway to a four-lane roadway with dedicated transit and bike lanes would require construction-related traffic impacts. These impacts would be temporary and could be minimized with traffic control and traffic advisory techniques.

Concepts 1 and 2 involve the construction of a DAR, which would provide access at the upper level (50-foot level) to a Central Mobility Hub and may pose impacts to frontage roads due to freeway expansion.

Construction of a new Hortensia Street interchange and demolition of the existing Old Town Avenue interchange would be a significant upgrade in circulation and capacity and would require well-planned staged construction with some short night-time freeway closures and detours to allow erection and demolition of bridge falsework. This concept also serves Barnett Avenue with a better connection to I-5.

Rights-of-way for the Hortensia Street freeway interchange and the pedestrian crossing from Old Town to the Central Mobility Hub would require the acquisition of property. The DAR from I-5 to the Central Mobility Hub, the Hortensia Street freeway interchange, and the pedestrian crossing from Old Town to the Central Mobility Hub would have potential impacts to surrounding land uses and traffic during construction.

Pacific Highway would be modified to provide a multi-level connection to the Central Mobility Hub, resulting in impacts to traffic during construction.

The at-grade/elevated APM would compete for limited space around the end of the airport runway at the Laurel Street and Pacific Highway intersection and at the Harbor Drive and Laurel Street merge point.

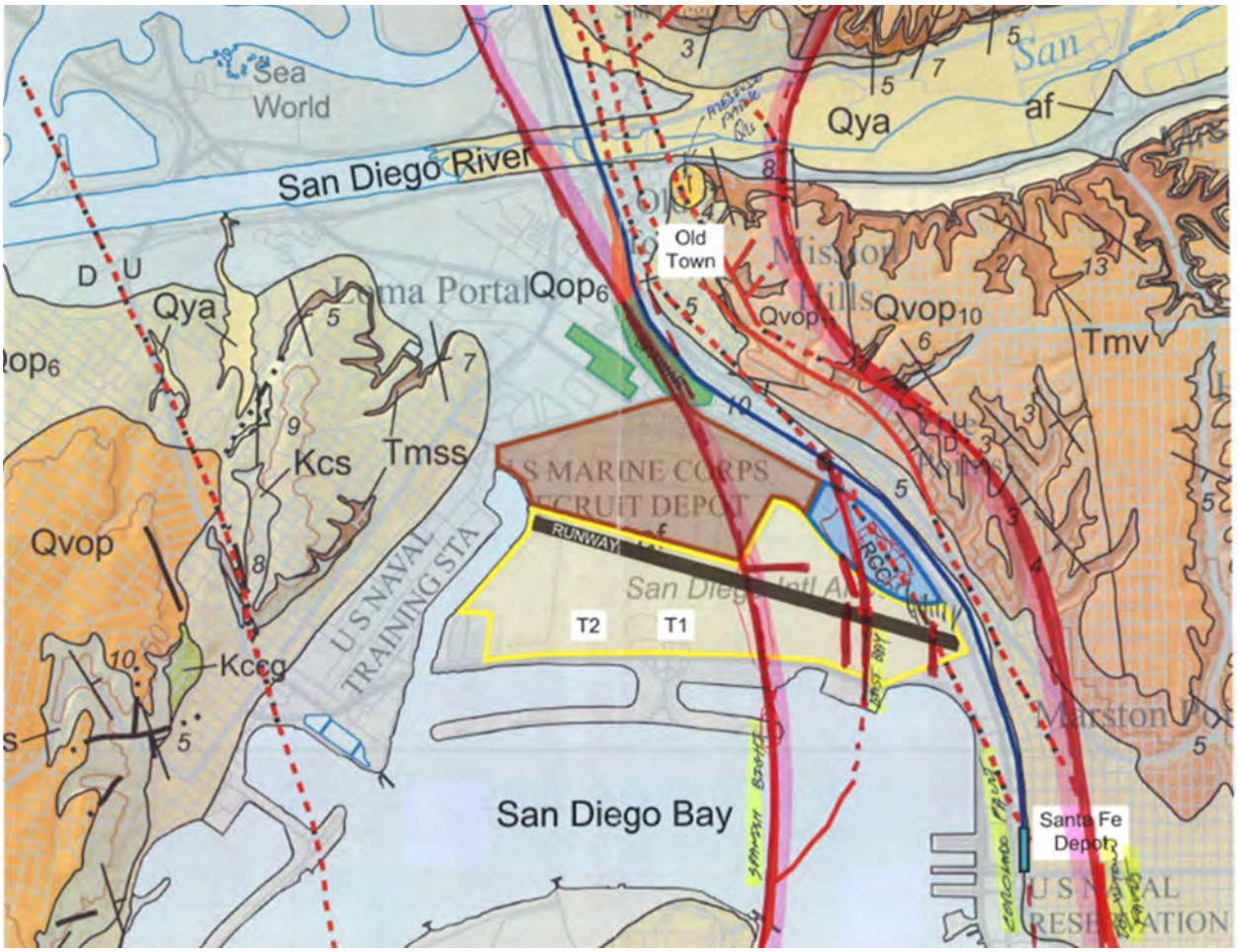
Concept 3 envisions removing the existing grade separation at Washington Street and Pacific Highway and constructing an at-grade signalized intersection. This is consistent with the City of San Diego's community plan. Also, a new intersection on Pacific Highway would be constructed to accommodate traffic access to the lower level of the Central Mobility Hub.

Access from Kettner Boulevard to the middle level (30-foot level) of the Central Mobility Hub would require some modifications on Kettner Boulevard, potentially a right-turn-only deceleration lane and a right-turn-only acceleration lane. This would generate minimal traffic impacts during construction.

5.4.d Geotechnical, Seismic Conditions, Hazardous Materials, and Soils

The project footprint falls in the active earthquake zone of the Rose Canyon Fault, see Figure 5-19 below. The active fault zone has experienced multiple past displacements, ground ruptures, and strong ground motion. The entire area has a shallow groundwater condition and near-surface soils with low to marginal strength. Some areas may have historically suffered liquefaction, lateral spreading, and seismically-induced settlement. The zone extends through the project footprint in a north-south orientation. The zone is considered wider in the east-west direction at Harbor Drive and then converges to a narrower zone to the north near the NAVWAR footprint. Potential fault rupture, seismic shaking, and induced deformations can have significant impact to design and require extensive mitigation measures. The design of fixed guideways, like an APM and the Trolley, require special attention. Comprehensive geotechnical, fault hazard, environmental, and hazardous materials studies should be performed during the preliminary design phase.

Figure 5-19: Rose Canyon Fault Zone (area between solid red lines)



For Concept 1, locating a twin-bore tunnel at a recommended depth of approximately 80 feet below the surface, measured from the bottom of the tunnel to the surface, is considered technically feasible and constructible. At a depth of 80 feet, the tunnel would reside in the more competent Bay Point Formation (old paralic deposits) (Figure 4-2). The earth pressure balanced Tunnel Boring Machine drilling method would be the probable method of construction. Subsurface stations and vehicle storage/maintenance facility would be constructed in deep shored caverns. The tunnel alignment provides flexibility in routing to avoid crossing known and mapped earthquake faults. However, other unknown active splays of the Rose Canyon Fault may exist. In addition, compared to Concepts 2 through 4, the tunnel alignment runs in a north-south direction that sub parallels the general trend of faults in the area rather than crossing them, which is preferable. Additional studies will be required to further evaluate the profile and tunnel alignment, engineering requirements, potential risks, and potential presence of faulting that may cross the proposed tunnel alignment.

National Fire Protection Association standards for fire protection and life safety in tunnels is stringent. Accommodating tunnel egress points below the MCRD and the San Diego International Airport airfield would be problematic. Tunnel ingress and egress is not anticipated to be needed as with twin bore tunnels and cross overs, safety requirements are expected to be met. The English Chunnel is 28 miles with no surface access, the investigated airport connectivity tunnel is 1.1 miles. Future analysis to evaluate fire protection and life safety issues will be needed.

Concept 1 will require boring under the runway and most likely under a portion of Terminal 1. Terminal 1 pile foundations are anticipated to be driven to a depth of 50 feet. The top of the tunnel is conceived to be plus or minus 60 feet deep and the tunnel liner can be designed to accommodate the building's load. The station will require deep shoring and excavation of a station cavern, which will be filled over at completion of construction. The FAA has raised concerns regarding the risk of subsidence of the runway during tunneling operations, especially since the airport only has a single main runway. FAA permission will need to be obtained for Concept 1.

Concept 1 would require the vertical transfer of passengers from the tunnel, at a depth of 80 feet, to the surface. The APM would deboard large numbers of passengers directly to a vertical transportation mode. Escalators can efficiently move large numbers of passengers. However, the footprint to construct the escalator system could be quite large. An assessment will need to be done to further assess the feasibility of escalator construction within the footprint of the transit-ready area at the airport terminals. Elevators provide another viable solution, but they would need to be carefully sized to accommodate large passenger flows.

For Concepts 2 through 4, active mapped earthquake faults are known to exist in the project corridor and the APM and Trolley alignments provide little or no flexibility to avoid crossing them. Aerial structures and cut-and-cover tunnel sections can be designed to accommodate crossing an active fault. Crossing an active fault will increase the cost of all structures. Late identification of a fault during construction may cause unknown cost and construction delays. Extensive geotechnical investigations and fault studies will be required.

5.4.e FAA and Navy Requirements, Protected Species, and Regulatory Agency Considerations

Compatibility with FAA and/or other Regulatory Constraints

The east side of San Diego International Airport, in the vicinity of the Pacific Highway and Laurel Street intersection, is subject to FAA restrictions due to its location near the end of the runway. This area is subject to two key FAA overlay zones:

- **Runway Protection Zone (RPZ):** A wedge-shaped zone covering all elevations, extending approximately 750 feet from the end of the runway and widening to approximately 1,000 feet, fully encompassing the Pacific Highway and Laurel Street intersection and the existing Trolley overcrossing of Laurel Street.

- **Part 77 Approach Surface:** An imaginary, sloped surface on the lower edge of the aircraft approach path that serves as a development height limit. In the project area, the limit ranges from approximately 10 feet above ground level near the Pacific Highway/Laurel Street intersection, to approximately 20 feet above ground level near the existing Trolley tracks at Laurel Street.

Concept 1 will require cooperation and approval from the Navy to tunnel under the MCRD and require cooperation by San Diego International Airport and from the FAA to tunnel under the airport's runway. There are concerns about the risks associated with tunneling under the runway due to vital airport operations of only one working runway. A non-secure transit system below or adjacent to secure airport facilities will require approval through multiple local, state, and federal agencies including local police, TSA, and Department of Homeland Security. Requirements for infrastructure hardening to protect existing critical facilities can drive costs well above what may be anticipated or is financially feasible. Accommodating the security needs for MCRD will have similar challenges. A threat assessment and safety/security requirements and mitigation plan should be developed for all concepts.

For Concepts 1 through 3, the NAVWAR and ITC sites are within another FAA overlay zone known as the Part 77 Horizontal Surface, an imaginary, flat surface 150 feet above the airport elevation that acts as a development height limit extending approximately 10,000 feet around the runway. Any development above this height would require discretionary approval from the FAA.

All concepts contain freeway/roadway improvements in the RPZ and Part 77 Approach Surface areas, as well as the APM and Trolley alignments featured in Concepts 2, 3, and 4a. If the FAA approves the APM and Trolley alignment in Concepts 2 or 3, it may require a depressed trench section around the end of the runway as a condition of approval to minimize vertical encroachment into these restricted areas. This would add cost and complicate construction of these concepts. Due to grade limitations, a trench section would not be feasible for concept 4a. Concept 4b is not expected to pose impacts to the RPZ or approach areas.

During the discretionary review process for any development with the RPZ or Part 77 overlays, the FAA — with input from the San Diego International Airport's operations team and major airlines — would determine whether the project would pose any impacts to the airport's airspace or operations. The Airport Authority, acting as the regional Airport Land Use Commission, will also review development for consistency with the Airport Land Use Compatibility Plan. FAA approval is based on a variety of specific factors including the development's purpose, need, alternatives, site conditions, and other considerations. To increase the likelihood of FAA approval, the Airport Authority must be consulted regarding any proposed development near San Diego International Airport.

Wildlife/Coastal Commission

Concept 1 is expected to pose the fewest potential impacts to coastal and wildlife regulations, as it has the smallest development footprint of any concept. The NAVWAR site is located outside the California Coastal Zone and does not include any protected habitat areas. The tunnel alignment to San Diego International Airport does enter the coastal zone and would require analysis and approval by the California Coastal Commission (CCC).

Like the NAVWAR site, the ITC (Concept 3) is located outside the California Coastal Zone and does not include any protected habitat areas. CCC approval would be required for all improvements west of Pacific Highway, including the Laurel Street access road (in all concepts) as well as the APM and Trolley alignments in Concepts 2, 3, 4a, and 4b. Similarly, these same project elements may impact protected habitat areas used by the California least tern, a bird listed as endangered by both federal and state regulations. The southeast side of the airport's property, adjacent to Laurel Street and Harbor Drive, contains several of these protected areas, which are actively maintained by the Airport Authority. Any development impacting these protected areas may require mitigation and special coordination with the Airport Authority and resource agencies.

Compatibility with other Land Use Plans

The at-grade or elevated APM system would compete for limited space in the Harbor Drive and Laurel Street merge points where space is limited for planned roadway, bikeway, transit, and pedestrian uses. There also would be space and geometric challenges routing the people mover around the end of the runway at the Laurel Street and Pacific Highway intersection.

In Concept 2 and 3, communities along the at-grade and especially the aerial segments of the APM alignments may raise concerns of visual and view impacts.

5.4.f Utility Conflicts

This preliminary analysis does not include detailed analysis of utility conflicts. Additional analysis and more extensive utility research and mapping will be needed to help refine cost estimates and characterize risks associated with Concepts 1 through 4. Pacific Highway serves as a major utility corridor and Harbor Drive also contains some major utilities. For Concept 4b the cut-and-cover tunnel would sever all utilities in Pacific Highway and many of the utilities in Harbor Drive until the tunnel reaches grade at Harbor Drive. Concept 4b would have the greatest impact to existing utilities. For Concept 1 the APM tunnel would have the least impact on existing utilities. Concepts 2 and 3 at-grade aerial APM alignments are constrained to existing public right-of-way, which is where most major utilities are located. Foundation column placements may allow avoidance of numerous potential conflicts and relocations. Additional analysis is required to identify conflicts with large gravity/forced main sewers, jet fuel pipeline, water pipelines, communication lines, and other critical utility infrastructure.

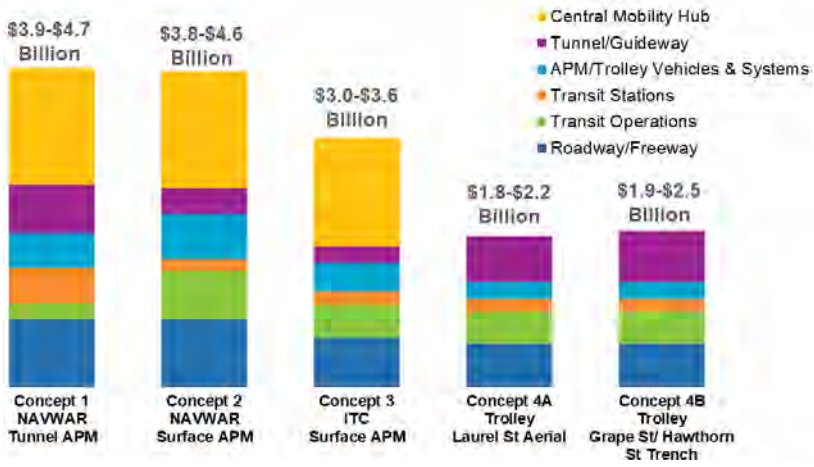
5.5 Cost

Cost and financial feasibility consider both capital and operating costs. Capital costs include construction and supporting facilities. Operating costs include the annual cost to operate and maintain the system. This information is used to assess potential fiscal impacts and the cost effectiveness of each concept.

Figure 5-20 and Tables 5-5 to 5-8 show high-level, rough-order-of-magnitude cost estimates for each concept, including 30 years of transit operations for the APM (Concepts 1 through 3) and the Trolley (Concepts 4a and 4b).

Concepts 1 and 2 have the highest estimated costs at $3.8 to $4.7 billion. This is because both concepts contain a Central Mobility Hub, as well as the two highest-cost APM options: a tunnel-based APM in Concept 1, and a 3.6 mile-surface/aerial APM in Concept 2, which also bears higher operating costs than Concept 1. However, the higher APM operating costs of Concept 2 are partially offset by the elimination of the current Rental Car Center shuttle buses, which would be replaced by the Concept 2 APM with its stop at the Rental Car Center.

Figure 5-20: Estimated Total Project Cost (Capital Cost + 30 Years of Transit Operations)



Concept 3 has a moderate estimated cost at $3 to $3.6 billion. While this does contain a Central Mobility Hub, like Concepts 1 and 2, the Concept 3 surface/aerial APM is shorter than the Concept 2 APM (2.6 miles versus 3.6 miles) and carries lower operating costs. The Concept 3 APM operating costs are further offset by the elimination of the current Rental Car Center shuttle buses, which would be replaced by the APM with its stop at the Rental Car Center. Additionally, Concept 3 has lower freeway and roadway costs with no new I-5 interchange.

Concepts 4a and 4b have the lowest estimated costs at $1.8 to $2.5 billion. This is mainly because the costs do not contain a Central Mobility Hub, nor the freeway and roadway elements that support the Central Mobility Hub (new I-5 interchange and DARs). However, the cost to bring the Trolley across to the west side of the adjacent heavy rail corridor — either via aerial structure (Concept 4a) or tunnel (Concept 4b) — is roughly comparable to the tunneling costs of Concept 1.

Table 5-4: Estimated Total Project Cost (Capital Cost + 30 Years of Transit Operations)

	Concept 1	Concept 2	Concept 3	Concept 4a	Concept 4b
	Mobility Hub at NAVWAR with Tunnel APM	Mobility Hub at NAVWAR with APM At-Grade/Aerial	Mobility Hub at ITC with APM At-Grade/Aerial	Trolley Connection Via Aerial Wye at Laurel Street	Trolley Connection Via Tunnel at Grape and Hawthorn
Total	$3.9 to $4.7 billion	$3.8 to $4.6 billion	$3.0 to $3.6 billion	$1.8 to $2.2 billion	$1.9 to $2.5 billion

Table 5-5: Cost by Work Breakdown Structure ($ millions)

	Concept 1	Concept 2	Concept 3	Concept 4a	Concept 4b
Project Development	$1,099	$955	$673	$357	$405
Right-of-Way	$172	$172	$480	$239	$144
Construction	$2,747	$2,388	$1,683	$892	$1,012
Vehicles	$63	$95	$79	$119	$119
30-Year Annual Transit Operations	$213	$640	$427	$427	$427
Total	**$4,294**	**$4,250**	**$3,343**	**$2,033**	**$2,107**

Table 5-6: Estimated Cost by Major Facility (Excludes 30 Years of Transit Operations, $ millions)

	Concept 1	Concept 2	Concept 3	Concept 4a	Concept 4b
Central Mobility Hub	$1,568	$1,568	$1,450	N/A	N/A
Tunnel/Guideway	$659	$344	$223	$608	$682
AMP/Trolley Vehicles and Systems	$450	$610	$387	$237	$236
Transit Stations	$482	$158	$180	$172	$172
Roadway/Freeway	$922	$922	$676	$586	$586
Total	**$4,081**	**$3,603**	**$2,916**	**$1,602**	**$1,676**

Table 5-7 further details the estimated costs to acquire property to accommodate the required right-of-way for each concept.

All concepts contain approximately $118 million in right-of-way costs for the common freeway and roadway improvements near Laurel Street.

In addition to the shared freeway and roadway costs, the additional right-of-way costs for Concepts 1 and 2 are relatively low at $54 million and cover the freeway/roadway improvements that would serve the Central Mobility Hub at the NAVWAR site (new I-5 interchange and DARs). Concept 3 has the highest additional right-of-way costs at $362 million, which is required to acquire numerous parcels at the planned ITC site for the Central Mobility Hub and I-5 direct access ramps. Concept 4a has moderate right-of-way costs at $121 million for the required aerial infrastructure near Laurel Street. Finally, Concept 4b has the lowest additional right-of-way cost at $26 million, requiring acquisition only at the short tunnel section near Grape and Hawthorn streets.

Table 5-7: Estimated Right-of-Way Cost ($ millions)

	Concept 1	Concept 2	Concept 3	Concept 4a	Concept 4b
I-5 Ramps at Laurel Street	$22	$22	$22	$22	$22
Laurel Street Widening from Pacific Highway to I-5	$96	$96	$96	$96	$96
NAVWAR Hortensia Street Interchange and Direct Access Ramps	$54	$54			
ITC Site, Direct Access Ramps, and Washington Street/Pacific Highway			$362		
LRT Aerial Wye Connection at Laurel Street				$121	
LRT Cut-and-Cover Tunnel at Grape and Hawthorn Streets					$26
Total	**$172**	**$172**	**$480**	**$239**	**$144**

5.6 Economic Benefit

The creation of a transit connection to the airport, including a regional mobility hub with associated transit-oriented development, would have substantial economic benefits for the region. While the transit benefits are expected to be substantial, economic benefits also stem from the increase in population and jobs in the region that result from the development around a potential Central Mobility Hub. Additional land development allows the regional population and economy to grow. For example, the redevelopment of the 72-acre NAVWAR site into a mixed-used transit-oriented development would:

- Provide the Navy with upgraded office facilities that will improve their operational capabilities and keep a major employer in the region.
- Provide travelers a convenient multi-modal station with direct access to the airport, increasing the viability of transit for all San Diegans.
- Provide thousands of housing units close to regional jobs.
- Develop a large, centrally located, and currently underutilized parcel of valuable real estate into an urban village, consistent with local growth and development initiatives.

All concepts assume redevelopment of the NAVWAR site, Harbor Island East Basin, and other development programs outlined in the cities and County general plans. For modeling purposes, the same level of development is assumed in the analysis of each concept. However, Concepts 1 and 2, due to the size of the NAVWAR site, offer the greatest potential for new transit-oriented development, followed by Concept 2. Concept 3 offers the least opportunity for new transit-oriented development.

This preliminary economic analysis of the airport and Central Mobility Hub proposed projects only looks at two aspects of the proposed project concepts and estimates their potential economic effects. This analysis provides a rough overview of the economic benefits of the proposed projects and is designed to provide guidance for moving forward. As proposals are developed further, more detailed analyses will be conducted.

The analysis has two parts: (1) an economic impact analysis of the construction activity; and (2) an analysis of the impact of the redevelopment of the NAVWAR facility on the San Diego region.

Economic Impact of Construction

The economic impact analysis of the construction activity uses the IMPLAN input-output model, which is an economic model that traces the effect of an economic change, such as a major construction project, through the regional economy. It illustrates how the building of as multi-billion-dollar development would translate into jobs and income for construction workers, architects and engineers, and all associated businesses, and how this increased income would ripple through the local economy to a wide variety of businesses.

The economic activity resulting from constructing any one of the concepts is in the billions. For every billion in construction expenditure, almost 12,000 jobs are created in the construction, architecture and engineering, legal, and associated professions, as well as in the wider economy (such as wholesale and retail, restaurants, real estate, etc.). An accounting of the employment, output and income created for different development scenarios follows (in millions) and shows that the NAVWAR site with the tunnel APM has the greatest economic impact, as it is the most expensive option. On a per-dollar basis, all the concepts score the same.

Table 5-8: Economic Benefit – Construction Employment

Concept 1	HUB/NAVWAR/Tunnel APM Transit Facilities	Associated Development	Total Potential Benefit
Project Cost	$3.9 to $4.7 billion	$7.6 to $8.7 billion	$11.5 to $13.4 billion
Employment Effects	43,000 to 50,000 jobs	88,000 to 101,000 jobs	131,000 to 151,000 jobs
Output	$6.1 to- $7.0 billion	$12.4 to $14.3 billion	$18.6 to $21.3 billion

Concept 2	HUB/NAVWAR/At-Grade APM Transit Facilities	Associated Development	Total Potential Benefit
Project Cost	$3.8 to $4.6 billion	$7.6 to $8.7 billion	$11.4 to $13.3 billion
Employment Effects	38,000 to 43,000 jobs	88,000 to 101,000 jobs	125,000 to 144,000 jobs
Output	$5.3 to $6.1 billion	$12.4 to $14.3 billion	$17.8 to $20.4 billion

Concept 3	ITC/At-Grade APM Transit Facilities	Associated Development	Total Potential Benefit
Project Cost	$3.0 to $3.6 billion	$6.7 to $7.8 billion	$9.7 to $11.4 billion
Employment Effects	29,000 to 33,000 jobs	78,000 to 90,000 jobs	107,000 to 123,000 jobs
Output	$4.1 to $4.7 billion	$11.1 to $12.8 billion	$15.2 to $17.5 billion

Concept 4a	Trolley – Laurel Street
Project Cost	$1.8 to $2.2 billion
Employment Effects	14,000 to 16,000 jobs
Output	$2.0 to $2.3 billion

Concept 4b	Trolley – Hawthorn/Grape
Project cost	$1.9 to $2.5 billion
Employment Effects	16,000 to 18,000 jobs
Output	$2.3 to $2.6 billion

Economic Impact of NAVWAR Relocation

NAVWAR has a significant impact on the San Diego economy. The possibility has been raised that the NAVWAR facility could be relocated outside of the region if the Navy is unable to find a willing development partner for the site. To understand this impact, this analysis looked at the effects of losing the 5,000 jobs currently at NAVWAR.

The economic impact of that possibility would be the loss not only of 5,000 Navy employees, but of roughly 7,000 additional permanent jobs in the region, and an annual $2 billion loss to the regional economy. This would represent a decline of roughly 1% of regional economic activity.

6. Summary of Key Findings

It is imperative that SANDAG and stakeholder partners work to improve transit access to San Diego International Airport and develop a world-class transportation system that not only enhances the passenger and visitor experience, but also addresses anticipated severe congestion on key airport access roads. Given forecasted regional growth and anticipated increases in activity at San Diego International Airport, SANDAG strongly urges implementation of improved transit connectivity to the airport. The freeway and roadway modifications outlined should also be considered, but these measures alone may not prevent severe congestion on key airport access roadways.

A Central Mobility Hub has the potential to provide improved transit connectivity, efficient freeway access, ample room for convenient pick-up and drop-off facilities, a quick and comfortable ride directly to the airport terminals, and the potential to divert a significant amount of traffic away from key airport access roadways. Policies to divert traffic away from key airport access roadways to a Central Mobility Hub can be analyzed, considered, and implemented over time as traffic conditions warrant.

A Trolley connection to the airport also has the potential to provide improved transit connectivity. The Trolley system is familiar to regional travelers but is not well suited for airport travelers. The vehicles themselves are not designed for passengers with luggage, and there is concern that this may limit ridership. There is also limited capacity for passenger pick-up and drop-off at the trolley stations near the airport. Passenger pick-up and drop-off depends on available curb space, which is very limited at the trolley stations near the airport. It would also be challenging to divert traffic to Trolley stations using policies to encourage alternative drop-offs as the stations are dispersed throughout the area with no central location for pick-up and drop-off activity.

The freeway and roadway modifications outlined in this study have the potential to reduce traffic on Harbor Drive and reduce traffic in Little Italy. However, more traffic would be channeled onto Laurel Street. Even with the recommended widening of Laurel Street, traffic would likely need to be monitored and managed closely to prevent gridlock on this key airport access roadway.

All of the proposed concepts would meet the goals and objectives as stated herein. Yet, as summarized below and in Figure 6-1, the concepts vary in terms of performance and the ability to address program goals. Initial analysis shows the following key findings:

- APM vehicles (Concept 1 through 3) are optimized for airport travel, with level boarding, wide doors, and ample space for passengers with luggage.
- A Central Mobility Hub (Concept 1 through 3) has the highest potential for auto pick-up and drop-off, as the Central Mobility Hub would provide curb space to accommodate up to 40,000 daily pick-ups and drop-offs, with dual-level roadways and supporting facilities that emulate the airport pick-up and drop-off experience.
- A Trolley connection to the airport (Concept 4) would provide a direct connection to the existing Trolley system and provide a service that is familiar to regional travelers.
- Central Mobility Hub at NAVWAR with APM in tunnel to the airport (Concept 1) provides the fastest trip to the airport.

- Central Mobility Hub at NAVWAR with APM at-grade/elevated to the airport (Concept 2) and Central Mobility Hub at ITC with APM at-grade/elevated to the airport (Concept 3) provide connectivity to the Rental Car Center.
- Concept 1 through 3 have roughly twice the transit ridership potential of Concept 4.
- Concept 4 is roughly half the estimated cost of Concepts 1 through 3.
- Concepts 1 through 3 provide a Central Mobility Hub that provides the greatest flexibility to connect future regional transit services.
- Concepts 1 and 2 provide the greatest flexibility for program requirements due to the size of potentially available land.
- Concepts 1 and 2 provide the greatest flexibility for program requirements due to the size of potentially available land.
- Concepts 1, 2, and 4 would provide the greatest amount of transit connectivity (Concept 3 would likely not connect to COASTER commuter rail or Amtrak Surfliner intercity rail).
- All concepts would require the acquisition of privately-owned land with Concept 3 requiring the most.
- Concept 1 through 3 would likely not require the closure of existing Trolley service during construction. Concept 4 would likely require periodic and possibly even permanent closure of existing Trolley service between Old Town Transit Center and Santa Fe Depot for a period up to three years requiring temporary bus service between Old Town Transit Center and Santa Fe Depot.

7. Recommendations and Next Steps

SANDAG staff has completed a comprehensive analysis of the challenges toward realizing improved transit connectivity to the San Diego International Airport and maintaining roadway capacity, but recognizes that much additional work is required, including: additional modeling analysis, planning, preliminary engineering, environmental analysis including a social equity evaluation, community outreach, and stakeholder coordination. To achieve a better understanding of potential travel demand, additional modeling work is required. While helpful as a preliminary assessment, the SANDAG Regional Travel Model, which is designed to—a regional macro model large scale projects—that impact the entire region, is not necessarily sufficiently sensitive to capture distinctions at the micro scale and the nuances of airport travel. Additional planning, preliminary engineering, environmental analysis, community outreach, and stakeholder coordination is needed to better understand the costs, risks, and benefits that the various airport connectivity solutions provide. SANDAG will work with all agency partners to coordinate and provide feedback on technical analyses and policy assumptions that involve airport connectivity and planning jurisdictions.

SANDAG staff recommends the following next steps:

- Initiating community outreach to begin the discussion on the various concepts presented in this analysis
- Continuing studies leading to the selection of a locally preferred alternative by the SANDAG Board of Directors to be carried forward into the environmental review process, pursuant to both the California Environmental Quality Act and the National Environmental Policy Act

8. Appendices

This report is a summary of numerous individual studies, work products, and technical memos. As they become available, the appendices will be posted to the project's website: sandag.org/airport.

Figure 6-1 - Evaluation of Airport Connectivity Concepts

Criterion	Concept 1: NAVWAR Tunnel APM	Concept 2: NAVWAR Surface APM	Concept 3: ITC Surface APM	Concept 4: Trolley
1. Improve Transit Access to/from San Diego International Airport	• High ridership (20k-40k) & transit mode share (17-35%) • Ample capacity to accommodate pick-up/drop-off • Capacity to accommodate future modal shifts	• High ridership (17k-40k) & transit mode share (15-33%) • Ample capacity to accommodate pick-up/drop-off • Capacity to accommodate future modal shifts	• High ridership (17k-40k) & transit mode share (16-34%) • Ample capacity to accommodate pick-up/drop-off • Less capacity to accommodate future modal shifts	• Moderate ridership (13k-14k) & transit mode share (10-16%) • Minimal capacity to accommodate pick-up/drop-off • Minimal capacity to accommodate future modal shifts
2. Minimize Travel Time to/from San Diego International Airport	• Shortest total travel time (3 mins) • Shortest avg. wait time (1 min) • Nonstop • Many existing & future connecting transit services at Old Town	• Moderate total travel time (9 mins) • Shortest avg. wait time (1 min) • 2 intermediate stops • Many connecting transit services at Old Town, ITC, ConRAC	• Moderate total travel time (8 mins) • Shortest avg. wait time (1 min) • 2 intermediate stops • Fewer connecting transit services at ITC, ConRAC	• Longest total travel time (13-20 mins) • Longest avg. wait time (7.5 mins) • 2-6 intermediate stops • Many connecting to other transit services at Old Town, Santa Fe Depot, 12th & Imperial
3. Reduce Congestion Related to San Diego International Airport Access	• High reduction in San Diego International Airport traffic (12%-30%) through transit • Ability to manage traffic through policy	• High reduction in San Diego International Airport traffic (9%-30%) through transit • Ability to manage traffic through policy	• High reduction in San Diego International Airport traffic (11%-30%) through transit • Ability to manage traffic through policy	• Moderate reduction in San Diego International Airport traffic (6%-15%) through transit • Minimal ability to manage traffic through policy
4. Reduce VMT & GHG Emissions	• Greatest reduction in VMT/GHG compared to No Build	• Good reduction in VMT/GHG compared to No Build	• Good reduction in VMT/GHG compared to No Build	• Moderate reduction in VMT/GHG compared to No Build
5. Feasibility & Constructability	• Acquisition of private property • Tunneling challenges • Use of Navy lands	• Acquisition of private property • Runway protective zone • Use of Navy lands	• Acquisition of private property • Runway protective zone	• Impacts to existing rail service • Acquisition of private property • Runway protective zone (4a) • Utility corridor bisected (4b)
6. Cost	• $3.9-$4.7 billion	• $3.8-$4.6 billion	• $3.0-$3.6 billion	• $1.8-$2.5 billion
7. Economic Benefit	• Largest economic benefit of construction (130-150k jobs)	• Largest economic benefit of construction (120-140k jobs)	• Largest economic benefit of construction (100-120k jobs)	• Modest economic benefit of construction (14-18k jobs)
8. User Experience & Convenience	• Airport-like pick-up/drop-off experience • APM vehicles optimized for airport travelers • Most frequent service • Most direct route	• Airport-like pick-up/drop-off experience • APM vehicles optimized for airport travelers • Most frequent service • Less direct route, more stops	• Airport-like pick-up/drop-off experience • APM vehicles optimized for airport travelers • Most frequent service • Less direct route, more stops	• Familiar mode • No airport-like pick-up/drop-off experience • Trolley vehicles not optimized for airport travelers • Least frequent service • Less direct route, many stops

Symbols represent the potential to fulfill each evaluation criterion, using the following scale:

Proposed FY 2020 Program Budget Amendment: 2021 Regional Plan, Modernization Program, and Office of the Independent Performance Auditor

Overview

When the Board of Directors approved the FY 2020 Program Budget in June 2019, it was anticipated that additional resources would be needed for the 2021 Regional Plan in order to plan, evaluate, and deliver the type of innovative projects that are required to meet the region's goals.

The proposed FY 2020 Program Budget amendment would allow work on the 2021 Regional Plan to stay on schedule, advance the Big Data and technology improvements for the agency, and provide staffing resources for the Office of the Independent Performance Auditor.

Action: **Approve**

The Board of Directors is asked to:

(1) approve a budget amendment, swapping $8.5 million of *TransNet* funds with Interstate 15 FasTrak® funds;

(2) approve an update to the FY 2020 Salary Schedule; and

(3) approve the Independent Performance Auditor FY 2020 Budget amendment, as recommended by the Audit Committee.

Fiscal Impact:

The proposed amendment would add $8.5 million to the FY 2020 Program Budget.

Schedule/Scope Impact:

The proposed FY 2020 Program Budget amendment would allow work on the 2021 Regional Plan to stay on schedule, and it would advance the Big Data and technology improvements for the agency.

Key Considerations

The proposed FY 2020 Program Budget Amendment would provide additional resources for the following purposes:

- 2021 Regional Plan: architectural, engineering, and planning consultant services to support development of the 5 Big Moves, perform communications and outreach support, prepare the Environmental Impact Report, and support the tribal liaison program. As part of developing the 2021 Regional Plan, additional modeling expertise and resources also are needed to code new technology features as part of the 5 Big Moves and validate the model assumptions. The budget amendment resources will provide funding for use of technical advisory panels to support the necessary model enhancements needed for the 2021 Regional Plan.

- Big Data: the Big Data initiative will focus on the acquisition of emerging "big data" resources and technology based analytics, dissemination, and visualization tools to leverage existing socioeconomic and transportation modeling and forecasting programs, and to build the foundation for a regional data platform that supports data driven solutions and informed decision making.

- Modernization Program: an agency-wide modernization program that provides technology improvements to increase overall efficiencies is needed. This includes upgrading hardware for staff to work seamlessly with others in a more collaborative environment, and software upgrades/replacements for systems that are currently outdated or continued use of those systems do not lend themselves to being more efficient with staff time and resources.

- Office of the Independent Performance Auditor: three staff positions for the Office of the Independent Performance Auditor as recommended by the Audit Committee at its August 9, 2019 meeting.

Funding

The *TransNet* ordinance provides $8.5 million of *TransNet* New Major Corridor Transit Operations funds to MTS annually to fund the Interstate 15 (I-15) *Rapid* Operations and Maintenance (O&M) and the Mira Mesa Rapid (O&M). It is proposed to use I-15 Express Lane revenues to fund the MTS Rapid O&M and use these *TransNet* funds for the additional work needed on the 2021 Regional Plan, funding the Big Data initiative, and for agency-wide technology improvements. Attachment 1 describes the added budget items, and Attachments 2-6 are the Work Element budget pages.

FY 2020 Salary Range Table

The Strategic Plan, which is due to be completed at the end of the year, has brought focus to agency priorities and efficiencies already have been realized as a result of this project. These include delaying non-essential work tasks that are not time or funding critical, repurposing vacant staff positions, using existing staff to support the 2021 Regional Plan, and relying on consultant services to augment staff expertise and/or capacity for specific projects and initiatives. A comprehensive re-organization effort also has stemmed from the Strategic Plan work. Changes to the leadership model and re-alignment of teams throughout the agency have been designed to improve access to resources, communication, collaboration, innovation, and flexibility, which will ultimately lead to further efficiencies and overall effectiveness. In support of the re-organization efforts, adjustments have been to the FY 2020 Salary Range Table. Additional improvements are anticipated as recommendations from the Strategic Plan are implemented starting in early 2020.

Next Steps

The proposed FY 2020 Program Budget amendment would allow continued work on the 2021 Regional Plan, Big Data, and modernization technology improvements within the agency. Board approval of the amendment will allow staff to move forward with the execution of consultant contracts and procurement of technology improvements for the agency.

Hasan Ikhrata, Executive Director

Key Staff Contact: Sandi Craig, (619) 699-6998, sandi.craig@sandag.org

Attachments:
1. Budget Amendment Changes
2. Office of the Independent Performance Auditor – Work Element No. 8000103
3. Information Services (Modernization Program) – Work Element No. 8000190
4. Data Science and Big Data – Work Element No. 2301300
5. Interregional Planning: Tribal Liaison Program – Work Element No. 3400500
6. San Diego Forward: The 2021 Regional Plan and 2020 Federal RTP – Work Element No. 3102000
7. FY 2020 Position Classification/Salary Range Table

Budget Amendment Changes Attachment 1

Project #	Project Title	Approved FY20 Budget	Proposed Increase	Amendment FY20 Budget
Admin Budget 8000103	Office of the Independent Performance Auditor	**$ 303,000**	**$ 183,025**	**$ 486,025**

At its August 9, 2019 meeting, the Audit Committee recommended the Board approve the Office of the Independent Performance Auditor FY 2020 / FY 2021 budget. This includes a Principal Management Internal Auditor and two Internal Audit Program interns totaling $448,625 for the two years.

Admin Budget 8000190	Modernization Program	**$ 1,752,692**	**$ 1,422,841**	**$ 3,175,533**

-Financial ERP
-Human Resource Information System
-Upgrade agency's desktop and laptops

2301300	Data Acquisition, Big Data Initiative, data to support social media, data analysis support, modeling support, land use modeling, economic analysis	**$ 325,175**	**$ 1,320,000**	**$ 1,645,175**

Data Acquisition, Big Data Initiative, data to support social media, data analysis support, modeling support, land use modeling, economic analysis. This item focuses on the acquisition of emerging "big data" resources and technology based analytics, dissemination and visualization tools to leverage existing socioeconomic and transportation modeling and forecasting programs, and to build the foundation for a regional data platform that supports data driven solutions and informed decision making.

3400500	Interregional Planning: Tribal Liaison Program	**$ 120,515**	**$ 5,000**	**$ 125,515**

The FY 2020 budget included tribal consultation for the Regional Plan for three quarters based on the prior Regional Plan schedule before the 2-year extension for the 2021 Regional Plan. An additional $5,000 is needed for the full year now to support the 2021 Regional Plan.

Budget Amendment Changes

Project #	Project Title	Approved FY20 Budget	Proposed Increase	Amendment FY20 Budget
3102000	San Diego Forward: The 2021 Regional Plan and 2020 Federal RTP	**$ 4,067,822**	**$ 5,569,134**	**$ 9,636,956**
	Communications (CBOs, Boards Meetings/Workshops, Outreach, Social Media, Vision Lab)		$ 1,952,196	

In support of the 2021 Regional Plan and Federal 2020 RTP, outreach and education efforts are needed to engage Board members, stakeholders, and the public in the Regional Plan development process and public input is needed to prepare the regional vision framework. This line item will support continued use and operation of the Vision Lab, which allows the public to engage and communicate with planners working on the vision, as well as ongoing Community Based Organization (CBO) outreach efforts.

EIR Support, 5BM Consultant, Planning Consultant, Legal		$ 3,356,938	

In development of the 2021 Regional Plan and furthering the priority complete corridors, consultant and legal services are needed to reach the project milestones and plan deadlines set by the State. This will provide support for the network development of the 5 Big Moves, the environmental impact report required for the Regional Plan, legal review of these documents, and planning support for the CSMP complete corridors.

Regional Housing Incentive Program		$ 50,000	

This would allow SANDAG to develop strategies to move the needle on housing production by providing support and assistance to local jurisdictions to help them achieve the RHNA goals.

Model Enhancements		$ 140,000	

The UCSD Data Science Institute will collaborate with the SANDAG modeling team to rewrite code to enhance the activity based model (ABM) for the 2021 Regional Plan.

Technical Advisory Panel for Regional Model		$ 70,000	

UC-ITS, as the Academic Advisory Panel, will be asked to review and validate the Five Big Moves modeling methodology assumptions and off-modeling methodology to estimate reductions in greenhouse gas emissions for the Regional Plan's Sustainable Communities Strategy.

Total Budget Amendment	**$ 8,500,000**

WORK ELEMENT: **8000103 Office of the Independent Performance Auditor**

FY 2020 BUDGET: ~~**$303,000**~~ **$486,025**

AREA OF EMPHASIS: **Administrative Overhead**

Amendment Title: Add new positions for FY 2020 / FY 2021 audit plan

Funds Source		
	FY 2020	Total
Member Assessments	$303,000	$303,000
TransNet / FasTrak Reserve swap	~~$0~~ $183,025	~~$0~~ $183,025
TOTAL	~~$303,000~~ **$486,025**	~~$303,000~~ **$486,025**

Funds Application		
	FY 2020	Total
Salaries, Benefits, Indirect	~~$295,611~~ $471,636	~~$295,611~~ $471,636
Other Direct Costs	~~$7,389~~ $14,389	~~$7,389~~ $14,389
TOTAL	~~$303,000~~ **$486,025**	~~$303,000~~ **$486,025**

Project Manager: Khoshmashrab, Mary

Committee(s): Audit Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY2020

Task No.	% of Effort	Task Description / Product / Schedule
1	20	**Task Description:** Committee coordination and administrative support for Audit Committee **Product:** Agendas and reports for Audit Committee meetings **Completion Date:** 6/30/2020
2	30	**Task Description:** Create audit plan and budget for independent performance auditor **Product:** Approved audit plan and budget **Completion Date:** 6/30/2020
3	50	**Task Description:** Internal auditor projects **Product:** Audit reports regarding projects, procedures, or departments according to audit plan **Completion Date:** 6/30/2020

Note: At its August 9, 2019 meeting, the Audit Committee recommended the Board approve the Office of the Independent Performance Auditor FY 2020 / FY 2021 budget. This includes a Principal Management Internal Auditor and two Internal Audit Program interns totaling $448,625 for the two years.

WORK ELEMENT: **8000190 Information Services**

FY 2020 BUDGET: ~~**$1,752,692**~~ **$3,175,533**

AREA OF EMPHASIS: **Administrative Overhead**

Amendment Title: Agency-wide modernization program

Funds Source		
	FY 2020	Total
Administrative Overhead	$1,752,692	$1,752,692
TransNet / FasTrak Reserve swap	~~$0~~ $1,422,841	~~$0~~ $1,422,841
TOTAL	~~**$1,752,692**~~ **$3,175,533**	~~**$1,752,692**~~ **$3,175,533**

Funds Application		
	FY 2020	Total
Salaries, Benefits, Indirect	$780,950	$780,950
Other Direct Costs	$223,276	$223,276
Materials & Equipment	~~$20,000~~ $411,416	~~$20,000~~ $411,416
Contracted Services	~~$728,466~~ $1,759,891	~~$728,466~~ $1,759,891
TOTAL	~~**$1,752,692**~~ **$3,175,533**	~~**$1,752,692**~~ **$3,175,533**

Project Manager: Mount, Bill

PRODUCTS, TASKS, AND SCHEDULES FOR FY2020

Task No.	% of Effort	Task Description / Product / Schedule	
1	65	**Task Description:**	Carry on system operations of network and Internet functionality, troubleshooting, and resolution of servers and workstations. Address systems administration: adding/modifying/removing of accounts, e-mail, and permissions.
		Product:	Functional Information Services
		Completion Date:	6/30/2020
2	10	**Task Description:**	Execute information security audit, recommend countermeasures and implement countermeasures where appropriate
		Product:	Demonstrate business continuity and implement lessons learned.
		Completion Date:	6/30/2020
3	25	**Task Description:**	Enhance availability of critical communication systems
		Product:	High Availability Information services
		Completion Date:	6/30/2020

Note: Provide technology improvements to increase overall efficiencies. This includes upgrading hardware for staff to work seamlessly with others in a more collaborative environment, and software upgrades/replacements for systems that are currently outdated or continued use of those systems do not lend themselves to being more efficient with staff time and resources.

WORK ELEMENT: **2301300 Data Science and Big Data**

FY 2020 BUDGET: ~~**$325,175**~~ **$1,645,175**

AREA OF EMPHASIS: **Modeling and Research**

Amendment Title: Additional resources needed for the Big Data Initiative

Funds Source		
	FY 2020	Total
SANDAG Contingency Reserve Fund	$325,175	$325,175
TransNet / FasTrak Reserve swap	~~$0~~ $1,320,000	~~$0~~ $1,320,000
TOTAL	~~**$325,175**~~ **$1,645,175**	~~**$325,175**~~ **$1,645,175**

Funds Application		
	FY 2020	Total
Salaries, Benefits, Indirect	$225,175	$225,175
Other Direct Costs	~~$100,000~~ $210,000	~~$100,000~~ $210,000
Contracted Services	~~$0~~ $1,210,000	~~$0~~ $1,210,000
TOTAL	~~**$325,175**~~ **$1,645,175**	~~**$325,175**~~ **$1,645,175**

OBJECTIVE

A goal of SANDAG is to be the San Diego region's most trusted and progressive information source. The objective of this work element is to develop a regional data platform that leverages existing data from SANDAG and external sources in new ways to support informed decision making for SANDAG and our member agencies. The effort will be implemented in a phased approach. Emphasis in FY 2020 will be on defining a strategic vision, identifying and acquiring funding to support the initiative, and developing partnerships with other government and private agencies to standardize, access, and analyze big data.

PREVIOUS ACCOMPLISHMENTS

SANDAG currently manages several public facing data portals that are widely used and are considered authoritative data sources. These include DataSurfer for accessing Census, current estimates and forecasted socio-economic data, and the Regional Geographic Information Systems (GIS) Data Warehouse that serves as a clearinghouse for 300 data layers, GIS web services, and the popular Parcel Lookup Tool/Geographic Boundary Viewer application. These specific examples include the hardware/software environments, back-end workflows, quality control procedures, and delivery systems required for sustainability.

PROJECT MANAGER: Mason, Cheryl
COMMITTEE(S): None
WORKING GROUPS(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2020

Task No.	% of Effort	Task Description / Product / Schedule	
1	15	**Task Description:**	Define a strategic vision for big data initiative.
		Product:	Vision document
		Completion Date:	12/31/2019
2	50	**Task Description:**	Identify and obtain funding to support and expand the initiative.
		Product:	Grants and other funding mechanisms
		Completion Date:	6/30/2020
3	25	**Task Description:**	Develop partnerships with other government and private agencies to standardize, access, and analyze big data.
		Product:	Memorandums of Understanding
		Completion Date:	6/30/2020
4	10	**Task Description:**	Performance monitoring and reporting
		Product:	Monthly progress reports on division activities and platform usage and performance. FY 2020 status report to executive management and the Board of Directors
		Completion Date:	6/30/2020

FUTURE ACTIVITIES

Development of the regional data platform will be done using a phased approach. It is anticipated that future work will focus on conducting a thorough assessment of SANDAG current data science and big data environments, including data sources, analytical capabilities, workflows, and dissemination tools and methods; and developing an implementation roadmap that defines staffing and workflow requirements, data acquisition and development needs, and software delivery systems for deployment of the regional data platform. Other activities may include the expansion of available data sources and enhanced analytics and mapping tools; the integration of the 2021 Regional Transportation Plan information and data; outputs from the activity-based model and/or sketch planning tools; the development of a portal for member agencies to provide general plan land use, zoning scheduled development and permitting information into the land inventory system; and development and implementation of performance metrics for data, services, usage and regional platform system health.

Note: This item focuses on the acquisition of emerging "big data" resources and technology based analytics, dissemination and visualization tools to leverage existing socioeconomic and transportation modeling and forecasting programs, and to build the foundation for a regional data platform that supports data driven solutions and informed decision making.

WORK ELEMENT: **3400500 Interregional Planning: Tribal Liaison Program**

FY 2020 BUDGET: ~~**$120,515**~~ **$125,515**

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

Amendment Title: MOU Contract Amendment with SCTCA for 2021 Regional Plan

Funds Source		
	FY 2020	Total
FHWA Metropolitan Planning (PL)	$90,000	$90,000
TDA Planning/Administration	$30,515	$30,515
TransNet / FasTrak Reserve swap	~~$0~~ $5,000	~~$0~~ $5,000
TOTAL	~~**$120,515**~~ **$125,515**	~~**$120,515**~~ **$125,515**

Funds Application		
	FY 2020	Total
Salaries, Benefits, Indirect	$100,015	$100,015
Other Direct Costs	$5,500	$5,500
Pass Through to Other Agencies	~~$15,000~~ $20,000	~~$15,000~~ $20,000
TOTAL	~~**$120,515**~~ **$125,515**	~~**$120,515**~~ **$125,515**

OBJECTIVE

The objectives of this work element are to continue the government-to-government framework for engaging the 18 federally-recognized sovereign tribal nations in the region in the regional transportation planning process as mandated by state and federal regulations; coordinate and consult with tribal governments and intertribal organizations on major transportation, land use, and other regional planning initiatives to ensure timely and meaningful input into the decision-making process; facilitate the active involvement of the Southern California Tribal Chairmen's Association (SCTCA) in the SANDAG policy-making structure; and provide a technical forum for discussing tribal transportation issues through the Interagency Technical Working Group on Tribal Transportation Issues. Emphasis in FY 2020 will be on continuing implementation of the tribal consultation process for the San Diego Forward: The 2021 Regional Plan (2021 Regional Plan), implementation of collaborative strategies agreed upon in the 2018 San Diego Regional Tribal Summit, and implementation of the Intraregional Tribal Transportation Strategy.

PREVIOUS ACCOMPLISHMENTS

In FY 2017, the SCTCA and SANDAG completed an Intraregional Tribal Transportation Strategy as part of the early actions of the 2015 Regional Plan to determine the multimodal needs of area tribes and develop a set of strategies for pursuing those projects. In preparation for the 2019 Regional Transportation Plan (2019 Regional Plan), the two agencies developed a Tribal Consultation Plan in the fall of 2017. A key milestone in that process was the convening of the 2018 San Diego Regional Tribal

Summit to discuss policy areas of mutual concern for inclusion in the 2019 Regional Plan. In FY 2019 the focus has been on the implementation of collaborative strategies, as well as implementation of Assembly Bill 52 (Gatto, 2014).

Project Manager: Clough, Jane

Committee(s): Borders Committee, Public Safety Committee, Regional Planning Committee, Transportation 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	15	**Task Description:**	Facilitate the effective and equitable involvement of tribal nations in regional and transportation planning through consultation, coordination, and collaboration. Implement the Tribal Consultation Plan for the 2021 Regional Plan.
		Product:	One presentation to the SCTCA Board per quarter on a regional or transportation planning policy/program of relevance to the tribal nations
		Completion Date:	6/30/2020
2	20	**Task Description:**	Provide technical support to the SCTCA advisory members to SANDAG in the development of agenda items to the Policy Advisory Committees and SANDAG Board of Directors on relevant tribal issues, including collaborative strategies derived from the 2018 Regional Tribal Summit.
		Product:	One agenda item/report per quarter to either Borders, Regional Planning, Transportation, or Public Safety Committees, and presentation of materials from 2018 Regional Tribal Summit
		Completion Date:	6/30/2020
3	50	**Task Description:**	Oversee and provide administrative staff support for the quarterly meetings of the Interagency Technical Working Group on Tribal Transportation Issues, composed of representatives from as many of the 18 tribal nations in the region as want to formally participate. The working group is tasked with the implementation of the Intraregional Tribal Transportation Strategy
		Product:	Quarterly meeting agenda packets/participant list
		Completion Date:	6/30/2020
4	15	**Task Description:**	Coordinate with local, state, and federal government agencies on relevant tribal-related issues as well as with intertribal agencies such as the Reservation Transportation Authority, Native American Environmental Protection Coalition, and the National Indian Justice Center.
		Product:	Meeting agendas/participant lists and participation in key conferences/meetings such as the Caltrans Native American Advisory Committee
		Completion Date:	6/30/2020

FUTURE ACTIVITIES

This is an ongoing work element. SANDAG will continue to work within its government-to-government framework to ensure timely and meaningful tribal engagement in regional planning efforts.

Note: This amendment extends the MOU with the Southern California Tribal Chairmen's Associations (SCTCA) for support in the tribal consultation process to coincide with the revised timeline of the 2021 Regional Plan. An additional $5,000 is needed for FY20.

WORK ELEMENT: **3102000 San Diego Forward: The 2021 Regional Plan and 2020 Federal RTP**

FY 2020 BUDGET: ~~**$4,067,822**~~ **$9,636,956**

AREA OF EMPHASIS: **Regional Planning**

Amendment Title: Additional resources needed for the 2021 Regional Plan

Funds Source		
	FY 2020	Total
Planning, Programming and Monitoring (PPM) Program	$1,144,644	$1,144,644
TDA Planning/Administration	$899,881	$899,881
FTA (5307) Transit Planning	$1,530,324	$1,530,324
TransNet Administration (1%)	$383,981	$383,981
FTA (5303) MPO Planning	$108,992	$108,992
TransNet / FasTrak Reserve swap	~~$0~~ $5,569,134	~~$0~~ $5,569,134
TOTAL	~~**$4,067,822**~~ **$9,636,956**	~~**$4,067,822**~~ **$9,636,956**

Funds Application		
	FY 2020	Total
Salaries, Benefits, Indirect	~~$3,485,822~~ $2,505,822	~~$3,485,822~~ $2,505,822
Other Direct Costs	~~$42,000~~ $484,196	~~$42,000~~ $484,196
Contracted Services	~~$540,000~~ $6,646,938	~~$540,000~~ $6,646,938
TOTAL	~~**$4,067,822**~~ **$9,636,956**	~~**$4,067,822**~~ **$9,636,956**

OBJECTIVE

The objective of this work element is dual purpose: (1) develop a regional transportation vision to serve as the foundation for the development of the San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) with collaboration from the Board, stakeholders, and the community; and (2) prepare the draft San Diego Forward: The 2020 Federal Regional Transportation Plan (2020 Federal RTP), including finalizing the Regional Housing Needs Assessment (RHNA), and adopting the 2020 Federal RTP while ensuring that it meets the necessary federal requirements. Emphasis in FY 2020 will be on developing the network framework and draft policies to support the regional transportation vision, including the updating of planning tools, data, and modeling to support the 2021 Regional Plan development, and to start the evaluation of the draft transportation network. Concurrently, FY 2020 emphasis will include the completion of the 2020 Federal RTP including its transportation network, and air quality conformity and social equity analyses, while ensuring compliance with federal metropolitan planning requirements and continuing public outreach. Board adoption of the 2020 Federal RTP and the U.S. DOT air quality conformity finding are anticipated in 2020, within the 12-month conformity grace period for the current 2015 Regional Plan.

PREVIOUS ACCOMPLISHMENTS

In FY 2017, development of the 2019 Regional Transportation Plan (2019 Regional Plan) was initiated. Milestones completed in FY 2017 include the work program and schedule; and updates to the Public

Involvement Plan (PIP) for the 2019 Regional Plan. In FY 2018, the 2019 Regional Plan's vision and goals were refined; white papers were completed on the topics of Emerging Transportation Technologies, Public Health, Climate Change, and Economic Prosperity; the unconstrained transportation network and project rankings were accepted by the Board of Directors; network performance measures adopted; and revenue assumptions developed. In FY 2019, the transportation networks were developed as concepts in conjunction with comprehensive public outreach effort. With the transition of the planning effort to the 2021 Regional Plan, the above efforts will be considered in 2021 Regional Plan's development. Additionally, updated cost estimates and revenue assumptions will be incorporated into the preparation of the 2020 Federal RTP.

PROJECT MANAGER: Trom, Phil

COMMITTEE(S): Regional Planning Committee, Transportation Committee

WORKING GROUPS(S): Cities/County Transportation Advisory Committee, Independent Taxpayer Oversight Committee, San Diego Regional Military Working Group, Regional Planning Technical Working Group, San Diego Region Conformity Working Group, Interagency Technical Working Group on Tribal Transportation Issues, Environmental Mitigation Program Working Group, Freight Stakeholders Working Group , Regional Energy Working Group, San Diego Traffic Engineers' Council, Social Services Transportation Advisory Council, Committee on Binational Regional Opportunities, Active Transportation Working Group, Community-Based Organizations Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2020

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	**Task Description:**	Develop new 2021 regional vision, including network framework and draft policies.
		Product:	Network Framework and Draft Policies
		Completion Date:	11/30/2019
2	15	**Task Description:**	Prepare Draft 2020 Federal RTP, System Performance Report, and social equity analysis.
		Product:	Draft 2020 Federal RTP
		Completion Date:	12/31/2019
3	10	**Task Description:**	Prepare Final 2020 Federal RTP, System Performance Report, and social equity analysis.
		Product:	Final F2020 ederal RTP
		Completion Date:	5/31/2020
4	25	**Task Description:**	Update tools, data and models to evaluate the land use and transportation network; continue to prepare Draft Environmental Impact Report (EIR) for 2021 Regional Plan.
		Product:	Updated tools, data, and models
		Completion Date:	6/30/2020
5	10	**Task Description:**	Develop performance measures, performance targets, and begin the evaluation of the transportation and land use network.
		Product:	Performance measures, targets, and other related performance data
		Completion Date:	6/30/2020
6	15	**Task Description:**	Continue public outreach and involvement.
		Product:	Implementation of PIP strategies: public outreach events, website updates, social media engagement, focus groups, digital interactive activities, educational materials, and other public participation tools. Coordinate Community-based Organization Working Group/Outreach Team.
		Completion Date:	6/30/2020

FUTURE ACTIVITIES

Future activities in FY 2021 for the 2021 Regional Plan will include the evaluation of the transportation network, selection of the preferred network, air quality analysis, Draft 2021 Regional Plan and Draft EIR, and adoption of Final 2021 Regional Plan and Final EIR.

Note: Provide additional resources for architectural, engineering, and planning consultant services to support development of the 5 Big Moves, perform communications and outreach support, and prepare the Environmental Impact Report.

SAN DIEGO ASSOCIATION OF GOVERNMENTS

FY 2020 POSITION CLASSIFICATION/SALARY RANGE TABLE**

CLASS NO.	POSITION CLASSIFICATIONS	ANNUAL SALARY RANGES MIN	MID	MAX	MONTHLY SALARY RANGES MIN	MID	MAX
A	CLASS SALARY RANGE	24,960	35,349	45,738	2,080	2,946	3,812
	Assistant						
	Intern						
	Toll Plaza Attendant						
1	CLASS SALARY RANGE	31,305	39,914	48,523	2,609	3,326	4,044
	Customer Service Representative						
	Landscape Maintenance Technician						
3	CLASS SALARY RANGE	33,212	42,345	51,479	2,768	3,529	4,290
	Office Services Specialist I						
	Receptionist I						
5	CLASS SALARY RANGE	35,235	44,924	54,614	2,936	3,744	4,551
	Accounting Specialist I						
	Office Services Specialist II						
	Receptionist II						
7	CLASS SALARY RANGE	37,380	47,660	57,940	3,115	3,972	4,828
	Accounting Specialist II						
	Customer Service Lead						
	Document Processing Specialist I						
	Landscape Maintenance Lead						
	Office Services Specialist III						
	Receptionist III						
	Toll Operations Specialist I						
9	CLASS SALARY RANGE	41,212	52,545	63,878	3,434	4,379	5,323
	Accounting Specialist III						
	Administrative Office Specialist						
	Document Processing Specialist II						
	Toll Operations Specialist II						
10	CLASS SALARY RANGE	43,272	55,172	67,072	3,606	4,598	5,589
	Graphic Designer I						
	Information Systems Specialist I						
11	CLASS SALARY RANGE	45,436	57,931	70,426	3,786	4,828	5,869
	Customer Service Supervisor						
	Document Processing Specialist III						
	Office Administrator*						
	Toll Operations Supervisor						
12	CLASS SALARY RANGE	47,708	60,827	73,947	3,976	5,069	6,162
	Account Executive I						
	Accountant I						
	Administrative Analyst I						
	Business Analyst I						
	Contracts and Procurement Analyst I						
	Financial Analyst I						
	Government Relations Analyst I						
	Graphic Designer II						
	Human Resources Analyst I						
	Information Systems Specialist II						
	Marketing Analyst I						
	Public Communications Officer I						

SAN DIEGO ASSOCIATION OF GOVERNMENTS

FY 2020 POSITION CLASSIFICATION/SALARY RANGE TABLE**

CLASS NO.	POSITION CLASSIFICATIONS	ANNUAL SALARY RANGES MIN	MID	MAX	MONTHLY SALARY RANGES MIN	MID	MAX
13	CLASS SALARY RANGE	50,093	63,869	77,645	4,174	5,322	6,470
	Facilities/Maintenance Coordinator						
	Maintenance Field Technician						
14	CLASS SALARY RANGE	52,598	67,062	81,527	4,383	5,589	6,794
	Account Executive II						
	Accountant II						
	Administrative Analyst II						
	Associate Graphic Designer						
	Business Analyst II						
	Contracts and Procurement Analyst II						
	Economic Research Analyst I						
	Executive Assistant I						
	Financial Analyst II						
	GIS Analyst I						
	Government Relations Analyst II						
	Human Resources Analyst II						
	Information Systems Analyst I						
	Information Systems Specialist III						
	Marketing Analyst II						
	Public Communications Officer II						
	Regional Planner I						
	Research Analyst I						
	Technology Program Analyst I						
15	CLASS SALARY RANGE	55,228	70,415	85,603	4,602	5,868	7,134
	Landscape Maintenance Supervisor						
	Senior Maintenance Field Technician						
16	CLASS SALARY RANGE	57,989	73,936	89,883	4,832	6,161	7,490
	Associate Account Executive						
	Associate Accountant						
	Associate Business Analyst						
	Associate Contracts and Procurement Analyst						
	Associate Financial Analyst						
	Associate Government Relations Analyst						
	Associate Human Resources Analyst						
	Associate Marketing Analyst						
	Associate Public Communications Officer						
	Economic Research Analyst II						
	Engineer I						
	Executive Assistant II						
	GIS Analyst II						
	Information Systems Analyst II						
	Project Coordinator						
	Regional Planner II						
	Research Analyst II						
	Systems Engineer I						
	Technology Program Analyst II						
17	CLASS SALARY RANGE	60,889	77,633	94,377	5,074	6,469	7,865
	Associate Administrative Analyst						
	Programmer Analyst I						
	Researcher and Modeler I						

SAN DIEGO ASSOCIATION OF GOVERNMENTS

FY 2020 POSITION CLASSIFICATION/SALARY RANGE TABLE**

CLASS NO.	POSITION CLASSIFICATIONS	ANNUAL SALARY RANGES MIN	MID	MAX	MONTHLY SALARY RANGES MIN	MID	MAX
18	CLASS SALARY RANGE	63,933	81,515	99,096	5,328	6,793	8,258
	Associate Economic Research Analyst						
	Associate GIS Analyst						
	Associate Regional Planner						
	Associate Research Analyst						
	Associate Technology Program Analyst						
	Business Services Supervisor						
	Capital Development Management Analyst						
	Clerk of the Board						
	Engineer II						
	Senior Executive Assistant						
	Systems Engineer II						
19	CLASS SALARY RANGE	67,130	85,590	104,051	5,594	7,133	8,671
	Associate Information Systems Analyst						
	Maintenance and Facilities Supervisor						
	Programmer Analyst II						
	Researcher and Modeler II						
20	CLASS SALARY RANGE	70,486	89,870	109,254	5,874	7,489	9,104
	Associate Engineer						
	Associate Systems Engineer						
21	CLASS SALARY RANGE	74,011	94,363	114,716	6,168	7,864	9,560
	Associate Programmer Analyst						
	Associate Researcher and Modeler						
	Creative Services Manager						
	Customer Service Manager						
	Legal Counsel I						
	Senior Accountant						
	Senior Administrative Analyst						
	Senior Contracts and Procurement Analyst						
	Senior Human Resources Analyst						
	Senior Marketing Analyst						
	Senior Public Communications Officer						
22	CLASS SALARY RANGE	77,711	99,082	120,452	6,476	8,257	10,038
	Borders Program Manager*						
	Financial Programming Manager*						
	Project Control Manager*						
	Senior Budget Program Analyst						
	Senior Business Analyst						
	Senior Economic Research Analyst						
	Senior Financial Programming and Project Control Analyst						
	Senior GIS Analyst						
	Senior Government Relations Analyst						
	Senior Management Internal Auditor						
	Senior Regional Planner						
	Senior Research Analyst						
	Senior Risk Program Analyst						
	Senior Technology Program Analyst						

SAN DIEGO ASSOCIATION OF GOVERNMENTS

FY 2020 POSITION CLASSIFICATION/SALARY RANGE TABLE**

CLASS NO.	POSITION CLASSIFICATIONS	ANNUAL SALARY RANGES MIN	MID	MAX	MONTHLY SALARY RANGES MIN	MID	MAX
23	CLASS SALARY RANGE	81,597	104,036	126,475	6,800	8,670	10,540
	Capital Development Project Manager						
	Legal Counsel II						
	Senior Information Systems Analyst						
24	CLASS SALARY RANGE	85,676	109,237	132,798	7,140	9,103	11,067
	Communications Manager						
	Senior Programmer Analyst						
	Senior Researcher and Modeler						
25	CLASS SALARY RANGE	89,960	114,699	139,438	7,497	9,558	11,620
	Associate Legal Counsel						
	Operations Manager						
	Principal Business Analyst						
	Principal Economic Research Analyst						
	Principal Government Relations Analyst						
	Principal Regional Planner						
	Principal Research Analyst						
	Project Development Program Manager						
	Senior Engineer						
	Senior Systems Engineer						
26	CLASS SALARY RANGE	94,458	120,434	146,410	7,872	10,036	12,201
	Information Systems Manager						
	Manager of Financial Programming and Project Control						
	Principal Management Internal Auditor						
	Principal Technology Program Manager						
27	CLASS SALARY RANGE	99,181	126,456	153,731	8,265	10,538	12,811
	Manager of Regional Information Services						
	Manager of Regional Models						
	Principal Researcher and Modeler						
28	CLASS SALARY RANGE	104,140	132,779	161,417	8,678	11,065	13,451
	Finance Manager						
	Manager of Business Administration and Operations						
	Manager of Contracts and Procurement						
	Manager of Human Resources						
	Manager of Small Business Development						
	Principal Engineer						
29	CLASS SALARY RANGE	109,347	139,418	169,488	9,112	11,618	14,124
	Senior Legal Counsel						
30	CLASS SALARY RANGE	114,815	146,389	177,963	9,568	12,199	14,830
	Goods Movement Policy Manager						
31	CLASS SALARY RANGE	126,296	161,027	195,759	10,525	13,419	16,313
	Deputy General Counsel						
	Director I						
	Special Counsel						
33	CLASS SALARY RANGE	152,818	194,843	236,868	12,735	16,237	19,739
	Director II						
	Independent Performance Auditor						

SAN DIEGO ASSOCIATION OF GOVERNMENTS

FY 2020 POSITION CLASSIFICATION/SALARY RANGE TABLE**

CLASS NO.	POSITION CLASSIFICATIONS	ANNUAL SALARY RANGES MIN	MID	MAX	MONTHLY SALARY RANGES MIN	MID	MAX
34	CLASS SALARY RANGE	168,100	214,328	260,555	14,008	17,861	21,713
	Chief Financial Officer						
35	CLASS SALARY RANGE	184,910	235,760	286,611	15,409	19,647	23,884
	Chief Administrative Officer						
	Chief Data Analytics Officer						
	Chief of Capital Programs and Regional Services						
	Chief Strategy and Innovation Officer						
	Executive Strategic Advisor						
	General Counsel						
N/A	Executive Director	267,205	340,687	414,168	22,267	28,391	34,514

** This is a grandfathered classification.*
*** Revised September 27, 2019.*

Overview of Developments in the Financial Markets, Quarterly Finance Report, and Annual Interest Rate Swap Evaluation as of June 30, 2019

Overview

Staff provides quarterly briefings on the latest developments in the financial markets, economy, sales tax revenues, and the strategies being explored and implemented to minimize possible impacts to the *TransNet* Program; and a quarterly report on investments as required per Board Policy No. 003: Investment Policy.

In addition, Board Policy No. 032: San Diego County Regional Transportation Commission (Commission) Interest Rate Swap Policy requires an annual presentation to the Board of Directors which includes a written description of the interest rate swaps (swaps) and an evaluation of the risks associated with outstanding swaps.

Action: **Information**

This quarterly report provides an update on the financial markets, economy, and SANDAG investments including all money under the direction or care of SANDAG as of June 30, 2019.

Highlights:

SANDAG held $939.6 million in several investment accounts as of June 30, 2019.

Schedule/Scope Impact:

The San Diego economy is near "full employment," with the local economy adding close to 27,500 jobs in the past 12 months.

Key Considerations

- The San Diego economy remains near "full employment" with unemployment still historically low at around 3.4 percent. While the pace of job creation has slowed, the local economy still added over 27,500 jobs in the past 12 months.
- Mirroring rate cuts by central banks of several other countries, at the July 2019 meeting, the Federal Open Market Committee cut the overnight federal funds target rate by .25 percent, to a new range of 2 percent to 2.25 percent. This marked the first rate cut since December 2008.
- Year-to-date there have been significant yield declines across all maturities in both the tax-exempt as well as taxable markets. On August 14, 2019, the most watched part of the yield curve between the two- and ten-year inverted briefly for the first time since the last recession. An inversion in that part of the curve has preceded every recession since 1955.
- Senior lien debt service coverage, using sales tax receipts of $312.3 million for the last 12 months ending June 30, 2019, is 2.98 times. Meaning, for every $1 of senior lien debt service, the agency received $2.98 of sales tax revenue, providing ample coverage and supporting the agency senior lien AAA ratings.
- SANDAG issued $335 million Capital Grant Receipts Revenue Bonds, Series 2019A and Series 2019B (Bonds) in August 2019 to provide funding for the Mid-Coast Trolley Project. The Bonds were secured solely by future full funding grant agreement receipts and do not have a lien on sales tax revenues. The Bonds received an A- rating by Standard and Poor's (S&P) rating agency. The transaction was successfully executed and closed on August 14, 2019.
- During its annual surveillance of Commission credit, S&P affirmed its highest AAA rating on the Senior Lien Bonds, affirmed its AA rating on the Subordinate Lien Bonds, and upgraded the Junior Lien Bonds (where the TIFIA loans reside) from A to A+. During its annual surveillance of State Route 125 credit,

Fitch upgraded the Senior Lien Bonds from A- to A. These upgrades are very positive developments for the overall debt profile of the agency.

- The swaps continue to perform as expected, and there has not been any material event involving outstanding swap agreements, nor has there been any default by a swap counterparty or counterparty termination.

Hasan Ikhrata, Executive Director

Key Staff Contacts: André Douzdjian, (619) 699-6931, andre.douzdjian@sandag.org

Attachments:
1. Financial Market Review
2. Local Economy and Sales Tax Revenues
3. SANDAG Investments and Debt Portfolio Overview
4. *TransNet* Extension Quarterly Report

Financial Market Review

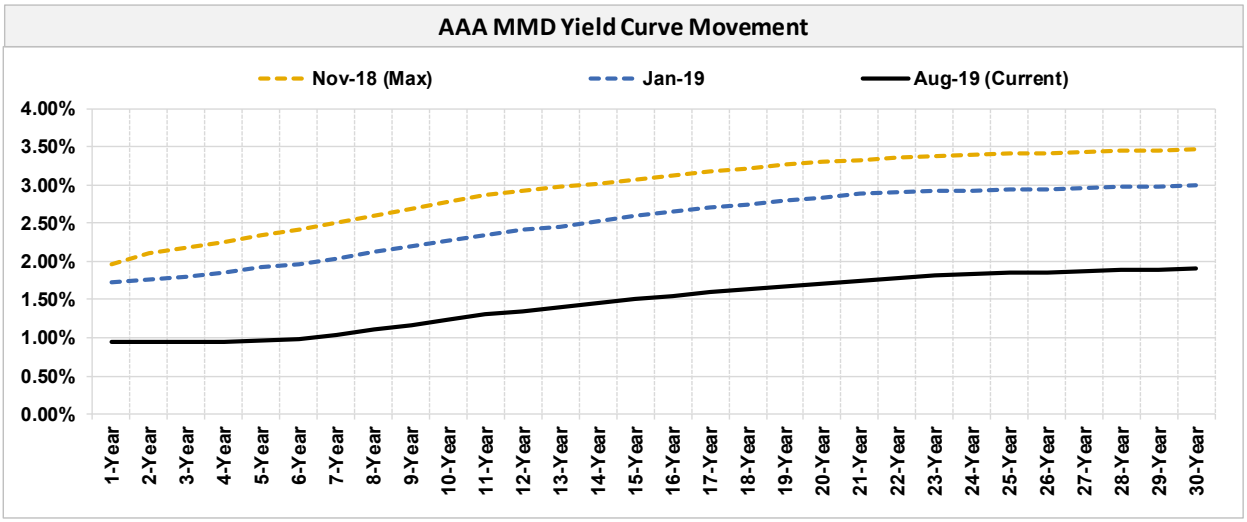
As the domestic economy registers the tenth year of expansion, global growth concerns, the trade war between the U.S. and China, and an unclear path on monetary policy continue to cause spikes in market volatility. Mirroring rate cuts by central banks of several other countries, at the July 2019 meeting, the Federal Open Market Committee (FOMC) cut the overnight fed funds target rate by .25% to a new range of 2% to 2.25%. This marked the first rate cut since December 2008.

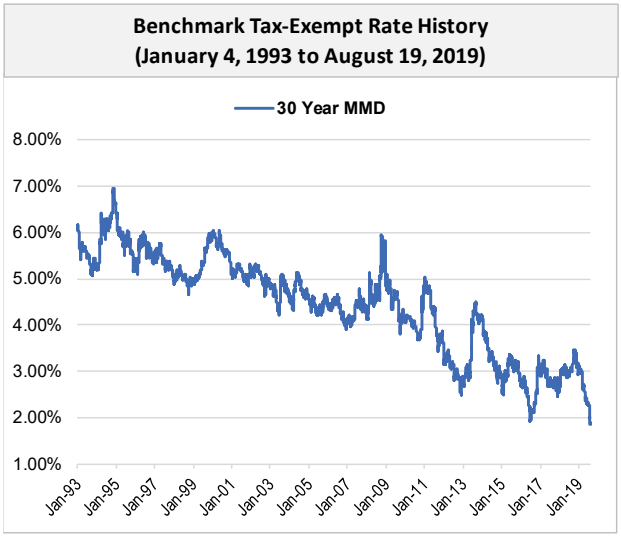
Year-to-date there have been significant yield declines across all maturities in both the tax-exempt as well as taxable markets. On August 14, 2019, the most watched part of the yield curve between the two and ten-year inverted briefly for the first time since the last recession. An inversion in that part of the curve has preceded every recession since 1955; however, it does not provide any indication on the timing of such a downturn following the inversion. In direct correlation with bond markets, U.S. equities, as represented by the S&P 500, lost all the ground gained in June and July, declining by over 6% in the first two weeks of August.

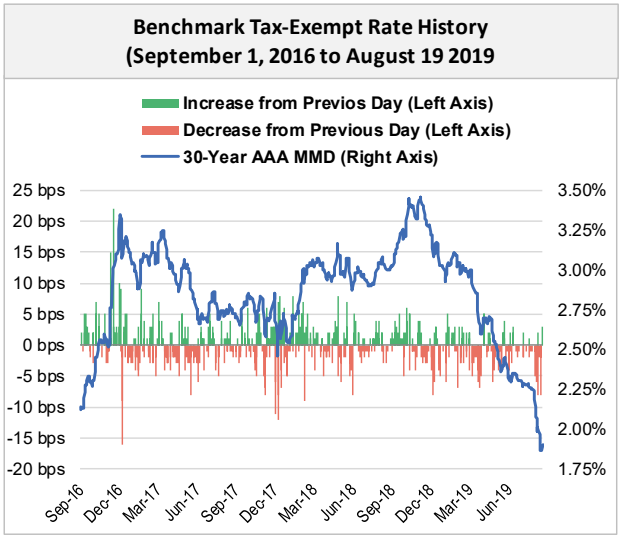
The Labor Department's jobs report showed continued job growth in the labor market despite a slowing in May, with key figures coming in right around expectations in August. Hiring in June exceeded expectations as 224,000 jobs were added. Unemployment rate held at 3.7%. The advance release of second quarter U.S. gross domestic product indicated the U.S. economy grew at 2.1%, trailing the 3.1% growth from the prior quarter, but outpacing consensus expectations of 1.8%.

The U.S. and China resumed trade talks in July, but shortly after the negotiations, President Trump announced that the U.S. would move forward with 10% tariffs on an additional $300 billion of Chinese goods starting September 1, 2019. Without significant progress expected in the near-term, the trade policy continues to drive market tone. An uncertain Brexit continues to unfold in the U.K., with election of the countries newest Prime Minister, Boris Johnson in late July. Globally, major central banks remain ready to ease monetary policy as risks to global growth, such as trade uncertainty and weakening manufacturing activity, continue to mount. Several countries, including many in the Asia-Pacific region, have already cut rates this year.

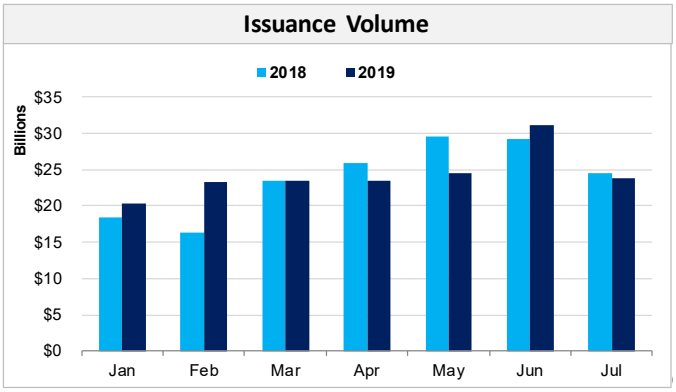
Compared to January 2019, the AAA Municipal Market Data (MMD) index (industry-accepted index for tax-exempt bonds) decreased by 79 basis points (bps), or .79% to 113 bps, or 1.13% across the board. The current 30-year AAA MMD bond yield is 1.9%.







Municipal Market Supply [1]



The year-to-date tax-exempt municipal bond supply for 2019 is $170 billion, up slightly by 1.34% compared to 2018. There is a significant uptick in refunding transactions owing both to the historically low rates and a substantial volume of Build America Bonds issued in the 2009 timeframe that become callable in 2019. While tax-exempt advance refundings (i.e., refunding bonds more than 90 days ahead of their call date) were eliminated starting 2018, issuers can advance refund bonds on a taxable basis. Away from the tax-exempt market, there has been an uptick in taxable advance refundings as the treasury rates have been at all-time lows with some inversion on the front end reducing or even eliminating negative arbitrage in refunding escrows.

Interest Rate Forecasts

The table below provides an average of interest rate forecasts by industry professionals. These are surveyed and compiled by Bloomberg. Expectations of a rate increase continue to soften. The two-year U.S. Treasury (UST) rate is forecasted to increase to 1.74% by the end of 2019. The ten-year UST rate is forecast to increase to 1.98% by the end of 2019. The 30-year UST rate is forecast to increase to 2.49% by the end of 2019. The Fed Funds rate is forecast to decrease approximately 30 bps (equivalent to one rate cut) in calendar year 2019, another 10 bps through 2020, and then rebound in 2021, suggesting an eventual rate raise by the FOMC in 2021.

[1] Issuance data from Thomson Reuters

[2] Bloomberg survey compilation as of August 19, 2019

The Street's Interest Rate Forecast[2]										
Forecast	2019			2020				2021		
	08/19/19	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
30-Year UST	2.04%	2.46%	2.49%	2.55%	2.59%	2.61%	2.63%	2.70%	2.76%	2.81%
10-Year UST	1.55%	1.91%	1.98%	2.06%	2.11%	2.14%	2.17%	2.25%	2.31%	2.37%
2-Year UST	1.51%	1.71%	1.74%	1.75%	1.77%	1.79%	1.82%	1.88%	1.91%	1.93%
3M London Interbank Offered Rate (LIBOR)	2.15%	2.12%	2.02%	1.94%	1.88%	1.88%	1.88%	1.92%	1.97%	2.01%
Federal Funds Target Rate Upper Bound	2.25%	2.10%	1.95%	1.90%	1.85%	1.85%	1.85%	1.85%	1.90%	1.90%
Federal Funds Target Rate Lower Bound	2.00%	1.85%	1.68%	1.61%	1.57%	1.55%	1.56%	1.57%	1.60%	1.62%

Local Economy and Sales Tax Revenues

The San Diego economy remains near "full employment," with unemployment still historically low at around 3.4% since the beginning of 2019; only slightly up from the 2018 December low point of 3.2%. While the pace of job creation has slowed, the local economy has still added over 20000 jobs since the beginning of the year. Wage growth has picked up in the second quarter, and average hourly earnings are up 2.3% from a year ago in July – the strongest gains since spring 2017. Consumer spending makes up more than 70% of the economy and is a primary driver of sales tax revenue. Taxable retail sales were down 1.1% in the first quarter of 2019 versus the first quarter of 2018 after growing steadily over 2% in 2018. The contraction is consistent with overall U.S. consumer spending weakness observed in first quarter. This weakness has, however, proven to be temporary, and U.S. consumer spending strongly recovered in the second quarter. Wage gains in the second quarter and in July should support consumer spending in San Diego in the near term.

San Diego has continued to attract venture capital, $2.6 billion in 2019, twice more than in 2018, and more than $1 billion in the first semester of 2019, with the largest amount (just over half) going to healthcare/life sciences firms. Construction accelerated its pace in 2018, adding roughly 10,000 units for the fourth year in a row, but there have been some signs of cooling towards the end of the year and in the first half of 2019. Should this trend continue, construction would fall short of the number needed to keep pace with population growth (about 12,000). A decade of low construction has led to steadily rising rents and home prices that create a situation where only roughly a quarter of San Diego households could afford a median-priced home. Median home prices in San Diego County have stabilized over the summer but at a historically high level.

TransNet revenues have showed a 6% increase in FY2019 over FY2018, but some of that increase is due to a technical issue at the California Department of Tax and Fee Administration (CDTFA) that caused some tax payments to be delayed and therefore counted in FY2019 instead of FY2018. This issue will be fully resolved in the coming months, but what we can say is that *TransNet* revenues have increased robustly over the last two years. However, state data on taxable sales shows that the first quarter of 2019 featured a slight decline over the previous year. The current forecast for FY 2020 is for 3% growth over the revised FY2019 figure, which we expect to be in the $305 to $308 million range.

The following tables provide a breakdown of sales tax collected with a comparison by month for the past two fiscal years and the annual revenue beginning in FY 2009 (first year of the *TransNet* Extension Ordinance):

	FY 2018 Revenue	FY 2019 Revenue
July	$ 19,047,000	$ 24,659,716
August	25,396,000	22,950,125
September	28,962,091	24,709,504
October	19,804,700	31,809,475
November	26,406,200	27,896,830
December	29,269,088	27,056,790
January	20,931,500	26,345,902
February	27,908,700	27,031,941
March	26,433,925	26,003,652
April	18,363,100	26,170,697
May	29,430,919	22,874,423
June	22,548,101	24,794,614
	$294,501,324	$312,303,670

	Annual Revenue
FY 2009	$ 221,991,360
FY 2010	204,191,747
FY 2011	221,304,015
FY 2012	236,947,112
FY 2013	247,221,161
FY 2014	260,114,931
FY 2015	268,840,550
FY 2016	275,500,023
FY 2017	284,456,260
FY 2018	294,501,324
FY 2019	312,303,670[1]
1 Cumulative	$ 2,827,372,153

The *TransNet* Extension Quarterly Report (Attachment 4) provides the sales tax allocation and disbursement information for the quarter ending June 30, 2019.

[1] In May 2018, the California Department of Tax and Fee Administration (CDTFA), formerly known as the California Board of Equalization, implemented a new automated system for processing, reporting, and distributing sales tax revenues to agencies throughout the state. As a result, several thousand tax returns were not processed in a timely manner. Approximately $7 million of FY 2018 revenue was recorded in FY 2019, and so the growth forecast going forward will be calculated on a base of $305.3 million, as opposed to the $312.3 million collected.

Debt Portfolio Overview and Looking Ahead

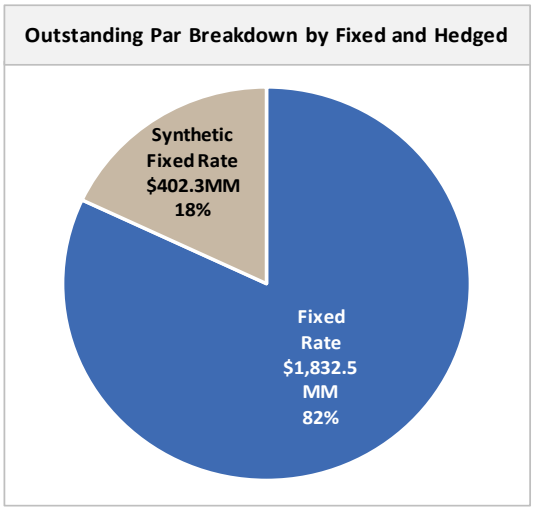
Outstanding Debt Overview

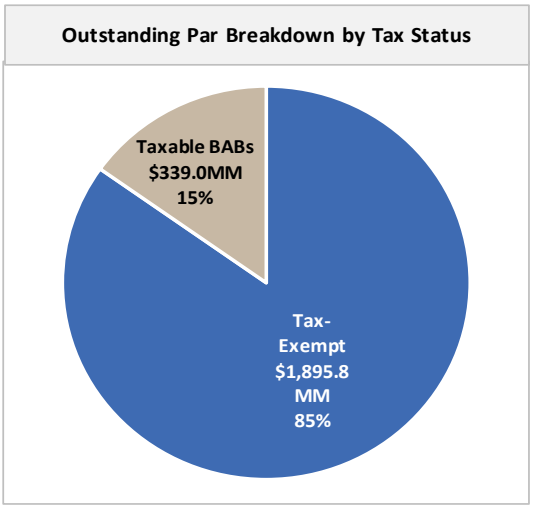
Commission Outstanding Debt Overview

SANDAG, serving as the San Diego County Regional Transportation Commission, has $2.23 billion of outstanding long-term debt, including the Series 2018A Short-Term Notes (Notes) issued in April 2018. Of the total debt portfolio, 18% consists of synthetic, fixed-rate bonds (variable-rate bonds hedged with fixed-payer interest rate swaps) and the remaining 82% are fixed-rate bonds. Currently, the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan is undrawn and does not represent an obligation of SANDAG at this time. A summary of the outstanding bonds is tabulated and graphically presented below.

Summary of Outstanding Debt						
Series	**Tax Status**	**Coupon Type**	**Original Issue Size**	**Outstanding Par**	**Call Option**	**Final Maturity**
2008A	Tax-Exempt	Variable-Rate	$150,000,000	$100,575,000	Current	4/1/2038
2008B	Tax-Exempt	Variable-Rate	$150,000,000	$100,575,000	Current	4/1/2038
2008C	Tax-Exempt	Variable-Rate	$150,000,000	$100,575,000	Current	4/1/2038
2008D	Tax-Exempt	Variable-Rate	$150,000,000	$100,575,000	Current	4/1/2038
2010A	Taxable BABs	Fixed-Rate	$338,960,000	$338,960,000	Make-Whole	4/1/2048
2010B	Tax-Exempt	Fixed-Rate	$11,040,000	$5,515,000	4/1/2020	4/1/2030
2012A	Tax-Exempt	Fixed-Rate	$420,585,000	$306,545,000	4/1/2022	4/1/2048
2014A	Tax-Exempt	Fixed-Rate	$350,000,000	$331,070,000	4/1/2024	4/1/2048
2016A	Tax-Exempt	Fixed-Rate	$325,000,000	$312,900,000	4/1/2026	4/1/2048
2018A Notes	Tax-Exempt	Fixed-Rate	$537,480,000	$537,480,000	Non-Callable	4/1/2021
Total				**$2,234,770,000**		
Summary of TIFIA Loan Commitment						
Series	Tax Status	Coupon Type	Original Issue Size	Outstanding Par	Call Option	Final Maturity
TIFIA*	Taxable	Fixed-Rate	$537,484,439	$0	Anytime	10/1/2045
Total with Loan Commitment				**$2,234,774,439**		

* The TIFIA loan will be drawn upon in 2021 to retire the 2018A Notes. The simultaneous draw on the TIFIA loan and the retirement of the 2018A Notes will have an offsetting impact and will not increase the amount of total obligations outstanding.

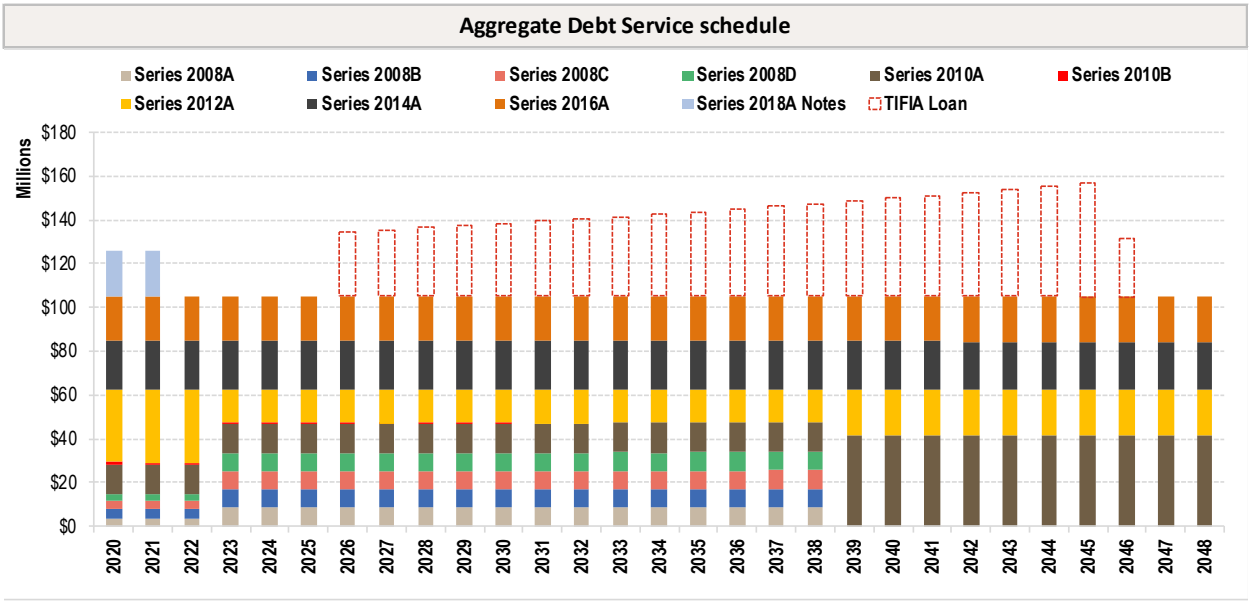




Debt Service and Coverage

SANDAG has debt obligations on three separate lien levels, providing different priority of sales tax payment to investors based on their respective lien level. Senior lien obligations are paid first, followed by subordinate lien obligations, and then junior subordinate lien obligations (i.e., TIFIA loan). This three-tiered lien structure was developed by SANDAG to maximize program capacity, keep senior lien ratings as high as possible, and minimize borrowing costs.

The 2018A Notes are repayable from sales tax revenues that are subordinate to the outstanding bonds (which are on the senior lien) and are on parity with the existing commercial paper (which is on the subordinate lien). The TIFIA loan is repayable from a third lien that is subordinate to the senior lien bonds, the 2018A Notes, and the commercial paper. As a result, senior lien debt service remains level in aggregate, at about $105.2 million annually.



Assuming SANDAG draws on the TIFIA loan as expected to complete the Mid-Coast Trolley project, SANDAG aggregate debt service will peak at $163.4 million in FY 2045. Senior lien debt service coverage, using sales tax receipts of $312.3million for the 12 months ending June 30, 2019, is 2.98 times. Meaning, for every $1 of senior lien debt service, SANDAG received $2.98 of sales tax revenue, providing ample coverage and supporting SANDAG senior lien triple-A ratings. Total coverage, when comparing the annual revenues to peak debt service (including assumed debt service on the undrawn TIFIA loan) in FY 2045, is 1.91 times.

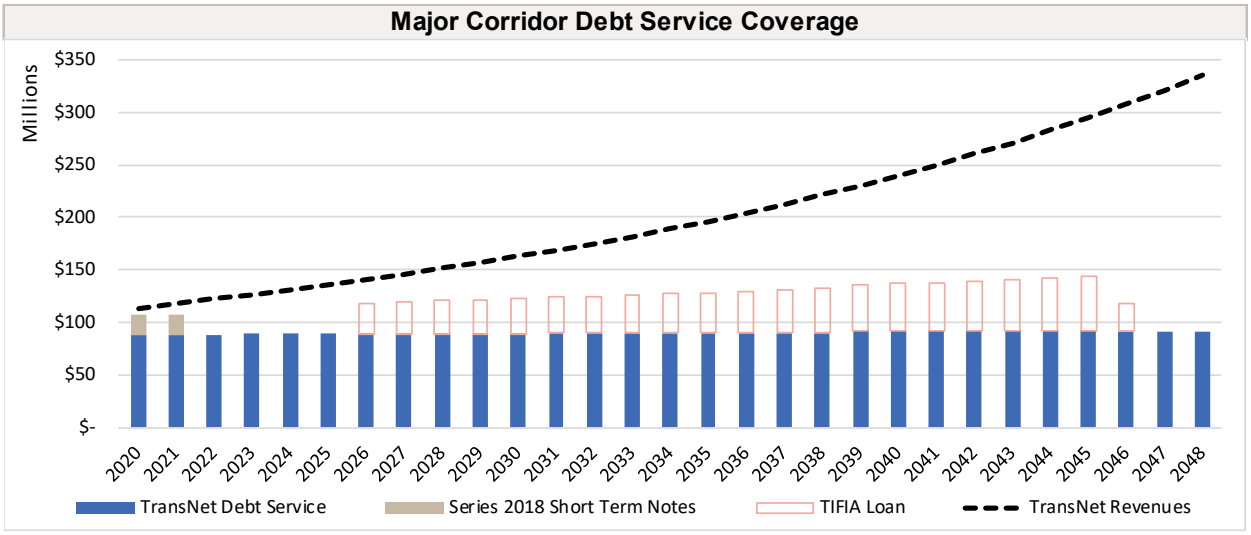
Major Corridors Coverage

In accordance with the *TransNet* Ordinance, the Major Corridors subprogram receives 38% of *TransNet* revenues after allocations for administrative and ITOC expenses. Major Corridors is the most capital-intensive program, funding various projects, including the Mid-Coast Trolley project. Costs associated with these projects can and have been funded with tax-exempt bonds. SANDAG Board Policy No. 036 dictates that the Major Corridors subprogram (and other *TransNet* subprograms) maintain an annual debt service coverage ratio of at least 1 times, meaning that for every $1 of *TransNet* revenue, there is no more than $1 of debt service allocated to the subprogram in any given year. SANDAG Board Policy No. 036, Section 2.3, states as follows:

2.3 Borrowing requirements are determined for each eligible sub-program and debt service is allocated to each sub-program based upon its pro rata share of bond proceeds. It is the general principal for the TransNet Plan of Finance that the annual debt service for each sub-program be less than the annual sales tax revenue allocated to a sub-program on an annual basis. This 1.0 times program debt service coverage requirement ensures that no single sub-program incurs more debt than it can afford.

For planning purposes, debt service is structured using a forecast of sales tax receipts. Based on this forecast, and including the 2018 issuance of the Notes, coverage in the Major Corridors program is projected at

1.04 times in FY 2020 and 1.07 times in FY 2021. Annual coverage rebounds after the retirement of the notes in FY 2021, but falls again to 1.17 times when the TIFIA loan begins to amortize in FY 2026 based on the most recent revenue forecast. The TIFIA debt service structure in the Major Corridors program increases over time, in anticipation of increased sales tax revenue.



Recent Variable-Rate Demand Bond and Swap Mark-to-Market Performance

SANDAG has $402.3 million of outstanding variable-rate demand bonds (VRDBs) (Series 2008A, B, C, and D), as shown below. These VRDBs are backed by standby bond purchase agreements from certain financial institutions. The interest rates on these bonds reset weekly through a remarketing process. As a performance measure, the bonds are compared to the Securities Industry and Financial Markets Association (SIFMA) benchmark index.

Following the passage of the Tax Cut and Jobs Act in December 2017, SIFMA has been very volatile. In 2018, SIFMA swung by 50 bps to 80 bps in either direction every three to ten weeks. The trend continues into 2019, with 25 bps to 100 bps swings every few weeks. SIFMA is currently 1.35%, or 62.3% of 1-Month LIBOR, and we will continue to monitor it. Despite the volatility, SANDAG VRDBs continued to trade well compared to SIFMA. This volatility is effectively hedged by the SANDAG interest rate swaps.

SANDAG Series 2008A–D VRDB Resets Since December 31, 2015					
Series	**SBPA Provider**	**Remarketing Agent**	**Reset Average**	**SIFMA Average**	**Spread to SIFMA**
2008A	JPMorgan Chase Bank, N.A.	Barclays Capital Inc.	.89%	1.01%	-12 bps
2008B	JPMorgan Chase Bank, N.A.	Goldman, Sachs & Company	.89%	1.01%	-12 bps
2008C	Bank of America, N.A.	JPMorgan Securities LLC	.90%	1.01%	-11 bps
2008D	State Street	Stifel, Nicolaus & Company, Inc.	.89%	1.01%	-12 bps

SANDAG also has $402.3 million of fixed-payer interest rate swaps outstanding, the purpose of which is to hedge the interest rate variability associated with the $402.3 million of variable-rate bonds. Additionally, SANDAG has $302.6 million of basis swaps outstanding. Under the basis swaps, which became effective on April 1, 2018, when the existing fixed-payer swaps originally were scheduled to convert from the LIBOR to the SIFMA-based indices, SANDAG pays its counterparty a floating interest rate payment based on the SIFMA index and receives a floating payment based on 107.4% of the three-month LIBOR. The market value of the SANDAG swap portfolio changes with interest rate fluctuations. The mark-to-market (MTM) valuation is negative $98,171,924.54; meaning SANDAG would need to pay approximately $98.2 million to terminate the entire swap portfolio in the current market. The swaps are performing as expected, and currently there are no reasons why SANDAG would need to terminate the swaps. Additionally, SANDAG is not required to post collateral under the swap agreements.

Swap Portfolio Overview								
Associated Series	**SANDAG Pays**	**SANDAG Receives**	**Trade Date**	**Effective Date**	**Maturity Date**	**MTM Value *(As of 9/13/2019)***	**Notional Outstanding**	**Bank Counterparty**
Series 2008	3.8165%	65% of USD-LIBOR until 4/2018; SIFMA Swap Index thereafter	5/23/2012	5/23/2012	4/1/2038	($34,282,684.32)	$134,100,000	Bank of America, N.A. (Aa3/A+/AA-)
Series 2008	3.8165%	65% of USD-LIBOR until 4/2018; SIFMA Swap Index thereafter	5/23/2012	5/23/2012	4/1/2038	($34,282,684.32)	$134,100,000	Goldman Sachs Mitsui Marine Derivative Products, L.P. (Aa2/AA-/NA)
Series 2008	3.4100%	65% of USD-LIBOR	5/23/2012	5/23/2012	4/1/2038	($32,416,497.39)	$134,100,000	Bank of America, N.A. (Aa3/A+/AA-)
Total Fixed-Payer Swaps						**($100,981,866.03)**	**$402,300,000**	
Series 2008	SIFMA Swap Index	107.4% of 3 month USD-LIBOR	3/19/2009	4/1/2018	4/1/2038	$7,938,630.64	$151,300,000	Barclays Bank PLC (A2/A/A+)

Swap Portfolio Overview								
Associated Series	**SANDAG Pays**	**SANDAG Receives**	**Trade Date**	**Effective Date**	**Maturity Date**	**MTM Value *(As of 9/13/2019)***	**Notional Outstanding**	**Bank Counterparty**
Series 2008	SIFMA Swap Index	107.4% of 3 month USD-LIBOR	3/19/2009	4/1/2018	4/1/2038	$7,938,630.64	$151,300,000	Barclays Bank PLC (A2/A/A+)
Total Index Conversion Swaps						**$15,877,261.28**	**$302,600,000**	
Total Combined						**($85,104,604.75)**	**$704,900,000**	

Cost of Capital

SANDAG has a very attractive weighted average cost of capital (WACC) of 3.35%. This cost can vary based on swap performance and the cost of liquidity to support the variable-rate debt.

The 2008A–D bonds, with the current swap rate and associated fees, provide a cost of capital equal to 4.11%. The 2010A bonds were issued as taxable Build America Bonds and have a borrowing cost of 3.89%. The 2010B tax-exempt bonds have a borrowing cost of 3.14%. The 2012A, 2014A, and 2016A bonds were sold at an all-in cost of 3.72%, 3.85%, and 3.29%, respectively. The 2018A Short-Term Notes have a borrowing cost of 1.86%. Taken together, SANDAG has issued approximately $2.39 billion in long-term debt to accelerate project delivery, for a WACC of 3.35%.

SANDAG's WACC Calculations					
Synthetic Fixed Rate:					
Series	**Par Post 2012 Refunding**	**Swap Rate**	**SBPA Fee**	**Remarketing Agent Fee**	**Cost of Capital**
2008A	$100,575,000	3.8165%	.390%	.06%	4.2665%
2008B	$100,575,000	3.8165%	.390%	.06%	4.2665%
2008C1	$67,050,000	3.8165%	.350%	.06%	4.2265%
2008C2	$33,525,000	3.4100%	.350%	.06%	3.8200%
2008D	$100,575,000	3.4100%	.340%	.06%	3.8100%
2008 Weighted Average					**4.1085%**
Fixed Rate:					
Series	**Original Par**	-	-	-	**All-in True Interest Cost**
2010A	$338,960,000	-	-	-	3.8871%
2010B	$11,040,000	-	-	-	3.1434%
2012A	$420,585,000	-	-	-	3.7167%
2014A	$350,000,000	-	-	-	3.8507%
2016A	$325,000,000	-	-	-	3.2947%
2018A Notes	$537,480,000	-	-	-	1.8596%
Total Weighted Average Without TIFIA Loan					**3.3481%**

Commercial Paper

In addition to the long-term debt, SANDAG has a short-term Commercial Paper Program supported by a Letter of Credit (LOC) from Bank of America Merrill Lynch. The Commercial Paper Program was authorized at $100 million and has a current outstanding balance of $28.7 million as of June 30, 2019, when it was remarketed out 91 days, at a rate of 1.42%. The supporting LOC was procured in September 2018 at the low cost of .32% for three years.

SANDAG: Debt Portfolio Overview and Update

SANDAG has debt outstanding in conjunction with the South Bay Expressway (SBX) toll road as well as the Mid-Coast Corridor Trolley project, as summarized in the table below.

Summary of Outstanding Debt

South Bay Expressway

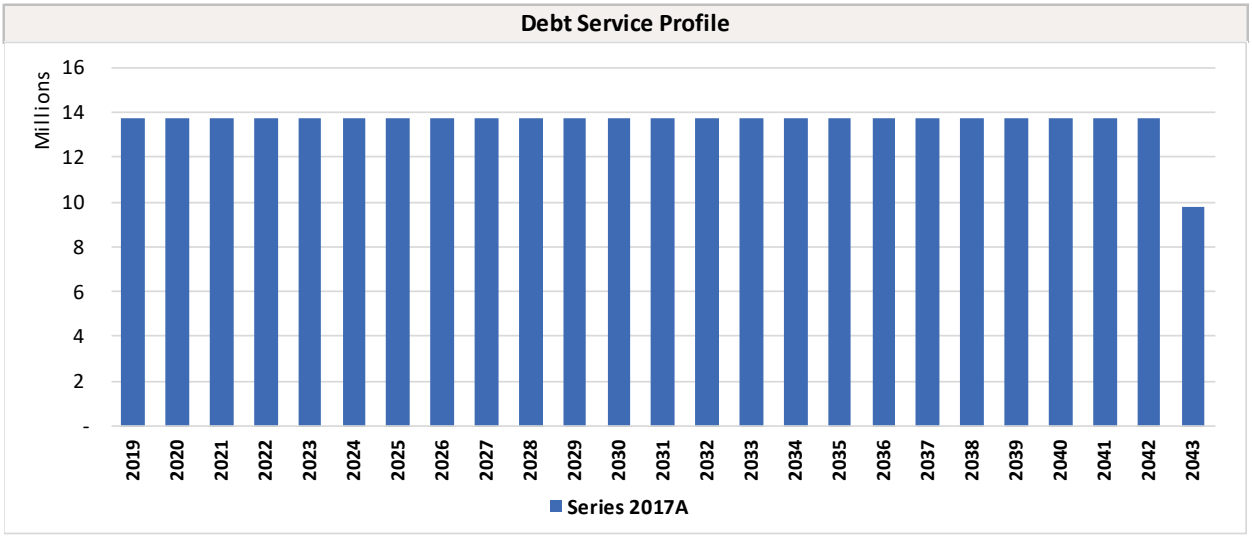
Series	Tax Status	Coupon Type	Original Issue Size	Outstanding Par	Call Date	Final Maturity
2017A	Tax-Exempt	Fixed-Rate	$194,140,000	186,755,000	7/1/2027	7/1/2042

Mid-Coast Corridor Transit Project

Series	Tax Status	Coupon Type	Original Issue Size	Outstanding Par	Call Date	Final Maturity
2019A	Tax-Exempt	Fixed-Rate	$210,000,000	$210,000,000	one year before maturity	11/15/2026
2019B	Tax-Exempt	Fixed-Rate	$125,000,000	$125,000,000	NA (turbo redemption)	11/15/2027
Total				**$335,000,000**		

South Bay Expressway

The SANDAG debt portfolio for SBX is comprised of a single bond series. In November 2017, SANDAG issued Toll Revenue First Senior Lien Bonds, 2017 Series A to refinance indebtedness incurred with the acquisition of SBX. The bonds are secured from the toll revenues generated on SBX, net of operating expenses. As of August 1, 2019, the debt outstanding is $186.8 million. An annual debt service chart is provided presented below.



The annual payment on the bonds is level at about $13.8 million through final maturity in FY 2043. Based on annual net toll revenues of $31.8 million for FY 2018, the coverage on future maximum annual debt service payment was 2.31 times. This is considered strong coverage for a toll road and supports single-A category ratings from Standard and Poor's and Fitch Ratings. In fact, Fitch Ratings underwent their annual surveillance on the State Route 125 (SR 125) toll road rating and upgraded the SANDAG SR 125 rating from "A-" to "A" in August 2019.

Mid-Coast Corridor Transit Project

SANDAG issued $335 million Capital Grant Receipts Revenue Bonds, Series 2019A and Series 2019B in August 2019 to provide funding for the Mid-Coast Trolley project. A summary of the outstanding debt is provided in the table above. The bonds are secured solely by future grants under the Full Funding Grant Agreement (FFGA) with the Federal Transit Administration (FTA) signed in 2016. A schedule of grants in the FFGA, detailed below, provides for a commitment of $100 million annually starting 2016 through 2026. To date, SANDAG has received $430 million of the total $1.043 billion committed under the FFGA. All remaining grant receipts have been pledged for the repayment of the bonds. The bonds have a stated maturity schedule that is conservative. The first principal payment is scheduled for November 15, 2023, with interest-only payment until then. Should future grants installments be received as scheduled in the FFGA, SANDAG has the option to call the bonds early. Series 2019B also has certain turbo redemption provisions that cause excess grant revenues to be automatically applied to redeeming bonds early. While the average life based on the stated maturity schedule is 6.7 year, the bonds are expected to be repaid a couple years sooner, with an average life of 4.6 years. Furthermore, SANDAG achieved a very attractive rate of interest on the bonds. The cost of capital, or the all-in true interest cost on the bonds is 1.91% under the stated case, but could end up being as low as 1.57% if grants arrive on schedule and the debt is retired sooner, as in the expected case.

FFGA Grant Receipts (Received and Anticipated)			
Federal FY	**Original Grant Commitment**	**Grants Received**	**Grants Anticipated**
2016	$100,000,000	$100,000,000	-
2017	$125,000,000	$50,000,000	-
2018	$100,000,000	$180,000,000	-
2019	$100,000,000	$100,000,000	-
2020	$100,000,000	-	$100,000,000
2021	$100,000,000	-	$100,000,000
2022	$100,000,000	-	$100,000,000
2023	$100,000,000	-	$100,000,000
2024	$100,000,000	-	$100,000,000
2025	$100,000,000	-	$100,000,000
2026	$18,380,000	-	$13,380,000
Total	**$1,043,000,000**	**$430,000,000**	**$693,380,000**
Total Debt Outstanding			**$335,000,000**

Looking Ahead

SANDAG entered into an FFGA with the FTA in September 2016 to help fund the Mid-Coast Trolley project. The FFGA provides a commitment for up to $1.043 billion between federal fiscal years 2016 and 2026, of which SANDAG has received $430 million to date, and expects to receive the remainder through 2026. As was always planned and incorporated in the Plan of Finance, SANDAG issued $335 million Capital Grant Receipts Revenue Bonds (Bonds). In a unique deal that has not been attempted in the recent past, the Bonds were secured solely by future FFGA receipts and do not have a lien on sales tax revenues. The Bonds received an 'A-' by Standard and Poor's rating agency. The transaction was successfully executed and closed on August 14, 2019. The Bonds constitute the final piece of financing required for the Mid-Coast Trolley project and the proceeds from the sale will be used for the associated construction costs.

Annual Interest Rate Swap Policy Report: Description and Evaluation of Risks for Outstanding Interest Rate Swaps

The Commission uses derivative instruments to hedge its exposure to changing interest rates through the use of interest rate swaps. An interest rate swap is the exchange of payments between the Commission and a counterparty in order to potentially obtain a lower cost of funding than traditional fixed rate bonds, or to hedge interest rate exposure. The Commission has entered into three pay-fixed, receive-variable interest rate swaps and two basis swaps to produce savings or to result in lower costs than what the Commission would have paid using fixed-rate debt over the life of the 2008 Series ABCD Bonds.

On an annual basis and in accordance with Board Policy No. 032, an annual written description of the swaps and an evaluation of the risks associated with outstanding interest rate swaps are presented to the Board for review.

The following describes the interest rate swaps and evaluates the risks for the interest rate swaps in which the Commission currently participates.

2008 Interest Rate Swaps

Objectives. In 2005, the Commission entered into three forward interest rate swaps for $200 million each in order to hedge the interest rate risk associated with future variable-rate revenue bonds expected to be issued in 2008 by "locking in" a fixed interest rate. The intention of the Commission in entering into the swaps was to lock in a relatively low cost of funds on a substantial portion of the TransNet Early Action Program (EAP). The variable-rate bonds were issued in March 2008.

On May 23, 2012, the Commission refunded $151.5 million of the outstanding variable-rate bonds with fixed-rate bonds and terminated the associated interest rate swaps. The low fixed municipal interest rates at that time provided the opportunity for the Commission to refund the 2013 through 2022 maturities of the Series 2008 variable-rate bonds ($151.5 million in par) and terminate the associated swaps (also equal to $151.5 million in notional amount) without increasing annual debt service. The purpose of this transaction was to reduce variable-rate exposure and swap counterparty risk at no additional cost to the Commission. The current notional amounts of the swaps are, following the refunding described above, $134.1 million each, totaling $402.3 million.

Objective and terms of hedging derivative instruments. The following table displays the objective and terms of the Commission's hedging derivative instruments outstanding at June 30, 2019, along with the credit rating of the associated counterparty (amounts in thousands):

Type	Objective	Notional Amount	Effective Date	Maturity Date	Terms	Counterparty Credit Rating Moody's/S&P
Pay-fixed interest rate swap	Hedge of changes in cash flows on the 2008 Series A and B bonds	$134,100,000	5/23/2012	4/1/2038	Pay 3.8165%; received SIFMA	Aa2/A+
Pay-fixed interest rate swap	Hedge of changes in cash flows on the 2008 Series B and C bonds	$134,100,000	5/23/2012	4/1/2038	Pay 3.8165%; received SIFMA	Aa2/AA-
Pay-fixed interest rate swap	Hedge of changes in cash flows on the 2008 Series C and D bonds	$134,100,000	5/23/2012	4/1/2038	Pay 3.41%; received 65% of USD-LIBOR	Aa2/A+

Fair values. The fair value balances and notional amount of the 2008 interest rate swap derivative instruments outstanding at June 30, 2019, are as follows:

	Changes in Fair Value		Fair Value at June 30, 2019		
	Classification	Amount	Classification	Amount	Notional
Cash flow hedges:					
Pay-fixed interest rate swaps	Deferred outflows	($28,835,261)	Debt	($93,100,070)	$402,300,000

The fair values of the derivatives were estimated by an independent third-party based on mid-market levels as of the close of business on June 30, 2019. The fair values take into consideration the prevailing interest rate environment and the specific terms and conditions of the swaps.

Credit risk. This is the risk that the counterparty will fail to perform under the terms of the agreement. As of June 30, 2019, the Commission was not exposed to credit risk on these swaps because they had negative fair values. However, should interest rates change and the fair values of the swaps become positive, the Commission would be exposed to credit risk in the amount of the swaps' fair values. Favorable credit ratings of the counterparties, as shown in the table above, mitigate this risk. In addition, the fair value of the swaps will be fully collateralized by the counterparty with cash or U.S. government securities if the counterparty's credit quality falls below a rating of Baa2 by Moody's or BBB by Standard & Poor's. Collateral would be posted with a third-party custodian.

Interest rate risk. This is the risk that changes in market interest rates will adversely affect the net payment on the swaps. The Commission is exposed to interest rate risk on its swaps when LIBOR and/or SIFMA decreases causing the Commission net payment on swaps to increase.

Basis risk. This is the risk of a mismatch between the variable rate received from the counterparty and the variable rate paid on the variable-rate debt issued in 2008. The Commission is exposed to basis risk should the floating rate that it receives on a swap be less than the actual variable rate the Commission pays on the bonds. Depending on the magnitude and duration of any basis risk shortfall, the effective fixed rate on the debt will vary. Based on historical experience, the expectation is that the payments received under the agreements will approximate the expected bond payments over the 30-year term of the swaps. Due to the unfavorable market conditions during fiscal year 2019, the Commission was exposed to basis risk since the variable rate received from the counterparty, was less than the variable rate the Commission paid on the bonds.

Termination risk and termination payments. This is the risk that the transaction is terminated in a market dictating a termination payment by the Commission. The Commission can terminate the swap at the fair value by providing notice to the counterparty, while the counterparty may only terminate the swap upon

certain termination events under the terms of the agreement. The Commission or the counterparties may terminate the swap if the other party fails to perform under the terms of the contracts, such as the failure to make swap payments. If the swap is terminated, the variable-rated demand bond (VRDBs) would no longer be hedged.

The Commission effectively reduced the ongoing termination risk by refunding $151.5 million in VRDBs and terminating the same amount of the outstanding interest rate swaps in May 2012 under favorable market conditions with low fixed rates. Refunding additional maturities and terminating more of the interest rate swaps would have led to a net increase in debt service under a fixed-rate structure, which was contrary to the Commission's programmatic objectives. Consequently, the reduced amount of variable-rate bonds and interest rate swaps was left in place.

Rollover risk. This is the risk that maturity of the hedging derivative instruments is shorter than the maturity of the associated debt leaving the Commission unprotected in the future. When these swaps terminate, or in the case of a termination option, if the counterparty exercises its option, the Commission will be re-exposed to the risks being hedged by the swaps. The Commission is exposed to rollover risk on the swaps only in the event of a failure to perform under the terms of the contracts by the Commission or counterparty.

Market access risk. This is the risk that the Commission will not be able to enter credit markets or that credit will become more costly. The Commission's financial rating is tied to the credit strength of the sales tax revenue. The Commission is also exposed to market access risks caused by disruptions in the municipal bond market.

Reset rates paid and received by the Commission. The range of weekly variable interest rates paid on the 2008 *TransNet* bonds by the Commission to the bondholders for the period July 1, 2018, through June 30, 2019, are as follows:

	Commission Pays Weekly Reset Rates	
Bondholder	Low	High
Barclays Bank	0.72%	2.10%
Goldman, Sachs & Co.	0.72%	1.73%
JP Morgan Securities, Inc.	0.75%	2.05%
Stifel, Nicolaus & Company	0.60%	2.15%

Fixed rates are paid by the Commission to the swap provider counterparties and sixty-five percent of LIBOR or SIFMA is received by the Commission from the swap provider counterparties.

The following table includes the range of LIBOR rates received for one swap and the range of SIFMA rates received for two swaps; and the fixed rate paid to the swap counterparties from July 1, 2019, through June 30, 2019.

	Commission Receives 65% LIBOR		Commission Receives SIFMA		Commission Pays
Swap Counterparty	Low	High	Low	High	Fixed
Bank of America	1.28860%	1.63792%			3.410%
Bank of America			1.08581%	1.79067%	3.8165%
Goldman Sachs Mitsui Marine Derivative Products			1.08581%	1.79067%	3.8165%

Actual debt service requirements versus the projected debt service on the swap transaction. For the fiscal year ending June 30, 2019, actual debt service was less than projected resulting in savings of variable-rate payments made on the bonds as compared to the variable-rate payments received from the swap in the amount of $1,142,740:

Counterparty	Actual Debt Service	Projected Debt Service
Bank of America	$ 4,192,428	$ 4,572,811
Bank of America	4,742,341	5,117,926
Goldman Sachs Mitsui Marine Derivative Products	4,731,154	5,117,926
	$ 13,665,923	$ 14,808,663

Over the life of the swaps from the issuance of the bonds through June 30, 2019, the cumulative excess of the variable-rate payments made on the bonds as compared to the variable-rate payments received from the swap counterparties is $3,241,851. This means that the net variable rates that the Commission is paying on the 2008 *TransNet* bonds is more than the variable rate that the Commission is receiving; these rates originally were intended to offset and net to zero.

The total net cost of the program includes liquidity facilities with J.P. Morgan (Series A and B), Bank of America, N.A. (Series C), and State Street Bank and Trust Company (Series D). Standby Bond Purchase Agreement (SBPA) costs at year end for the Series A and B bonds is 39 basis points, the Series C bonds is 35 basis points, and the SBPA cost for the Series D bonds is 34 basis points.

2018 basis rate swaps overlay to the 2008 interest rate swaps

Objective. On March 19, 2009, the Commission entered into a SIFMA versus LIBOR floating-to-floating or "basis" swap. The combination of the Basis Swaps and the existing 2008 Interest Rate Swaps effectively amended the existing swaps without having to change the existing floating-to-fixed interest rate swaps. This overlay allowed the Commission to bid out the new transaction to a group of potential counterparties without changing the existing 2008 Interest Rate Swaps. The Commission entered into a new transaction with Barclays Bank PLC (Barclays) to overlay the terms under two of the 2008 Interest Rate Swaps, with an expected benefit to the Commission of a substantial reduction in the cost of debt after the effective date of April 1, 2018.

Terms. The initial notional amounts of the swaps are $156.6 million each. Under two of the 2008 Interest Rate Swaps, the Commission pays the counterparties a fixed payment of 3.8165 percent and receives 65 percent of LIBOR (through April 2018) and thereafter receives the SIFMA index. The 2018 Basis Rate Swaps overlay these two 2008 Interest Rate Swaps with a payment of the SIFMA index and a receipt of 107.4 percent of LIBOR for the last 20 years of the swap (April 2018 to April 2038).

Fair values. The swaps had a total combined positive fair value of $17,772,739 at fiscal year end. The fair values of the derivatives were estimated by an independent third party based on mid-market levels as of the close of business on June 30, 2019. The fair values take into consideration the prevailing interest rate environment and the specific terms and conditions of the swaps.

	Changes in Fair Value		Fair Value at June 30, 2019		
	Classification	Amount	Classification	Amount	Notional
Investment derivatives:					
Pay-floating Receive floating interest rate swaps	Investment revenue	($6,346,263)	Investment	$17,772,739	$313,200,000

Terms and fair value of investment derivative instruments

The following table displays the terms and fair value of the Commission's investment derivative instruments outstanding at June 30, 2019, along with the credit rating of the associated swap counterparty (amounts in thousands):

Variable Rate Paid	Variable Rate Received	Trade Date	Effective Date	Maturity Date	Fair Value	Notional Amount	Counterparty Credit Rating*
SIFMA Swap Index	107.4% of 3-month USD-LIBOR	3/19/2009	4/1/2018	4/1/2038	$8,886,369	$156,600,000	A2/A/A
SIFMA Swap Index	107.4% of 3-month USD-LIBOR	3/19/2009	4/1/2018	4/1/2038	$8,886,369	$156,600,000	A2/A/A

*Moody's/S&P/Fitch

Credit risk. This is the risk that the counterparty will fail to perform under the terms of the agreements. As of June 30, 2019, the Commission was exposed to credit risk on these swaps in the amount of $17,772,739, which is the fair value of the derivatives net of collateral posted. However, should interest rates change and the fair value of the swaps become negative, the Commission would not be exposed to any credit risk. The favorable credit rating of the counterparty, as shown in the table above, mitigates this risk.

Collateral. To further mitigate credit risk, under terms of the International Swaps and Derivatives Association, Inc. (ISDA) Master Agreement, dated March 19, 2009, by and between the Commission and Barclays, upon a demand by either party, collateral may be posted by Barclays to the Commission's Trust account or returned to Barclays; dependent upon the valuation amount each day. Collateral can be posted on amounts over $15,000,000 when the minimum daily valuation change is at least $250,000. Interest earned on collateral held by the Commission is due to Barclays monthly. The Commission reports collateral holdings, including interest earned, as deposits payable. At June 30, 2019, there was $4,594,956 reported as deposits payable.

Netting. Under terms of the ISDA Master Agreement, in respect of the same transaction, the Commission and Barclays may elect a net amount due and payable for the party with the larger aggregate amount over the smaller aggregate amount. The Commission and Barclays elected the netting option, which resulted in net receipts of $3,662,162 by the Commission at year end.

Interest rate risk. This is the risk that changes in market interest rates will adversely affect the net payment on the swaps. The Commission is exposed to interest rate risk on its swaps when LIBOR decreases and/or SIFMA increases, causing the Commission net payment on the swaps to increase.

Basis risk. This is the risk of a mismatch between the variable rate received from the counterparty and the variable rate paid on the variable-rate debt issued in 2008. The Commission is exposed to basis risk should the floating rate that it receives on a swap be less than the actual variable rate the Commission pays on the bonds. Depending on the magnitude and duration of any basis risk shortfall, the effective fixed rate on the debt will vary. Based on current and historical experience, staff expects the overlay of the SIFMA to LIBOR Basis Rate Swaps to significantly reduce the costs of financing after 2018, assuming a return to normal, or even near to normal trading relationships. Due to the favorable market conditions during fiscal year 2018, the Commission was not exposed to basis risk since the variable rate received was more than the variable rate paid and amounted to $3,662,162.

Termination risk and termination payments. This is the risk that the transaction is terminated in a market dictating a termination payment by the Commission. The Commission can terminate a swap at the fair market value by providing notice to the counterparty, while the counterparty may only terminate the swap upon certain termination events under the terms of the agreement. Given the positive fair value at June 30, 2019, the Commission was in a favorable termination position relative to the market.

SANDAG Board Policy No. 032: San Diego County Regional Transportation Commission Interest Rate Swap Policy requires a contingency plan to either replace the swaps or fund the termination payments, if any, in the event one or more outstanding swaps are terminated. Should a swap be terminated, the excellent credit rating of Commission would allow it to assign the swap to another counterparty. Alternatively, if a swap is terminated and it has a negative fair value, the Commission could use TransNet sales tax receipts to fund the termination payment.

Certifications

The Director of Finance reports that this investment portfolio, together with the authorized short-term Commercial Paper Program, will provide the necessary liquidity to meet the expenditure requirements of SANDAG, the Commission, ARJIS, and SourcePoint for the next six months. This portfolio is in compliance with state law and Board Policy No. 003: Investment Policy.

The Director of Finance reports that there has not been any material event involving outstanding swap agreements, nor has there been any default by a swap counterparty or counterparty termination.

SANDAG
Summary of Portfolio Balances (by Institution)
as of June 30, 2019

Institution	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd. Avg. Days to Maturity	
US BANK, N.A.	$ 15,377,785.14	1.64%	$ 15,377,785.14	100.00%	$ -	N/A	1	
STATE OF CALIFORNIA LOCAL AGENCY INVESTMENT FUND	69,527,747.93	7.40%	69,527,747.93	100.00%	-	2.39%	173	**
CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP) INDIVIDUAL PORTFOLIO	154,650,961.46	16.46%	154,389,736.99	99.83%	(261,224.47)	1.73%	292	
CAMP CASH RESERVE PORTFOLIO	283,967,209.35	30.22%	283,967,209.35	100.00%	-	2.48%	54	**
US BANK	92,697,850.79	9.87%	92,697,850.79	100.00%	-	1.11%	20	
US BANK INDIVIDUAL PORTFOLIO	217,758,421.45	23.17%	219,324,696.85	100.72%	1,566,275.40	2.32%	631	
US BANK CASH RESERVE PORTFOLIO	43,545.34	0.00%	43,545.34	100.00%	-	0.00%	1	
SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND	98,705,417.91	10.50%	98,705,417.91	100.00%	-	2.39%	528	**
CALIFORNIA BANK AND TRUST	474,245.51	0.05%	474,245.51	100.00%	-	0.00%	1	
WELLS FARGO BANK, N.A.	6,425,034.64	0.68%	6,658,182.68	103.63%	233,148.04	2.36%	1	
TOTAL	$ 939,628,219.52	100.00%	$ 941,166,418.49	100.16%	$ 1,538,198.97	2.08%	282	

** Although average days to maturity is greater than one day, funds are available at par the same day.

Summary of Portfolio Balances (by Agency)

Agency	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd. Avg. Days to Maturity
SANDAG FUNDS	$ 220,904,216.28	23.51%	$ 221,137,364.32	100.11%	$ 233,148.04	1.75%	139
AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM FUNDS	8,490,807.77	0.90%	8,490,807.77	100.00%	-	2.45%	195
SOURCEPOINT FUNDS	207,500.50	0.02%	207,500.50	100.00%	-	2.39%	447
CORONADO BRIDGE TOLL FUNDS	286,938.08	0.03%	286,938.08	100.00%	-	2.48%	54
SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION FUNDS	709,738,756.89	75.52%	711,043,807.82	100.18%	1,305,050.93	2.21%	327
TOTAL	$ 939,628,219.52	100.00%	$ 941,166,418.49	100.16%	$ 1,538,198.97	2.08%	282

Note: In addition to the funds held above, there is $4,950 petty cash held at SANDAG.

SANDAG

Detail of Portfolio Balances (by Account)

as of June 30, 2019

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd. Avg. Days to Maturity	
US BANK, N.A.:								
Checking - *TransNet* Sales Tax (RTC)	$ 661,237.02	0.07%	$ 661,237.02	100.00%	$ -	N/A	1	
Checking - SANDAG General	4,408,092.70	0.47%	4,408,092.70	100.00%	-	N/A	1	
Checking - SANDAG Flexible Spending Acct (FSA)	47,117.43	0.01%	47,117.43	100.00%	-	N/A	1	
Checking - SANDAG Interstate 15 (I-15) *FasTrak* ®	4,840,425.67	0.52%	4,840,425.67	100.00%	-	N/A	1	
Checking - SANDAG SAFE Program Acct	571,721.16	0.06%	571,721.16	100.00%	-	N/A	1	
Checking - SourcePoint	31,993.40	0.00%	31,993.40	100.00%	-	N/A	1	
Checking - ARJIS	225,213.38	0.02%	225,213.38	100.00%	-	N/A	1	
Checking - State Route 125 (SR 125) Payment Account	4,450,190.73	0.47%	4,450,190.73	100.00%	-	N/A	1	
Checking - State Route 125 (SR 125) Collection Account	141,793.65	0.02%	141,793.65	100.00%	-	N/A	1	
TOTAL US BANK, N.A.	$ 15,377,785.14	1.64%	$ 15,377,785.14	100.00%	$ -	N/A	1	
STATE OF CA LOCAL AGENCY INVESTMENT FUND (LAIF):								
TransNet (RTC)	$ 62,202,239.48	6.62%	$ 62,202,239.48	100.00%	$ -	2.39%	173	
SANDAG	7,325,508.45	0.78%	7,325,508.45	100.00%	-	2.39%	173	
TOTAL LAIF	$ 69,527,747.93	7.40%	$ 69,527,747.93	100.00%	$ -	2.39%	173	**
CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP):								
INDIVIDUAL PORTFOLIO:								
TransNet Sales Tax (RTC)	$ 107,069,102.22	11.39%	$ 106,701,720.09	99.66%	$ (367,382.13)	1.62%	266	
TransNet Program Reserve (RTC)	33,917,670.90	3.61%	33,955,246.95	100.11%	37,576.05	1.81%	338	
TransNet 2008 Bond Proceeds A/B/C/D Reserve Fund (RTC)	12,843,049.34	1.37%	12,910,574.95	100.53%	67,525.61	2.39%	375	
Sage Hill Endowment (RTC)	821,139.00	0.09%	822,195.00	100.13%	1,056.00	1.79%	457	
TOTAL INDIVIDUAL PORTFOLIO	$ 154,650,961.46	16.46%	$ 154,389,736.99	99.83%	$ (261,224.47)	1.73%	292	

SANDAG

Detail of Portfolio Balances (by Account)

as of June 30, 2019

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd. Avg. Days to Maturity
CASH RESERVE PORTFOLIO:							
I-15 *FasTrak*	$ 650,996.97	0.07%	$ 650,996.97	100.00%	$ -	2.48%	54
ARJIS	5,717,622.49	0.61%	5,717,622.49	100.00%	-	2.48%	54
California Coastal Commission	1,029,961.20	0.11%	1,029,961.20	100.00%	-	2.48%	54
SANDAG SR 125	1,940,358.54	0.21%	1,940,358.54	100.00%	-	2.48%	54
SANDAG SR 125	27,008,811.04	2.87%	27,008,811.04	100.00%	-	2.48%	54
SANDAG SR 125	47,037,263.94	5.01%	47,037,263.94	100.00%	-	2.48%	54
Coronado Bridge Toll Funds	286,938.08	0.03%	286,938.08	100.00%	-	2.48%	54
SANDAG Shoreline Management Account	169,328.98	0.02%	169,328.98	100.00%	-	2.48%	54
2008 Bond Series A/B/C/D Reserve Fund (RTC)	4,341,160.33	0.46%	4,341,160.33	100.00%	-	2.48%	54
2008 Bond Series A - Principal (RTC)	1.00	0.00%	1.00	100.00%	-	2.48%	54
2008 Bond Series B - Principal (RTC)	1.00	0.00%	1.00	100.00%	-	2.48%	54
2008 Bond Series C - Principal (RTC)	1.00	0.00%	1.00	100.00%	-	2.48%	54
2008 Bond Series D - Principal (RTC)	1.00	0.00%	1.00	100.00%	-	2.48%	54
2010 Bond Series B - Principal (RTC)	187,930.87	0.02%	187,930.87	100.00%	-	2.48%	54
2010 Bond Series B - Interest (RTC)	56,471.27	0.01%	56,471.27	100.00%	-	2.48%	54
2010 Bond Series A - Interest (RTC)	5,021,945.46	0.53%	5,021,945.46	100.00%	-	2.48%	54
2012 Bond Series A - Interest (RTC)	3,719,507.69	0.40%	3,719,507.69	100.00%	-	2.48%	54
2012 Bond Series A - Principal (RTC)	4,687,246.29	0.50%	4,687,246.29	100.00%	-	2.48%	54
2008 Sales Tax Account - *TransNet* Extension (RTC)	110,481,660.10	11.76%	110,481,660.10	100.00%	-	2.48%	54
Wetland Mitigation *TransNet* Sales Tax (RTC)	305,745.60	0.03%	305,745.60	100.00%	-	2.48%	54
Sage Hill Endowment (RTC)	31,869.29	0.00%	31,869.29	100.00%	-	2.48%	54
TransNet Program Reserve (RTC)	21,060,036.64	2.24%	21,060,036.64	100.00%	-	2.48%	54
Custody Account (RTC)	4,594,956.33	0.49%	4,594,956.33	100.00%	-	2.48%	54
2014 Bond Series A - Principal (RTC)	1,332,186.11	0.14%	1,332,186.11	100.00%	-	2.48%	54
2014 Bond Series A - Interest (RTC)	4,122,722.82	0.44%	4,122,722.82	100.00%	-	2.48%	54
2016 Bond Series A Principal Account (RTC)	1,258,302.92	0.13%	1,258,302.92	100.00%	-	2.48%	54
2016 Bond Series A Interest Account (RTC)	3,921,402.92	0.42%	3,921,402.92	100.00%	-	2.48%	54
2018 Bond Series A Project Account (RTC)	29,864,677.02	3.18%	29,864,677.02	100.00%	-	2.48%	54
2018 Bond Series A Interest Account (RTC)	5,138,102.45	0.55%	5,138,102.45	100.00%	-	2.48%	54
TOTAL CASH RESERVE PORTFOLIO	$ 283,967,209.35	30.22%	$ 283,967,209.35	100.00%	$ -	2.48%	54 **
TOTAL CAMP	$ 438,618,170.81	46.68%	$ 438,356,946.34	99.94%	$ -	2.21%	138

SANDAG

Detail of Portfolio Balances (by Account)

as of June 30, 2019

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd. Avg. Days to Maturity
US BANK:							
Capital Project Retention Account	$ 41,211,173.40	4.39%	$ 41,211,173.40	100.00%	$ -	0.00%	1
SANDAG SR 125 First Senior Lien bonds 2017 Series A	219,442.13	0.02%	219,442.13	100.00%	-	0.85%	1
SANDAG SR 125 First Senior Lien bonds 2017 Series A Reserve Account	13,870,500.31	1.48%	13,870,500.31	100.00%	-	0.85%	1
SANDAG SR 125 First Senior Lien bonds 2017 Series A Interest Account	4,857,822.65	0.52%	4,857,822.65	100.00%	-	0.85%	1
SANDAG SR 125 First Senior Lien bonds 2017 Series A Principal Account	4,333,947.65	0.46%	4,333,947.65	100.00%	-	0.85%	1
SANDAG SR 125 FasTrak Customer Prepaid Fund	2,022,268.86	0.22%	2,022,268.86	100.00%	-	0.85%	1
2008 Bond Series A/B/C/D Main Interest (RTC)	1,231,414.40	0.13%	1,231,414.40	100.00%	-	0.30%	1
Commercial Paper Series B - NCTD Interest (RTC)	226,793.69	0.02%	226,793.69	100.00%	-	0.30%	1
NCTD Certificates of Participation	24,300,000.00	2.59%	24,300,000.00	100.00%	-	1.42%	74
Commercial Paper Notes Series B Interest (RTC)	7,818.37	0.00%	7,818.37	100.00%	-	1.79%	1
Commercial Paper Notes Series B Principal (RTC)	416,669.33	0.04%	416,669.33	100.00%	-	1.79%	1
TOTAL US BANK	$ 92,697,850.79	9.87%	$ 92,697,850.79	100.00%	$ -	1.11%	20
US BANK:							
INDIVIDUAL PORTFOLIO:							
TransNet Extension (RTC)	$ 217,758,421.45	23.17%	$ 219,324,696.85	100.72%	$ 1,566,275.40	2.32%	631
TOTAL INDIVIDUAL PORTFOLIO	$ 217,758,421.45	23.17%	$ 219,324,696.85	100.72%	$ 1,566,275.40	2.32%	631
CASH RESERVE:							
TransNet Extension (RTC)	$ 43,545.34	0.00%	$ 43,545.34	100.00%	$ -	0.00%	1
TOTAL CASH RESERVE	$ 43,545.34	0.00%	$ 43,545.34	100.00%	$ -	0.00%	1
TOTAL US BANK	$ 217,801,966.79	23.18%	$ 219,368,242.19	100.72%	$ 1,566,275.40	2.32%	631

SANDAG

Detail of Portfolio Balances (by Account)

as of June 30, 2019

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd. Avg. Days to Maturity
SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND:							
SourcePoint Cash Reserve Fund	$ 175,507.10	0.02%	$ 175,507.10	100.00%	$ -	2.39%	528
SANDAG I-15 *FasTrak*	38,980,823.01	4.15%	38,980,823.01	100.00%	-	2.39%	528
TransNet Extension (RTC)	48,113,728.24	5.12%	48,113,728.24	100.00%	-	2.39%	528
ARJIS	2,547,971.90	0.27%	2,547,971.90	100.00%	-	2.39%	528
SANDAG SAFE Program	8,887,387.66	0.95%	8,887,387.66	100.00%	-	2.39%	528
TOTAL SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND	$ 98,705,417.91	10.50%	$ 98,705,417.91	100.00%	$ -	2.39%	528 **
CALIFORNIA BANK AND TRUST:							
Capital Project Retention Accounts	$ 474,245.51	0.05%	$ 474,245.51	100.00%	$ -	0.00%	1
TOTAL CALIFORNIA BANK AND TRUST	$ 474,245.51	0.05%	$ 474,245.51	100.00%	$ -	0.00%	1
WELLS FARGO BANK, N.A.:							
SANDAG Section 115 Pension Trust	$ 6,425,034.64	0.68%	$ 6,658,182.68	103.63%	$ 233,148.04	2.36%	1
TOTAL WELLS FARGO BANK, N.A.	$ 6,425,034.64	0.68%	$ 6,658,182.68	103.63%	$ 233,148.04	2.36%	1
TOTAL	$ 939,628,219.52	100.00%	$ 941,166,418.49	100.16%	$ 1,538,198.97	2.08%	282

Legend:

Automated Regional Justice Information System (ARJIS)

Commercial Paper (CP)

State of California Local Agency Investment Fund (LAIF)

North County Transit District (NCTD)

San Diego County Regional Transportation Commission (RTC)

****** Although average days to maturity is greater than one day, funds are available at par the same day.

SANDAG
Detail of Portfolio Balances (by Investment Type)
as of June 30, 2019

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain / (Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
Cash and cash equivalents:											
Demand deposits:											
Checking - *TransNet* Sales Tax (RTC)	N/A	N/A	$ 661,237.02	$ 661,237.02	$ -	N/A	NR	NR	NR	N/A	1
Checking - SANDAG General	N/A	N/A	4,408,092.70	4,408,092.70	-	N/A	NR	NR	NR	N/A	1
Checking - SANDAG Flexible Spending Acct (FSA)	N/A	N/A	47,117.43	47,117.43	-	N/A	NR	NR	NR	N/A	1
Checking - SANDAG Interstate 15 (I-15) *FasTrak* ®	N/A	N/A	4,840,425.67	4,840,425.67	-	N/A	NR	NR	NR	N/A	1
Checking - SANDAG SAFE Program Acct	N/A	N/A	571,721.16	571,721.16	-	N/A	NR	NR	NR	N/A	1
Checking - SourcePoint	N/A	N/A	31,993.40	31,993.40	-	N/A	NR	NR	NR	N/A	1
Checking - ARJIS	N/A	N/A	225,213.38	225,213.38	-	N/A	NR	NR	NR	N/A	1
Checking - State Route 125 (SR 125) Payment Account	N/A	N/A	4,450,190.73	4,450,190.73	-	N/A	NR	NR	NR	N/A	1
Checking - SR 125 Collection Account	N/A	N/A	141,793.65	141,793.65	-	N/A	NR	NR	NR	N/A	1
Total demand deposits			$ 15,377,785.14	$ 15,377,785.14	$ -	N/A				N/A	1
Money market accounts and funds:											
Money Market - Capital Project Retention Account	N/A	N/A	$ 474,245.51	$ 474,245.51	$ -	N/A	NR	NR	NR	0.00%	1
Money Market - Capital Project Retention Account	N/A	N/A	41,211,173.40	41,211,173.40	-	N/A	NR	NR	NR	0.00%	1
San Diego County Treasurer's Pooled Money Fund (SourcePoint)	N/A	N/A	175,507.10	175,507.10	-	N/A	NR	NR	AAAf / S1	2.39%	528 *
San Diego County Treasurer's Pooled Money Fund (I-15 *FasTrak* ®)	N/A	N/A	38,980,823.01	38,980,823.01	-	N/A	NR	NR	AAAf / S1	2.39%	528 *
San Diego County Treasurer's Pooled Money Fund (RTC)	N/A	N/A	48,113,728.24	48,113,728.24	-	N/A	NR	NR	AAAf / S1	2.39%	528 *
San Diego County Treasurer's Pooled Money Fund (ARJIS)	N/A	N/A	2,547,971.90	2,547,971.90	-	N/A	NR	NR	AAAf / S1	2.39%	528 *
San Diego County Treasurer's Pooled Money Fund (SAFE)	N/A	N/A	8,887,387.66	8,887,387.66	-	N/A	NR	NR	AAAf / S1	2.39%	528 *
Money Market - SANDAG SR 125 Lien bonds 2017 Series A	N/A	N/A	219,442.13	219,442.13	-	N/A	NR	NR	NR	0.85%	1
Money Market - SANDAG SR 125 Lien bonds 2017 Ser A Reserve Account	N/A	N/A	13,870,500.31	13,870,500.31	-	N/A	NR	NR	NR	0.85%	1
Money Market - SANDAG SR 125 Lien bonds 2017 Ser A Interest Account	N/A	N/A	4,857,822.65	4,857,822.65	-	N/A	NR	NR	NR	0.85%	1
Money Market - SANDAG SR 125 Lien bonds 2017 Ser A Principal	N/A	N/A	4,333,947.65	4,333,947.65	-	N/A	NR	NR	NR	0.85%	1
Money Market - SANDAG SR 125 FasTrak Customer Prepaid Fund	N/A	N/A	2,022,268.86	2,022,268.86	-	N/A	NR	NR	NR	0.85%	1
Money Market - RTC (2008 Bond - Main Interest)	N/A	N/A	1,231,414.40	1,231,414.40	-	N/A	NR	NR	NR	0.30%	1
Money Market - RTC (CP Series B - NCTD)	N/A	N/A	226,793.69	226,793.69	-	N/A	NR	NR	NR	0.30%	1
Money Market - RTC (CP Notes Series B Interest)	N/A	N/A	7,818.37	7,818.37	-	N/A	NR	NR	NR	1.79%	1
Money Market - RTC (CP Series B Principal)	N/A	N/A	416,669.33	416,669.33	-	N/A	NR	NR	NR	1.79%	1
CAMP Cash Reserve Portfolio (I-15 *FasTrak* ®)	N/A	N/A	650,996.97	650,996.97	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (ARJIS)	N/A	N/A	5,717,622.49	5,717,622.49	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio - CA Coastal Commission	N/A	N/A	1,029,961.20	1,029,961.20	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (SANDAG SR 125)	N/A	N/A	1,940,358.54	1,940,358.54	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio - Coronado Bridge Toll Funds	N/A	N/A	286,938.08	286,938.08	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio - SANDAG Shoreline Management Account	N/A	N/A	169,328.98	169,328.98	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - 2008 Bond Reserve	N/A	N/A	4,341,160.33	4,341,160.33	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - 2008 Bond Ser A Principal	N/A	N/A	1.00	1.00	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - 2008 Bond Ser B Principal	N/A	N/A	1.00	1.00	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - 2008 Bond Ser C Principal	N/A	N/A	1.00	1.00	-	N/A	AAAm	NR	NR	2.48%	54

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Detail of Portfolio Balances (by Investment Type)
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Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain / (Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
CAMP Cash Reserve Portfolio (RTC) - 2008 Bond Ser D Principal	N/A	N/A	1.00	1.00	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - 2010 Bond Ser B Principal	N/A	N/A	187,930.87	187,930.87	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - 2010 Bond Ser B Interest	N/A	N/A	56,471.27	56,471.27	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - 2010 Bond Ser A Interest	N/A	N/A	5,021,945.46	5,021,945.46	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - 2012 Bond Interest	N/A	N/A	3,719,507.69	3,719,507.69	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - 2012 Bond Principal	N/A	N/A	4,687,246.29	4,687,246.29	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (SR 125) - Operating/Maint Reserve	N/A	N/A	27,008,811.04	27,008,811.04	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (SR 125) - Capital Expenditures Fund	N/A	N/A	47,037,263.94	47,037,263.94	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - Sales Tax	N/A	N/A	110,481,660.10	110,481,660.10	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio - Wetland Mitigation (RTC)	N/A	N/A	305,745.60	305,745.60	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio - Sage Hill Endowment (RTC)	N/A	N/A	31,869.29	31,869.29	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio - *TransNet* Program Reserve (RTC)	N/A	N/A	21,060,036.64	21,060,036.64	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - Custody Account	N/A	N/A	4,594,956.33	4,594,956.33	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - 2014 Bond Ser A Principal	N/A	N/A	1,332,186.11	1,332,186.11	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - 2014 Bond Ser A Interest	N/A	N/A	4,122,722.82	4,122,722.82	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - 2016 Series A Principal	N/A	N/A	1,258,302.92	1,258,302.92	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - 2016 Series A Interest	N/A	N/A	3,921,402.92	3,921,402.92	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - 2018 Bond Series A Project	N/A	N/A	29,864,677.02	29,864,677.02	-	N/A	AAAm	NR	NR	2.48%	54
CAMP Cash Reserve Portfolio (RTC) - 2018 Bond Series A Interest	N/A	N/A	5,138,102.45	5,138,102.45	-	N/A	AAAm	NR	NR	2.48%	54
State of CA Local Agency Investment Fund (LAIF) (RTC)	N/A	N/A	62,202,239.48	62,202,239.48	-	N/A	NR	NR	NR	2.39%	173
State of CA Local Agency Investment Fund (LAIF) SANDAG	N/A	N/A	7,325,508.45	7,325,508.45	-	N/A	NR	NR	NR	2.39%	173
US Bank Cash Reserve TransNet Extension (RTC)	N/A	N/A	43,545.34	43,545.34	-	N/A	NR	NR	NR	0.00%	1
Wells Fargo Section 115 Trust	N/A	N/A	6,425,034.64	6,658,182.68	233,148.04	N/A	NR	NR	NR	2.36%	1
Total money market accounts and funds			$ 527,541,051.47	$ 527,774,199.51	$ 233,148.04	N/A				2.17%	151
Total cash and cash equivalents			$ 542,918,836.61	$ 543,151,984.65	$ 233,148.04	N/A				N/A	146

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Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain / (Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
Investments:											
U.S. Agencies:											
Federal Home Loan Banks Notes	04/16/2018	03/30/2020	$ 9,301,772.70	$ 9,342,050.76	$ 40,278.06	$ 9,315,000.00	AA+	Aaa	AAA	2.45%	274
US Treasury Notes	03/25/2019	03/31/2021	3,541,276.64	3,568,524.19	27,247.55	3,541,000.00	AA+	Aaa	NR	2.25%	640
FNMA Benchmark Note	07/29/2016	08/02/2019	6,529,012.80	6,532,073.52	3,060.72	6,540,000.00	AA+	Aaa	A+u	0.93%	33
FNMA Notes	08/31/2016	08/28/2019	7,887,676.00	7,885,005.80	(2,670.20)	7,900,000.00	AA+	Aaa	A	1.05%	59
FNMA Notes	10/03/2016	08/28/2019	3,717,768.00	3,712,939.44	(4,828.56)	3,720,000.00	AA+	Aaa	NR	1.02%	59
Fannie Mae Global Notes	01/03/2017	10/24/2019	4,155,357.75	4,199,442.44	44,084.69	4,215,000.00	AA+	Aaa	NR	1.52%	116
FNMA Notes	07/28/2017	07/30/2020	3,623,985.95	3,616,854.08	(7,131.87)	3,635,000.00	AA+	Aaa	A	1.60%	396
FHLMC Reference Note	07/19/2016	07/19/2019	5,721,121.30	5,730,360.39	9,239.09	5,735,000.00	AA+	Aaa	NR	0.96%	19
FHLMC Reference Note	10/03/2016	07/19/2019	3,488,590.00	3,497,168.50	8,578.50	3,500,000.00	AA+	Aaa	AAA	0.99%	19
Freddie Mac Notes	04/03/2017	01/17/2020	7,720,983.00	7,697,614.88	(23,368.12)	7,725,000.00	AA+	Aaa	AAA	1.52%	201
FHLMC Agency Notes	04/19/2017	04/20/2020	1,729,066.30	1,726,189.67	(2,876.63)	1,735,000.00	AA+	Aaa	AAA	1.49%	295
Freddie Mac Notes	07/18/2017	08/15/2019	3,459,906.45	3,461,306.31	1,399.86	3,465,000.00	AA+	Aaa	AAA	1.45%	46
Fannie Mae Series	10/07/2015	09/01/2019	3,725.74	3,681.99	(43.75)	3,688.80	AA+	Aaa	A	1.08%	63
US Treasury Notes	11/01/2017	10/31/2020	1,409,080.08	1,415,760.30	6,680.22	1,425,000.00	AA+	Aaa	NR	1.76%	489
US Treasury Notes	09/01/2017	08/15/2020	604,858.01	589,570.02	(15,287.99)	585,000.00	AA+	Aaa	NR	1.44%	412
US Treasury N/B Notes	11/01/2017	04/15/2020	1,990,781.25	1,991,718.00	936.75	2,000,000.00	AA+	Aaa	AAA	1.69%	290
FHLB Notes	09/07/2017	09/28/2020	309,004.90	307,952.76	(1,052.14)	310,000.00	AA+	Aaa	A	1.48%	456
FHLB Notes	01/03/2018	09/28/2020	5,303,070.00	5,364,338.40	61,268.40	5,400,000.00	AA+	Aaa	NR	2.05%	456
FHLB Notes	01/03/2018	09/28/2020	569,548.40	576,169.68	6,621.28	580,000.00	AA+	Aaa	NR	2.06%	456
FNMA Notes	08/30/2017	02/28/2020	4,704,324.00	4,681,937.90	(22,386.10)	4,700,000.00	AA+	Aaa	NR	1.46%	243
FNMA Notes	03/02/2017	02/28/2020	5,270,108.00	5,279,632.10	9,524.10	5,300,000.00	AA+	Aaa	A+	1.70%	243
FNMA Notes	07/28/2017	07/30/2020	274,166.75	273,627.20	(539.55)	275,000.00	AA+	Aaa	AAA	1.60%	396
FNMA Notes	08/02/2017	07/30/2020	1,596,544.00	1,592,012.80	(4,531.20)	1,600,000.00	AA+	Aaa	AAAu	1.57%	396
FNMA Notes	08/30/2017	07/30/2020	4,674,252.00	4,651,662.40	(22,589.60)	4,675,000.00	AA+	Aaa	AAAu	1.51%	396
FHLMC Notes	12/01/2017	11/17/2020	4,087,167.00	4,098,708.50	11,541.50	4,100,000.00	AA+	Aaa	AA-	1.99%	506
FHLMC Notes	10/26/2017	09/29/2020	821,139.00	822,195.00	1,056.00	825,000.00	AA+	Aaa	NR	1.79%	457
Federal Home Loan Mortgage Corp	12/14/2018	10/02/2019	4,943,250.00	4,987,875.00	44,625.00	5,000,000.00	AA+	Aaa	AAA	2.71%	94
Federal Farm Credit Bank	11/29/2018	10/21/2019	6,131,118.00	6,189,646.00	58,528.00	6,200,000.00	AA+	Aaa	-	2.71%	113
Federal Home Loan Mortgage Corp	04/22/2016	10/28/2019	5,000,000.00	4,984,050.00	(15,950.00)	5,000,000.00	AA+	Aaa	AAA	1.25%	120
Federal Home Loan Bank	10/22/2018	11/15/2019	4,533,852.00	4,587,396.00	53,544.00	4,600,000.00	AA+	Aaa	-	2.76%	138
Federal Home Loan Bank	12/13/2018	11/15/2019	4,938,062.10	4,986,300.00	48,237.90	5,000,000.00	AA+	Aaa	-	2.76%	138
Federal Home Loan Mortgage Corp	10/22/2018	01/17/2020	4,921,800.00	4,982,275.00	60,475.00	5,000,000.00	AA+	Aaa	AAA	2.80%	201
Federal National Mortgage Association	11/26/2018	02/28/2020	5,511,408.00	5,578,479.20	67,071.20	5,600,000.00	AA+	Aaa	AAA	2.79%	243
Federal Home Loan Bank	10/29/2018	03/13/2020	4,956,225.00	5,000,375.00	44,150.00	5,000,000.00	AA+	Aaa	-	2.78%	257
Federal National Mortgage Association	10/03/2016	03/30/2020	5,097,450.00	5,071,593.00	(25,857.00)	5,100,000.00	AA+	Aaa	AAA	1.26%	274
Federal Home Loan Mortgage Corp	10/03/2016	07/06/2020	5,498,625.00	5,467,880.00	(30,745.00)	5,500,000.00	AA+	Aaa	AAA	1.38%	372
Federal Home Loan Bank	02/26/2019	10/01/2020	5,008,150.00	5,042,865.00	34,715.00	5,000,000.00	AA+	Aaa	-	2.53%	459
Federal Farm Credit Bank	02/26/2019	02/11/2021	4,999,029.10	5,053,550.00	54,520.90	5,000,000.00	AA+	Aaa	AAA	2.51%	592

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Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain / (Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
Federal Home Loan Bank	03/01/2019	03/12/2021	4,979,485.00	5,038,320.00	58,835.00	5,000,000.00	AA+	Aaa	-	2.58%	621
Inter American Development Bank	03/05/2019	04/19/2021	3,898,440.00	3,951,448.80	53,008.80	3,900,000.00	AA+	Aaa	-	2.64%	659
Federal Home Loan Bank	03/01/2019	06/11/2021	4,924,100.00	5,001,350.00	77,250.00	5,000,000.00	AA+	Aaa	-	2.56%	712
Federal Home Loan Bank	03/06/2019	11/29/2021	4,915,300.00	5,010,535.00	95,235.00	5,000,000.00	AA+	Aaa	-	2.52%	883
Federal National Mortgage Association	04/23/2019	04/12/2022	4,982,050.00	5,062,815.00	80,765.00	5,000,000.00	-	Aaa	AAA	2.38%	1,017
Federal Home Loan Bank	03/01/2019	12/09/2022	3,648,843.00	3,671,085.00	22,242.00	3,300,000.00	AA+	Aaa	-	2.25%	1,258
Federal Farm Credit Bank	06/24/2019	02/08/2023	5,082,900.00	5,072,400.00	(10,500.00)	5,000,000.00	AA+	Aaa	AAA	1.77%	1,319
Federal Home Loan Bank	06/24/2019	03/10/2023	5,063,453.47	5,057,445.00	(6,008.47)	5,000,000.00	AA+	Aaa	-	1.77%	1,349
Federal Farm Credit Bank	04/11/2019	04/05/2023	6,968,500.00	7,089,390.00	120,890.00	7,000,000.00	AA+	Aaa	AAA	2.37%	1,375
Federal Farm Credit Bank	05/15/2019	11/08/2023	6,022,560.00	6,106,140.00	83,580.00	6,000,000.00	AA+	Aaa	AAA	2.21%	1,592
United States Treasury Note/Bond	10/13/2016	09/30/2019	4,998,437.50	4,985,740.00	(12,697.50)	5,000,000.00	AA+	Aaa	AAA	1.01%	92
United States Treasury Note/Bond	10/13/2016	12/31/2019	4,810,125.00	4,776,748.80	(33,376.20)	4,800,000.00	AA+	Aaa	AAA	1.06%	184
United States Treasury Note/Bond	03/01/2019	12/15/2021	5,013,298.00	5,109,570.00	96,272.00	5,000,000.00	AA+	Aaa	AAA	2.52%	899
United States Treasury Note/Bond	03/01/2019	05/31/2023	4,980,078.13	4,980,275.00	196.87	5,000,000.00	AA+	Aaa	AAA	1.73%	1,431
United States Treasury Note/Bond	06/13/2019	08/31/2023	3,925,794.65	3,941,876.00	16,081.35	4,000,000.00	AA+	Aaa	AAA	1.84%	1,523
United States Treasury Note/Bond	06/24/2019	09/30/2023	4,235,500.00	4,235,500.00	-	4,300,000.00	AA+	Aaa	AAA	1.74%	1,553
Total U.S. Agencies			$ 232,482,119.97	$ 233,641,419.83	$ 1,159,299.86	$ 233,104,688.80				1.94%	511

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Corporate Medium Term Notes:											
American Express Credit (Callable) Note	09/01/2017	03/03/2020	$ 3,024,630.00	$ 2,996,856.00	$ (27,774.00)	$ 3,000,000.00	A-	A2	A	1.86%	247
Branch Banking & Trust (Callable) Notes	10/23/2017	02/01/2021	999,540.00	998,236.00	(1,304.00)	1,000,000.00	A-	A2	NR	2.17%	582
Berkshire Hathaway Inc Corporate Notes	08/08/2016	08/15/2019	959,068.80	958,869.12	(199.68)	960,000.00	AA	Aa2	NR	1.33%	46
Caterpillar Finl Service Note	09/05/2017	09/04/2020	1,463,769.40	1,459,840.27	(3,929.13)	1,465,000.00	A	A3	NR	1.88%	432
John Deere Capital Corp Notes	01/03/2018	01/08/2021	419,781.60	421,253.70	1,472.10	420,000.00	A	A2	A+u	2.37%	558
General Electric Co Corporate Note	09/25/2017	05/04/2020	3,829,770.00	3,580,710.00	(249,060.00)	3,500,000.00	BBB+	Baa1	AAA	1.83%	309
Home Depot Inc Corp Notes	05/24/2017	06/05/2020	1,044,393.90	1,041,371.76	(3,022.14)	1,045,000.00	A	A2	NR	1.82%	341
Honeywell International Corp Notes	10/23/2017	10/30/2019	544,574.90	544,041.89	(533.01)	545,000.00	A	A2	AAA	1.84%	122
IBM Credit Corp Note	09/05/2017	09/06/2019	1,678,723.20	1,677,726.96	(996.24)	1,680,000.00	A	A1	A	1.66%	68
State Street Corp Notes	09/01/2017	08/18/2020	3,063,060.00	3,013,332.00	(49,728.00)	3,000,000.00	A	A1	F1+	1.81%	415
Toyota Motor Credit Corp	04/11/2017	04/17/2020	2,039,061.60	2,036,083.20	(2,978.40)	2,040,000.00	AA-	Aa3	NR	1.97%	292
Apple Inc Bonds	02/02/2017	02/07/2020	3,503,282.55	3,497,618.47	(5,664.08)	3,505,000.00	AA+	Aa1	AAA	1.92%	222
Wells Fargo & Co Corp Bonds	02/01/2017	01/30/2020	3,626,203.30	3,631,586.74	5,383.44	3,635,000.00	A-	A2	AAA	2.23%	214
Toyota Motor Credit	01/12/2017	07/18/2019	6,039,300.00	5,999,382.00	(39,918.00)	6,000,000.00	AA-	Aa3	A+	1.86%	18
IBM Credit LLC	12/13/2018	09/06/2019	4,950,750.00	4,993,250.00	42,500.00	5,000,000.00	A	A1	A	3.02%	68
Pepsico Inc	08/08/2017	10/04/2019	3,881,748.00	3,890,226.60	8,478.60	3,900,000.00	A+	A1	A	1.57%	96
JP Morgan Chase & Co	11/29/2018	10/22/2019	3,971,480.00	3,998,672.00	27,192.00	4,000,000.00	A-	A2	AA-	3.03%	114
PPG Industries Inc	12/04/2018	11/15/2019	2,577,146.00	2,597,800.40	20,654.40	2,600,000.00	A-	A3	A-	3.25%	138
Wells Fargo Bank	12/04/2018	12/06/2019	692,699.00	699,342.00	6,643.00	700,000.00	A+	Aa2	AA-	3.22%	159
Wells Fargo Bank	12/14/2018	12/06/2019	4,953,600.00	4,995,300.00	41,700.00	5,000,000.00	A+	Aa2	AA-	3.13%	159
American Express Credit Corp	09/11/2017	03/03/2020	2,822,876.00	2,797,065.60	(25,810.40)	2,800,000.00	A-	A2	A	1.86%	247
American Honda Finance Corp	11/09/2018	03/13/2020	2,366,640.00	2,397,304.80	30,664.80	2,400,000.00	A	A2	-	3.23%	257
Citibank	05/31/2019	07/23/2021	6,158,234.50	6,178,762.15	20,527.65	6,050,000.00	A+	Aa3	A+	2.54%	754
Cisco Systems Inc	03/01/2019	09/20/2021	3,914,240.00	3,977,886.00	63,646.00	4,000,000.00	AA-	A1	-	2.73%	813
Caterpillar Financial Services	03/14/2019	02/26/2022	4,019,240.00	4,084,472.00	65,232.00	4,000,000.00	A	A3	A	2.77%	972
The Home Depot Inc	03/14/2019	03/01/2022	4,275,054.00	4,334,505.00	59,451.00	4,200,000.00	A	A2	A	2.62%	975
Oracle Corp	03/14/2019	05/15/2022	3,993,280.00	4,042,836.00	49,556.00	4,000,000.00	AA-	A1	A	2.56%	1,050
Chevron	05/15/2019	06/24/2023	5,118,900.00	5,189,375.00	70,475.00	5,000,000.00	AA	Aa2	-	2.57%	1,455
Caterpillar Financial Services	05/16/2019	12/07/2023	3,121,890.00	3,165,432.00	43,542.00	3,000,000.00	A	A3	A	2.69%	1,621
Intl Finance Corp	12/14/2018	09/16/2019	4,964,750.00	4,994,600.00	29,850.00	5,000,000.00	AAA	Aaa	-	2.72%	78
Total Corporate Medium Notes			$ 94,017,686.75	$ 94,193,737.66	$ 176,050.91	$ 93,445,000.00				2.42%	473
Supra-National Agency Bond/Note											
Inter-American Development Bank	10/02/2017	11/09/2020	$ 3,638,415.12	$ 3,613,940.40	$ (24,474.72)	$ 3,605,000.00	AAA	Aaa	Au	1.81%	498
Intl Bank Of Reconstruction & Dev Notes	09/27/2017	10/07/2019	1,844,909.00	1,833,689.81	(11,219.19)	1,835,000.00	AAA	Aaa	AAA	1.60%	99
Intl Bank Of Reconstruction And Dev Note	09/12/2017	09/12/2020	3,666,180.00	3,656,525.78	(9,654.22)	3,675,000.00	AAA	Aaa	AAA	1.64%	440
International Finance Corporation Note	01/18/2018	01/25/2021	1,540,457.70	1,553,173.05	12,715.35	1,545,000.00	AAA	Aaa	NR	2.35%	575
Int'L Bank For Recon And Development	04/07/2017	04/21/2020	5,025,900.00	4,990,712.50	(35,187.50)	5,000,000.00	AAA	Aaa	AAA	1.70%	296
Int'L Bank For Recon And Development	02/26/2019	09/12/2020	4,922,860.00	4,974,850.00	51,990.00	5,000,000.00	AAA	Aaa	AAA	2.60%	440

SANDAG
Detail of Portfolio Balances (by Investment Type)
as of June 30, 2019

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain / (Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
Total Supra-National Agency Bond/Notes			$ 20,638,721.82	$ 20,622,891.54	$ (15,830.28)	$ 20,660,000.00				1.96%	395

SANDAG
Detail of Portfolio Balances (by Investment Type)
as of June 30, 2019

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain / (Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
Certificates of Deposits:											
Skandinaviska Enskilda Banken NY CD	08/03/2017	08/02/2019	$ 3,898,479.00	$ 3,897,476.70	$ (1,002.30)	$ 3,900,000.00	A-1	P-1	NR	1.85%	33
MUFG Bank Ltd/NY Cert Depos	09/25/2017	09/25/2019	1,950,000.00	1,947,192.00	(2,808.00)	1,950,000.00	A-1	P-1	A+	2.07%	87
Credit Suisse New York Cert Depos	02/07/2018	02/07/2020	1,920,000.00	1,925,239.68	5,239.68	1,920,000.00	A-1	P-1	NR	2.67%	222
Nordea Bank AB NY CD	02/20/2018	02/20/2020	2,875,000.00	2,885,329.88	10,329.88	2,875,000.00	A-1+	P-1	F1	2.72%	235
Swedbank (New York) Cert Depos	11/16/2017	11/16/2020	2,905,000.00	2,896,436.06	(8,563.94)	2,905,000.00	AA-	Aa2	F1+	2.30%	505
Westpac Banking Corp NY CD	08/03/2017	08/03/2020	3,500,000.00	3,495,110.50	(4,889.50)	3,500,000.00	AA-	Aa3	AAA	2.05%	400
Total Certificates of Deposits			$ 17,048,479.00	$ 17,046,784.82	$ (1,694.18)	$ 17,050,000.00				2.23%	250
Asset-Backed Security:											
AllyABS	03/21/2017	08/15/2021	$ 415,776.32	$ 414,980.68	$ (795.64)	$ 415,825.35	NR	Aaa	AAA	1.79%	777
AllyABS	01/24/2017	06/15/2021	335,375.25	334,614.56	(760.69)	335,404.57	NR	Aaa	AAA	1.70%	716
Allya	11/14/2017	03/15/2022	1,422,309.70	1,420,325.85	(1,983.85)	1,422,420.08	AAA	Aaa	NR	1.99%	989
Harot	11/22/2017	11/21/2021	971,339.87	970,195.48	(1,144.39)	971,476.76	NR	Aaa	NR	2.06%	875
Honda ABS	03/21/2017	07/21/2021	234,223.83	233,545.25	(678.58)	234,237.77	NR	Aaa	NR	1.72%	752
Hyundai ABS	09/14/2016	04/15/2021	458,132.56	456,642.74	(1,489.82)	458,194.23	AAA	Aaa	AAA	1.30%	655
Hyundai ABS	03/22/2016	09/15/2020	37,875.76	37,867.22	(8.54)	37,883.11	AAA	Aaa	AAA	1.57%	443
Hyundai ABS	03/22/2017	08/15/2021	287,752.94	287,077.50	(675.44)	287,776.22	AAA	NR	AAA	1.76%	777
Hyundai ABS	08/09/2017	01/15/2022	1,234,586.90	1,231,381.11	(3,205.79)	1,234,800.89	AAA	Aaa	AAA	1.78%	930
John Deere ABS	02/22/2017	04/15/2021	248,669.75	248,204.77	(464.98)	248,705.16	NR	Aaa	NR	1.79%	655
Nissan ABS	04/18/2016	01/15/2021	123,493.67	123,177.51	(316.16)	123,512.83	NR	Aaa	F1	1.33%	565
Toyota ABS	08/01/2016	08/15/2020	95,465.21	95,301.73	(163.48)	95,467.77	AAA	Aaa	F1	1.14%	412
Taot	01/23/2018	05/16/2022	999,988.50	1,001,836.30	1,847.80	1,000,000.00	AAA	Aaa	F1	2.35%	1,051
Taot	11/07/2017	01/15/2022	1,229,886.59	1,227,234.84	(2,651.75)	1,230,000.00	AAA	Aaa	NR	2.26%	930
Toyota ABS	03/07/2017	02/15/2021	127,498.52	127,214.45	(284.07)	127,513.53	AAA	Aaa	NR	1.74%	596
Total Asset-Backed Security			$ 8,222,375.37	$ 8,209,599.99	$ (12,775.38)	$ 8,223,218.27				1.94%	879
Certificates of Participation:											
North County Transit District Certificates of Participation	06/13/2019	09/12/2019	$ 24,300,000.00	$ 24,300,000.00	$ -	$ 24,300,000.00	NR	A1	NR	1.42%	74
Total Certificates of Participation			$ 24,300,000.00	$ 24,300,000.00	$ -	$ 24,300,000.00				1.42%	74
Total investments			$ 396,709,382.91	$ 398,014,433.84	$ 1,305,050.93	N/A				2.03%	466
Total Portfolio:			$ 939,628,219.52	$ 941,166,418.49	$ 1,538,198.97	N/A				2.08%	282

Legend:

Automated Regional Justice Information System (ARJIS)
Commercial Paper (CP)
State of California Local Agency Investment Fund (LAIF)
North County Transit District (NCTD)
San Diego County Regional Transportation Commission (RTC)

TransNet EXTENSION QUARTERLY REPORT

FISCAL YEAR: FY 2019 QUARTER: 4

	***TransNet* Allocations**					**Fund Disbursements**						
	Sales Tax Allocations			**Other Income** [1]	**Total Allocation**	**Program Disbursements** [2]			**Debt Service** [3]			**Total Disbursements**
PROGRAM & RECIPIENT	This Quarter	FY to Date	Program to Date	Program to Date	Program to Date	This Quarter	FY to Date	Program to Date	This Quarter	FY to Date	Program to Date	Program to Date
SANDAG Admin	$738,397	$3,123,037	$28,273,721	$156,199	$28,429,920	$(908,966)	$(3,008,966)	$(28,260,600)	$0	$0	$0	$(28,260,600)
ITOC	$99,755	$399,019	$2,524,869	$31,907	$2,556,776	$(12,394)	$(222,924)	$(2,162,663)	$0	$(793)	$(793)	$(2,163,456)
Bicycle/Pedestrian/Neighborhood Safety	$1,476,795	$6,246,073	$56,547,443	$3,767,770	$60,315,213	$(6,718,444)	$(20,574,271)	$(86,008,316)	$(253,513)	$(1,026,572)	$(2,987,228)	$(88,995,544)
Major Corridor Capital Projects	$27,179,419	$114,963,505	$1,041,209,925	$(155,406,443)	$885,803,482	$(56,358,459)	$(131,988,484)	$(2,605,740,555)	$(22,446,261)	$(96,421,328)	$(881,592,794)	$(3,487,333,349)
Major Corridor Project EMP	$3,147,091	$13,311,564	$120,561,149	$109,928,027	$230,489,176	$(35,601,063)	$(59,461,281)	$(340,102,201)	$(4,126,489)	$(16,662,889)	$(165,774,964)	$(505,877,165)
Local Project EMP	$1,287,446	$5,445,640	$49,320,470	$1,021,058	$50,341,528	$(473)	$(3,884)	$(8,451,788)	$0	$0	$0	$(8,451,788)
Smart Growth Incentive Program	$1,502,021	$6,353,246	$57,540,549	$1,959,338	$59,499,887	$(627,544)	$(999,675)	$(27,331,287)	$0	$0	$0	$(27,331,287)
Local Streets and Roads												
City of Carlsbad	$759,989	$3,213,713	$28,145,600	$8,783,459	$36,929,059	$(190,277)	$(2,163,981)	$(18,778,107)	$0	$0	$0	$(18,778,107)
City of Chula Vista	$1,491,001	$6,307,684	$56,221,066	$4,583,317	$60,804,383	$(1,333,262)	$(3,129,023)	$(48,743,874)	$0	$0	$0	$(48,743,874)
City of Coronado	$155,366	$654,674	$5,908,483	$884,720	$6,793,203	$(53)	$(436)	$(4,803,938)	$0	$0	$0	$(4,803,938)
City of Del Mar	$50,651	$211,473	$2,082,494	$170,826	$2,253,320	$(14)	$(117)	$(4,811,441)	$(49,643)	$(196,092)	$(1,639,588)	$(6,451,029)
City of El Cajon	$590,360	$2,495,764	$23,516,887	$2,421,318	$25,938,205	$(310,214)	$(791,463)	$(20,901,769)	$0	$0	$0	$(20,901,769)
City of Encinitas	$418,153	$1,766,906	$16,476,369	$3,739,759	$20,216,128	$(600,997)	$(783,651)	$(14,943,659)	$0	$0	$0	$(14,943,659)
City of Escondido	$911,224	$3,853,806	$34,841,979	$5,369,698	$40,211,677	$(3,199,334)	$(5,006,743)	$(29,003,405)	$0	$0	$0	$(29,003,405)
City of Imperial Beach	$171,859	$724,479	$7,013,411	$563,811	$7,577,222	$(175,059)	$(1,025,272)	$(7,516,634)	$0	$0	$0	$(7,516,634)
City of La Mesa	$379,913	$1,605,057	$15,254,466	$3,331,569	$18,586,035	$(4,041,090)	$(4,534,474)	$(19,670,130)	$(12)	$(12)	$(2,550,447)	$(22,220,577)
City of Lemon Grove	$175,126	$738,307	$7,032,208	$616,722	$7,648,930	$(14,302)	$(1,383,078)	$(6,997,239)	$0	$0	$0	$(6,997,239)
City of National City	$355,898	$1,503,416	$13,768,439	$1,263,683	$15,032,122	$(410,127)	$(1,305,048)	$(14,953,466)	$(95,300)	$(379,118)	$(7,948,914)	$(22,902,380)
City of Oceanside	$1,085,787	$4,592,637	$45,097,409	$8,618,724	$53,716,133	$(2,900,100)	$(9,908,803)	$(55,580,343)	$(180,226)	$(503,098)	$(553,856)	$(56,134,199)
City of Poway	$363,551	$1,535,809	$14,916,496	$1,178,943	$16,095,439	$(1,214,830)	$(1,483,071)	$(15,611,494)	$0	$0	$0	$(15,611,494)
City of San Diego	$8,191,639	$34,667,816	$315,848,101	$26,354,411	$342,202,512	$(10,807,751)	$(40,196,502)	$(314,585,844)	$0	$0	$0	$(314,585,844)
City of San Marcos	$555,417	$2,347,873	$20,795,879	$3,323,489	$24,119,368	$(201)	$(12,457)	$(24,612,986)	$(88,658)	$(666,662)	$(5,356,515)	$(29,969,501)
City of Santee	$354,526	$1,497,606	$14,243,007	$1,121,707	$15,364,714	$(34,953)	$(247,270)	$(21,933,698)	$(239,643)	$(954,886)	$(10,937,303)	$(32,871,001)
City of Solana Beach	$104,980	$441,417	$4,366,103	$477,994	$4,844,097	$(34)	$(219,683)	$(7,832,940)	$(27,675)	$(216,596)	$(1,928,383)	$(9,761,323)

FISCAL YEAR: FY 2019 QUARTER: 4

	TransNet Allocations					Fund Disbursements						
	Sales Tax Allocations			Other Income [1]	Total Allocation	Program Disbursements [2]			Debt Service [3]			Total Disbursements
PROGRAM & RECIPIENT	This Quarter	FY to Date	Program to Date	Program to Date	Program to Date	This Quarter	FY to Date	Program to Date	This Quarter	FY to Date	Program to Date	Program to Date
City of Vista	$589,276	$2,491,177	$22,470,013	$3,660,694	$26,130,707	$(225,821)	$(622,428)	$(22,525,929)	$0	$0	$0	$(22,525,929)
San Diego County	$4,108,997	$17,388,227	$149,349,193	$14,696,939	$164,046,132	$(1,205,521)	$(4,929,001)	$(133,342,205)	$(238,432)	$(981,539)	$(20,118,125)	$(153,460,330)
Total Local Streets and Roads	$20,813,713	$88,037,841	$797,347,603	$91,161,783	$888,509,386	$(26,663,940)	$(77,742,501)	$(787,149,101)	$(919,589)	$(3,898,003)	$(51,033,131)	$(838,182,232)
Transit Services												
MTS	$8,119,304	$34,343,034	$310,557,109	$443,019	$311,000,128	$(10,875,149)	$(33,402,194)	$(309,415,133)	$0	$0	$0	$(309,415,133)
NCTD	$3,298,734	$13,952,983	$126,853,811	$195,555	$127,049,366	$(4,406,211)	$(14,665,412)	$(125,336,130)	$(23,160)	$(146,984)	$(1,475,714)	$(126,811,844)
Senior Grant Program	$383,552	$1,622,347	$14,693,390	$137,887	$14,831,277	$(706,874)	$(1,253,117)	$(14,175,463)	$0	$0	$0	$(14,175,463)
Total Transit Services	$11,801,590	$49,918,364	$452,104,310	$776,461	$452,880,771	$(15,988,234)	$(49,320,723)	$(448,926,726)	$(23,160)	$(146,984)	$(1,475,714)	$(450,402,440)
New Major Corridor Transit Operations	$5,793,508	$24,505,379	$221,942,116	$9,221,870	$231,163,986	$(2,390,025)	$(15,599,866)	$(75,808,169)	$0	$0	$0	$(75,808,169)
TOTAL TRANSNET EXTENSTION	$73,839,735	$312,303,668	$2,827,372,155	$62,617,970	$2,889,990,125	$(145,269,542)	$(358,922,575)	$(4,409,941,406)	$(27,769,012)	$(118,156,569)	$(1,102,864,624)	$(5,512,806,030)

Commercial Paper Program Activity

PROGRAM & RECIPIENT	Commercial Paper Disbursements	
	FY to Date	Program to Date
City of National City	$0	$(4,500,000)
City of Santee	$0	$(3,950,000)
NCTD	$0	$(34,000,000)
City of La Mesa	$(2,000,000)	$(4,500,000)
City of Oceanside	$(1,417,000)	$(2,481,000)
City of Del Mar	$0	$(704,000)
Major Corridor Capital Projects	$0	$(99,899,679)
Major Corridor Project EMP	$0	$(16,052,321)
Total CP Disbursements	$(3,417,000)	$(166,087,000)

PROGRAM & RECIPIENT	Commercial Paper Program Availability			
	Prior Years	This Quarter	FY to Date	Program to Date
CP Program	$100,000,000	$0	$0	$100,000,000
NCTD	$(25,550,000)	$0	$1,250,000	$(24,300,000)
City of La Mesa	$0	$(2,000,000)	$(2,000,000)	$(2,000,000)
City of Oceanside	$(1,064,000)	$0	$(1,328,000)	$(2,392,000)
Major Corridor Capital Projects	$0	$0	$0	$0
Major Corridor Project EMP	$0	$0	$0	$0
CP Outstanding	$(26,614,000)	[redacted]	[redacted]	$(28,692,000)
CP AVAILABLE FOR ISSUANCE	$73,386,000	[redacted]	[redacted]	$71,308,000

Other Activity

PROGRAM & RECIPIENT	Sales Tax Revenue Transfers for EMP Debt Service Payments			
	Prior Years	This Quarter	FY to Date	Program to Date
Major Corridor Capital Projects	$(57,204,797)	$(36,580,462)	$(51,983,717)	$(109,188,514)
Major Corridor Project EMP	$57,204,797	$36,580,462	$51,983,717	$109,188,514
Total Other Activity	$0	$0	$0	$0

2008 ABCD Sales Tax Revenue Bond Activity - $600,000,000

PROGRAM & RECIPIENT	Bond Proceeds Disbursements [4]			
	Prior Years	This Quarter	FY to Date	Program to Date
San Diego County	$16,893,500	$0	$0	$16,893,500
Major Corridor Capital Projects	$392,721,119	$0	$0	$392,721,119
Major Corridor Project EMP	$45,517,182	$0	$0	$45,517,182
Total 2008 Bond Disbursement	$455,131,801	$0	$0	$455,131,801

2010 A Sales Tax Revenue Bond Activity - $338,960,000

PROGRAM & RECIPIENT	Bond Proceeds Disbursements [5]			
	Prior Years	This Quarter	FY to Date	Program to Date
City of San Marcos	$15,253,815	$0	$0	$15,253,815
City of Solana Beach	$5,515,065	$0	$0	$5,515,065
Major Corridor Capital Projects	$276,292,690	$0	$0	$276,292,690
Major Corridor Project EMP	$43,419,140	$0	$0	$43,419,140
Total 2010 A Bond Disbursement	$340,480,710	$0	$0	$340,480,710

2010 B Sales Tax Revenue Bond Activity - $11,040,000

PROGRAM & RECIPIENT	Bond Proceeds Disbursements [5]			
	Prior Years	This Quarter	FY to Date	Program to Date
City of National City	$3,383,956	$0	$0	$3,383,956
City of Santee	$8,519,844	$0	$0	$8,519,844
Total 2010 B Bond Disbursement	$11,903,800	$0	$0	$11,903,800

2012 A Sales Tax Revenue Bond Activity - $420,585,000

PROGRAM & RECIPIENT	Bond Proceeds Disbursements [4.5.6]			
	Prior Years	This Quarter	FY to Date	Program to Date
San Diego County	$5,706,500	$0	$0	$5,706,500
Major Corridor Capital Projects	$444,770,201	$0	$0	$444,770,201
Major Corridor Project EMP	$26,812,066	$0	$0	$26,812,066
Total 2012 A Bond	$477,288,767	$0	$0	$477,288,767

2014 A Sales Tax Revenue Bond Activity - $350,000,000

PROGRAM & RECIPIENT	Bond Proceeds Disbursements [5.6]			
	Prior Years	This Quarter	FY to Date	Program to Date
City of Del Mar	$3,518,350	$0	$0	$3,518,350
City of San Marcos	$1,152,611	$0	$0	$1,152,611
City of Santee	$4,938,727	$0	$0	$5,397,979
Major Corridor Capital Projects	$343,906,117	$0	$0	$343,906,117
Major Corridor Project EMP	$52,162,768	$0	$0	$52,162,768
Total 2014 A Bond Disbursement	$405,678,573	$0	$0	$406,137,825

2016 A Sales Tax Revenue Bond Activity - $325,000,000

PROGRAM & RECIPIENT	Bond Proceeds Disbursements [6]			
	Prior Years	This Quarter	FY to Date	Program to Date
Bicycle/Pedestrian/Neighborhood Safety	$3,570,168	$2,898,535	$27,654,024	$31,224,192
Major Corridor Capital Projects	$287,718,715	$0	$34,706,826	$322,425,541
Major Corridor Project EMP	$45,372,690	$0	$8,669,492	$54,042,182
Total 2016 A Bond Disbursement	$336,661,573	$2,898,535	$71,030,342	$407,691,915

2018 A Sales Tax Revenue Bond Activity - $537,480,000

PROGRAM & RECIPIENT	Bond Proceeds Disbursements [6]			
	Prior Years	This Quarter	FY to Date	Program to Date
Major Corridor Capital Projects	$300,467,257	$41,347,938	$243,099,652	$543,566,909
Total 2018 A Bond Disbursement	$300,467,257	$41,347,938	$243,099,652	$543,566,909

FOOTNOTES: *1. Other income includes interest revenue, transfers from TransNet I, other non-sales tax revenue, and the one-time swap of Major Corridor Sales Tax Revenue (to LSI Cities and County) for ARRA funds.2. ProgramDisbursements include payments to TransNet recipient agencies and program costs, including payments made for Early Action Projects in prior years, and return of funds.3. Debt Service includes principal and interestpayments, including debt payments beginning in March 2008 upon issuance of the 2008 ABCD Sales Tax Revenue Bonds, and other debt service costs net of interestearnings.4. 2008 Bond Proceeds have been fullydisbursed, net of Reserve Requirement of $17.1 million. The Program to Date total includes interest earnings. The 2008 Bonds were partially defeased with the issuance of the 2012Bonds on June 14, 2012, thereby reducingthe 2008 Bond Proceed Disbursement.5. 2010, 2012, and 2014 Bond Proceeds have been fully disbursed and the Program to Date includes interest earnings.6. The 2012 Bond total includes a premium of $55.8 million, the2014 Bond total includes a premium of $55.3 million, the 2016 Bond total includes a premium of $78.8 million, and the 2018 Bond includes a premium of $31.6million.*