

Board Members

Steve Vaus, Chair
Mayor, **Poway**

Catherine Blakespear, Vice Chair
Mayor, **Encinitas**

Cori Schumacher
Councilmember, **Carlsbad**

Mary Salas
Mayor, **Chula Vista**

Richard Bailey
Mayor, **Coronado**

Ellie Haviland
Deputy Mayor, **Del Mar**

Bill Wells
Mayor, **El Cajon**

Paul McNamara
Mayor, **Escondido**

Serge Dedina
Mayor, **Imperial Beach**

Kristine Alessio
Councilmember, **La Mesa**

Racquel Vasquez
Mayor, **Lemon Grove**

Alejandra Sotelo-Solis
Mayor, **National City**

Jack Feller
Deputy Mayor, **Oceanside**

Kevin Faulconer
Mayor, **City of San Diego**

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

Jim Desmond
Supervisor, **County of San Diego**

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

Rebecca Jones
Mayor, **San Marcos**

John Minto
Mayor, **Santee**

David A. Zito
Mayor, **Solana Beach**

Judy Ritter
Mayor, **Vista**

Advisory Members

Hon. Jesus Escobar, Supervisor, District 1
Imperial County

Laurie Berman, Director
California Department of Transportation

Mona Rios
Metropolitan Transit System

Tony Kranz
North County Transit District

Joe Stuyvesant, Navy Region Southwest
Executive Director
U.S. Department of Defense

Garry Bonelli, Chairman
Port of San Diego

Ron Morrison, Director
San Diego County Water Authority

Cody Martinez, Chairman
**Southern California Tribal
Chairmen's Association**

April Boling, Chair
San Diego County Regional Airport Authority

Hon. Marcela Celorio
Consul General, **Mexico**

Hasan Ikhata
Executive Director, **SANDAG**



Board of Directors Agenda

Friday, February 22, 2019

9 a.m. to 12 noon

SANDAG Board Room

401 B Street, 7th Floor

San Diego

Agenda Highlights

- **San Diego Forward: The Regional Plan – Proposed Action Plan**

Please silence all electronic devices during the meeting

**You can listen to the Board of Directors
meeting by visiting our website at sandag.org**

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.

In order to keep the public informed in an efficient manner and facilitate public participation, SANDAG also provides access to all agenda and meeting materials online at sandag.org/meetings. Additionally, interested persons can sign up for email notifications at sandag.org/subscribe.

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints, and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to the SANDAG General Counsel, John Kirk, at (619) 699-1997 or john.kirk@sandag.org. Any person who believes himself or herself or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting. To request this document or related reports in an alternative format, please call (619) 699-1900 or (619) 699-1904 (TTY), or fax (619) 699-1905.

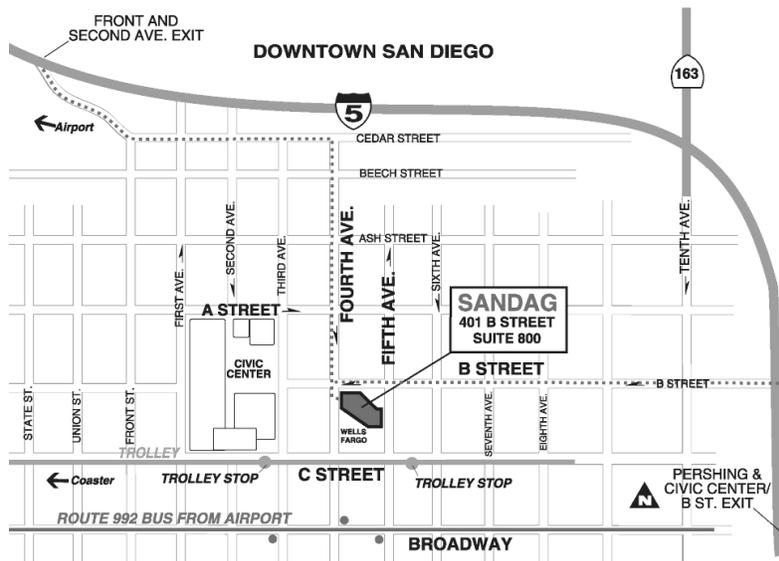
SANDAG agenda materials can be made available in alternative languages. To make a request, call (619) 699-1900 at least 72 hours in advance of the meeting.

Los materiales de la agenda de SANDAG están disponibles en otros idiomas. Para hacer una solicitud, llame al (619) 699-1900 al menos 72 horas antes de la reunión.

如有需要, 我们可以把SANDAG议程材料翻译成其他语言.

请在会议前至少 72 小时打电话 (619) 699-1900 提出请求.

SANDAG offices are accessible by public transit. Phone 511 or visit 511sd.com for route information. Bicycle parking is available in the parking garage of the SANDAG offices.



Board of Directors

February 22, 2019

Item No.		Recommendation
+1.	Approval of Meeting Minutes +1A. Board of Directors Policy Meeting Minutes – January 11, 2019 +1B. Board of Directors Business Meeting Minutes – January 25, 2019	Approve
2.	Public Comments/Communications/Member Comments Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Other public comments will be heard during the items under the heading “Reports.” Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.	
3.	Executive Director’s Report (Hasan Ikhata) The Executive Director will provide an update on key programs, projects, and agency initiatives.	Information
Consent		
+4.	Approval of Construction and Professional Services Solicitations (Julie Wiley) The Board of Directors is asked to authorize the Executive Director to conduct solicitations for Job Order Contract – General Civil Construction, and Planning On-Call Services.	Approve
+5.	Policy Advisory Committee Actions, Including California Environmental Quality Act Exemption (Robyn Wapner) The Board of Directors is asked to ratify the delegated actions taken by the Policy Advisory Committees, including California Environmental Quality Act exemption for the Park Boulevard Bikeway project.	Approve

+6.	TransNet Regional Transportation Congestion Improvement Program Proposed Fee Adjustment (Ray Major and Ariana zur Nieden)*	Approve
	The Board of Directors is asked to approve a 2 percent adjustment to the Regional Transportation Congestion Improvement Program, raising the minimum fee from \$2,483.48 to \$2,533.15, beginning July 1, 2019.	
+7.	FY 2020 – FY 2024 TransNet Program and Transit Related Revenues (Dawn Vettese)*	Approve
	The Board of Directors is asked to approve the FY 2020 to FY 2024 estimates and apportionments for Transportation Development Act, Federal Transit Administration, and <i>TransNet</i> funds.	
+8.	Regional Active Transportation Program Funding Recommendations (Jenny Russo)	Adopt
	The Transportation Committee recommends that the Board of Directors:	
	1. adopt Resolution No. 2019-13, certifying the results of the San Diego Regional Active Transportation Program (ATP); and	
	2. recommend that the California Transportation Commission fund the San Diego Regional ATP projects.	
+9.	Appointment of Policy Advisory Committee Members and Designation of Transit Representatives to the Board of Directors (Robyn Wapner)	Information
	This report summarizes the voting and advisory members appointed to the Policy Advisory Committees, including the committee chairs and vice chairs appointed by the SANDAG Chair, and the designation of Board members as transit representatives for the purpose of meeting federal requirements.	
+10.	Executive Director Delegated Actions (André Douzdjian)*	Information
	In accordance with various SANDAG Board Policies, this report summarizes delegated actions taken by the Executive Director since the last Board Business meeting.	
+11.	Meetings and Events Attended on Behalf of SANDAG (Robyn Wapner)	Information
	Board members will provide brief reports on external meetings and events attended on behalf of SANDAG since the last Board Business meeting.	

- | | | |
|------|--|-------------|
| +12. | FY 2018 Audited Comprehensive Annual Financial Report (André Douzdjian)* | Information |
| | In accordance with SANDAG Bylaws, this report presents the FY 2018 Comprehensive Annual Financial Report and other matters in compliance with the Statement of Auditing Standards 114. | |
| +13. | Quarterly Finance Report and Update on Financial Markets – Through December 2018 (Andre Douzdjian and Ray Major)* | Information |
| | This quarterly report provides an update on the financial markets, economy, and SANDAG investments and debt. | |
| +14. | Quarterly Progress Report on Major Transportation Projects – Through December 2018 (Michelle Smith)* | Information |
| | This quarterly report provides an update on major SANDAG and Caltrans projects and programs in the San Diego region. | |

Chair’s Report

- | | | |
|-----|--|-------------|
| 15. | Update On 2018 Annual Board Retreat | Information |
| | Staff will provide an overview of the agenda for the SANDAG Board of Directors Annual Retreat, scheduled to be held at the Barona Resort on March 6-8, 2019. | |

Reports

- | | | |
|------|---|-------------|
| +16. | <i>TransNet</i> Program Update (José Nuncio, Ray Major, and Jim Linthicum)* | Information |
| | Staff will provide an update on the financial capacity of the <i>TransNet</i> Major Corridors Program. | |
| +17. | San Diego Forward: The Regional Plan – Proposed Action Plan (Muggs Stoll and Robyn Wapner) | Approve |
| | The Board of Directors is asked to approve the proposed action plan to develop the Regional Plan. | |
| +18. | Proposed 2019 Legislative Program (Vice Chair Catherine Blakespear; Robyn Wapner) | Approve |
| | The Executive Committee recommends that the Board of Directors approve the proposed 2019 Legislative Program. | |

**+19. *TransNet* Environmental Mitigation Program
(Mayor Mary Salas, Regional Planning Committee Chair;
Kim Smith and Keith Greer)***

+19A. Annual Status Report and Implementation Actions

Information

Staff will present an annual update on key achievements of the *TransNet* Environmental Mitigation Program, with a focus on work completed in FY 2018.

+19B. New Memorandum of Agreement

Approve

The Regional Planning and Transportation Committees recommend that the Board of Directors approve the proposed *TransNet* Environmental Mitigation Program Memorandum of Agreement (MOA) and authorize the Executive Director to sign the MOA on behalf of the agency.

20. 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.

21. Upcoming Meetings

Information

Please Note: The SANDAG Board of Directors Annual Retreat scheduled for March 6-8, 2019, will be held at the following location:

Barona Resort
1932 Wildcat Canyon Road
Lakeside, CA 92040

The next Board Business meeting is scheduled for Friday, March 22, 2019, at 9 a.m.

22. 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

January 11, 2019, Board of Directors Meeting Minutes

Chair Steve Vaus (Poway) called the meeting of the SANDAG Board of Directors to order at 10:06 a.m.

Action: **Approve**

The Board of Directors is asked to approve the minutes from its January 11, 2019, meeting.

1. Public Comments/Communications/Member Comments

Ellen Burr, a member of the public, spoke regarding the double track project.

Clive Richard, a member of the public, spoke regarding the selection of the Independent Performance Auditor.

Dan Summers, a member of the public, spoke regarding Highway 67 and various safety concerns.

Dana Quittner, East County Economic Development Council, invited the Board members to visit East County and spoke regarding various issues impacting East County.

Kyle Kramel, U.S. Representative Mike Levin's office, spoke regarding support for his office's partnership with SANDAG.

Kathryn Rhodes, a member of the public, spoke regarding the grandfather status of the San Diego International Airport.

2. Executive Director's Report (Information)

The Executive Director provided an update on key programs, projects, and agency initiatives.

Action: This item was presented for information.

Chair Vaus adjourned to closed session at 10:49 a.m.

Reports

3. Closed Session: Public Employee Appointment Pursuant to Government Code Section 54957(B)(1) and Conference with Employment Negotiators Pursuant to Government Code Section 54957.6 Title: Independent Performance Auditor; Agency Designated Representatives: Vice Chair Catherine Blakespear and Audit Committee Vice Chair Bill Baber*

The Board of Directors conducted interviews, considered the selection of a candidate for the position of Independent Performance Auditor, and provided information to the agency designated representatives regarding negotiations with any selected candidate.

Chair Vaus reconvened open session at 12:57 p.m.

Sandy McDonough, Paul Plevin Sullivan & Cannaughton, reported the following out of closed session: the Board met in closed session today regarding candidates for the position of Independent Performance Auditor; there is no reportable action at this time. The Board anticipates discussing this item again next month in open session. The Board hopes to announce the name of the new Independent Performance Auditor later next month.

4. Continued Public Comments

Joseph Marchese, a member of the public, spoke in opposition to the proposed regional transit fare increases.

5. Upcoming Meetings

The next Board Business meeting is scheduled for Friday, January 25, 2019, at 9 a.m.

6. Adjournment

Chair Vaus adjourned the meeting at 1:03 p.m.

Confirmed Attendance at SANDAG Board of Directors Meeting

January 11, 2019

Jurisdiction	Name	Attended Open Session	Attended Closed Session
City of Carlsbad	Cori Schumacher (Primary)	Yes	Yes
City of Chula Vista	Mary Salas (Primary)	Yes	Yes
City of Coronado	Bill Sandke (1st Alt.)	Yes	Yes
City of Del Mar	Ellie Haviland (Primary)	Yes	Yes
City of El Cajon	Bill Wells (Primary)	Yes	Yes
City of Encinitas	Catherine Blakespear (Primary)	Yes	Yes
City of Escondido	Paul McNamara (Primary)	Yes	Yes
City of Imperial Beach	Serge Dedina (Primary)	Yes	Yes
City of La Mesa	Kristine Alessio (Primary)	Yes	Yes
City of Lemon Grove	Racquel Vasquez (Primary)	Yes	Yes
City of National City	Alejandra Sotelo-Solis (Primary)	Yes	Yes
City of Oceanside	Jack Feller (Primary)	Yes	Yes
City of Poway	Steve Vaus (Primary)	Yes	Yes
City of San Diego	Kevin Faulconer (Primary)	Yes	No
City of San Diego	Georgette Gomez (Primary)	Yes	Yes
City of San Marcos	Rebecca Jones (Primary)	Yes	Yes
City of Santee	John Minto (Primary)	Yes	Yes
City of Solana Beach	David Zito (Primary)	Yes	Yes
City of Vista	Judy Ritter (Primary)	Yes	Yes
County of San Diego	Jim Desmond (Primary)	Yes	Yes
County of San Diego	Kristin Gaspar (Primary)	No	No
Caltrans	Cory Binns (1st Alt.)	Yes	
Metropolitan Transit System	Mona Rios (Primary)	No	
North County Transit District	Rebecca Jones (Primary)	No	
Imperial County	Sup. Jesus Escobar (Primary)	No	
U.S. Department of Defense	Joe Stuyvesant (Primary)	Yes	
Port of San Diego	Garry Bonelli (Primary)	No	
San Diego County Water Authority	Ron Morrison (Primary)	Yes	
Mexico	Marcela Celorio (Primary)	No	
Southern California Tribal Chairmen's Association	Cody Martinez (Primary)	Yes	

January 25, 2019, Board of Directors Meeting Minutes

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

Action: **Approve**

The Board of Directors is asked to approve the minutes from its January 25, 2019, meeting.

1. Approval of Meeting Minutes (Approve)

Action: Upon a motion by Councilmember

Kristine Alessio (La Mesa), and a second by Mayor Rebecca Jones (San Marcos), the Board of Directors approved the minutes from its December 7, 2018, Board Policy meeting and December 21, 2018, Board Business meeting. Yes: Chair Vaus, Councilmember Cori Schumacher (Carlsbad), Mayor Mary Salas (Chula Vista), Deputy Mayor Ellie Haviland (Del Mar), Mayor Bill Wells (El Cajon), Mayor Paul McNamara (Escondido), Mayor Serge Dedina (Imperial Beach), Councilmember Alessio, Mayor Racquel Vasquez (Lemon Grove), Councilmember Jack Feller (Oceanside), Council President Georgette Gomez (City of San Diego), Mayor Jones, Mayor John Minto (Santee), Mayor David Zito (Solana Beach), Mayor Judy Ritter (Vista), and Supervisor Greg Cox (County of San Diego). No: None. Abstain: Councilmember Joe Mosca (Encinitas). Absent: Coronado and National City.

2. Public Comments/Communications/Member Comments

Martha Welch, a member of the public, spoke regarding various transit and regional issues.

3. Executive Director's Report (Information)

The Executive Director provided an update on key programs, projects, and agency initiatives.

Action: This item was presented for information.

Consent

4. Policy Advisory Committee Actions (Approve)

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

5. 2019 Performance Management Rule 1 Safety Target Setting (Approve)

The Transportation Committee recommended that the Board of Directors approve supporting the 2019 statewide safety targets established by Caltrans, in accordance with the Fixing America's Surface Transportation Act.

6. Regional Monitoring Report (Accept)

The Board of Directors was asked to accept the Regional Monitoring Report.

7. Executive Director Delegated Actions (Information)

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

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

Board members provided brief verbal reports on external meetings and events attended on behalf of SANDAG since the last Board Business meeting.

Action: Upon a motion by Mayor Salas, and a second by Councilmember Alessio, the Board of Directors approved Consent Item Nos. 4 through 8. Yes: Chair Vaus, Councilmember Schumacher, Mayor Salas, Deputy Mayor Haviland, Mayor Wells, Councilmember Mosca, Mayor McNamara, Mayor Dedina, Councilmember Alessio, Mayor Vasquez, Councilmember Feller, Council President Gomez, Mayor Jones, Mayor Minto, Mayor Zito, Mayor Ritter, and Supervisor Jim Desmond (County of San Diego). No: None. Abstain: None. Absent: Coronado and National City.

Reports

9. First Reading of Proposed Amendments to the Regional Comprehensive Fare Ordinance and TransNet Ordinance (Conduct First Reading)

The Board of Directors was asked to conduct the first reading of amendments to the Regional Comprehensive Fare Ordinance, by reading the title and waiving full recitation of the ordinance for this and all future readings; and acting as the San Diego County Regional Transportation Commission (RTC), conduct the first reading of RTC Ordinance No. CO-19-01, related to fare changes, by reading the title and waiving full recitation of the ordinance for this and all future readings.

Action: Upon a motion by Mayor Ritter, and a second by Mayor Wells, the Board waived full recitation of the ordinance for this and all future readings. Yes: Chair Vaus, Councilmember Schumacher, Mayor Salas, Mayor Richard Bailey (Coronado), Deputy Mayor Haviland, Mayor Wells, Councilmember Mosca, Mayor McNamara, Mayor Dedina, Councilmember Alessio, Mayor Vasquez, Mayor Alejandra Sotelo-Solis (National City), Councilmember Feller, Council President Gomez, Mayor Jones, Mayor Minto, Mayor Zito, Mayor Ritter, and Supervisor Desmond. No: None. Abstain: None. Absent: None.

Brian Lane, Senior Regional Planner; Paul Jablonski, Executive Director, Metropolitan Transit District; and Matt Tucker, Executive Director, North County Transit District, presented the item including reading the title of both proposed ordinances.

Rev. Joseph Marchese, a member of the public, spoke in opposition to this item.

Dan Totah, a member of the public, spoke in opposition to this item.

10. Annual Review and Proposed Amendments to Board Policies and Bylaws (Approve)

The Executive Committee recommended that the Board of Directors approve the proposed amendments to the SANDAG Bylaws and Board Policies; and renew its annual delegation of authority to the Executive Director pursuant to Board Policy No. 003: Investment Policy, and approval of Board Policy No. 032: San Diego County Regional Transportation Commission Interest Rate Swap Policy.

Mayor Dedina introduced the item.

John Kirk, General Counsel, presented the item.

Jared Basler, ADU Coalition, spoke in support of this item.

Action: Upon a motion by Council President Gomez, and a second by Supervisor Desmond, the Board of Directors approved the proposed amendments to the SANDAG Bylaws and Board Policies; and renewed its annual delegation of authority to the Executive Director pursuant to Board Policy No. 003, and approval of Board Policy No. 032. Yes: Chair Vaus, Mayor Salas, Mayor Bailey, Deputy Mayor Haviland, Mayor Wells, Councilmember Mosca, Mayor McNamara, Mayor Dedina, Councilmember Alessio, Mayor Vasquez, Mayor Sotelo-Solis, Councilmember Feller, Council President Gomez, Mayor Jones, Mayor Minto, Mayor Zito, Mayor Ritter, and Supervisor Desmond. No: None. Abstain: Councilmember Schumacher. Absent: None.

11. Proposed FY 2019 Program Budget Amendment: Airport Development Planning (Approve)

The Board of Directors was asked to approve an amendment to the FY 2019 Program Budget, allocating \$1 million in Contingency Reserve funds and \$152,000 in Transportation Development Act funds to Overall Work Program Element No. 3101500: Airport Development Planning for consulting services and staffing.

Coleen Clementson, Principal Regional Planner, presented the item.

Action: Upon a motion by Council President Gomez, and a second by Councilmember Schumacher, the Board of Directors approved an amendment to the FY 2019 Program Budget, allocating \$1 million in Contingency Reserve funds and \$152,000 in Transportation Development Act funds to Overall Work Program Element No. 3101500: Airport Development Planning for consulting services and staffing. Yes: Chair Vaus, Councilmember Schumacher, Mayor Salas, Mayor Bailey, Deputy Mayor Haviland, Mayor Wells, Councilmember Mosca, Mayor McNamara, Mayor Dedina, Councilmember Alessio, Councilmember Jennifer Mendoza (Lemon Grove), Mayor Sotelo-Solis, Councilmember Feller, Council President Gomez, Mayor Jones, Mayor Minto, Mayor Zito, Mayor Ritter, and Supervisor Desmond. No: None. Abstain: None. Absent: None.

12. Data Science and Big Data (Information)

Ray Major, Data, Analytics, and Modeling Department Director and Chief Economist, provided an overview of a regional data initiative proposed to be included in the FY 2020 Program Budget.

Dana Quittner, East County Economic Development Council, spoke in support of this item.

Action: This item was presented for information.

13. Continued Public Comments

There were no continued comments.

14. Upcoming Meetings

The next Board Policy meeting is scheduled for Friday, February 8, 2019, at 10 a.m. The next Board Business meeting is scheduled for Friday, February 22, 2019, at 9 a.m.

15. Adjournment

Chair Vaus adjourned the meeting at 11:53 a.m.

Confirmed Attendance at SANDAG Board of Directors Meeting

January 11, 2019

Jurisdiction	Name	Attended Open Session
City of Carlsbad	Cori Schumacher (Primary)	Yes
City of Chula Vista	Mary Salas (Primary)	Yes
City of Coronado	Richard Bailey (Primary)	Yes
City of Del Mar	Ellie Haviland (Primary)	Yes
City of El Cajon	Bill Wells (Primary)	Yes
City of Encinitas	Joe Mosca (2nd Alt.)	Yes
City of Escondido	Paul McNamara (Primary)	Yes
City of Imperial Beach	Serge Dedina (Primary)	Yes
City of La Mesa	Kristine Alessio (Primary)	Yes
City of Lemon Grove	Racquel Vasquez (Primary)	Yes
City of National City	Alejandra Sotelo-Solis (Primary)	Yes
City of Oceanside	Jack Feller (Primary)	Yes
City of Poway	Steve Vaus (Primary)	Yes
City of San Diego	Kevin Faulconer (Primary)	No
City of San Diego	Georgette Gomez (Primary)	Yes
City of San Marcos	Rebecca Jones (Primary)	Yes
City of Santee	John Minto (Primary)	Yes
City of Solana Beach	David Zito (Primary)	Yes
City of Vista	Judy Ritter (Primary)	Yes
County of San Diego	Jim Desmond (Primary)	Yes
County of San Diego	Greg Cox (Alt 1)	Yes
Caltrans	Cory Binns (1st Alt.)	Yes
Metropolitan Transit System	Mona Rios (Primary)	Yes
North County Transit District	Tony Kranz (Primary)	Yes
Imperial County	Sup. Jesus Escobar (Primary)	Yes
U.S. Department of Defense	Joe Stuyvesant (Primary)	No
Port of San Diego	Garry Bonelli (Primary)	Yes
San Diego County Water Authority	Ron Morrison (Primary)	Yes
Mexico	Marcela Celorio (Primary)	Yes
Southern California Tribal Chairmen's Association	Cody Martinez (Primary)	No

Approval of Construction and Professional Services Solicitations

Pursuant to Board direction, professional services solicitations valued at \$5 million or more require approval by the Board of Directors.

Job Order Contract – General Civil Construction

SANDAG staff proposes to solicit services from a contractor who will serve in an on-call capacity to provide general civil services that consist primarily of, but not limited to, general civil and site improvements, earthwork, utilities, paving, concrete, drainage, building facilities, landscaping mitigation, site clearing and all required incidental professional and technical services for SANDAG and its member agencies, Caltrans, Metropolitan Transit Service, and North County Transit District at locations throughout San Diego County.

As required by SANDAG Board Policy No. 024: Procurement of Construction Services and federal provisions, an independent cost estimate was prepared by SANDAG resulting in an estimated capacity of \$6 million over a three-year period. Factors that were considered in developing the estimate include historical use of consultants to provide these services and staff's knowledge of future needs to support the job order construction needs of the agency. Staff anticipates the award of a single contract as a result of the solicitation.

Planning On-Call Services

SANDAG staff proposes to solicit services from qualified firms that can provide a wide variety of planning services to support SANDAG projects in regional planning, transit planning, active transportation planning, and transportation demand management planning and implementation services.

As required by SANDAG Board Policy No. 016: Procurement of Services and federal provisions, an independent cost estimate was prepared by SANDAG resulting in an estimated capacity of \$40 million over a five-year period. Factors that were considered in developing the estimate include historical use of consultants to provide these services and staff's knowledge of future needs to support the planning needs of the agency. Staff anticipates the award of multiple small and large contracts as a result of the solicitation.

Next Steps

Upon approval by the Board of Directors, these solicitations would be conducted consistent with relevant Board policies. The contracts resulting from both solicitations would return to the Board of Directors for approval.

Hasan Ikhata, Executive Director

Key Staff Contact: Julie Wiley, (619) 699-6966, julie.wiley@sandag.org

Action: **Approve**

The Board of Directors is asked to authorize the Executive Director to conduct solicitations for Job Order Contract – General Civil Construction, and Planning On-Call Services.

Fiscal Impact:

An independent cost estimate was prepared by SANDAG resulting in an estimated capacity of \$6 million over a three-year period for the Job Order Contract solicitation and \$40 million over a five-year period for the Planning On-Call Services solicitation.

Schedule/Scope Impact:

The selected firm for the Job Order Contract solicitation will provide construction services from 2019 through 2022.

The selected firms for Planning On-Call Services solicitation will provide consulting services from 2019 to 2024.

Policy Advisory Committee Actions, Including California Environmental Quality Act Exemption

Overview

Board Policy No. 001: Allocation of Responsibilities, delegates certain responsibilities to the Policy Advisory Committees to allow SANDAG to effectively address key public policy and funding responsibilities. All items delegated to the Policy Advisory Committees are subject to Board ratification.

The Policy Advisory Committees took the following delegated actions since the last Board of Directors Business meeting.

Executive Committee: February 8, 2019

Approved the draft agenda for the February 22, 2019, Board Business meeting.

Transportation Committee: February 15, 2019

Approved the proposed project submittals for the U.S. Department of Transportation Federal Fiscal Year 2019 Infrastructure for Rebuilding America and State of Good Repair Grant Programs.

Approved the California Environmental Quality Act exemption for the Park Boulevard Bikeway project.

Hasan Ikhata, Executive Director

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

Action: **Approve**

The Board of Directors is asked to ratify the delegated actions taken by the Policy Advisory Committees, including California Environmental Quality Act exemption for the Park Boulevard Bikeway project.

TransNet Regional Transportation Congestion Improvement Program Proposed Fee Adjustment

Overview

The [TransNet Extension Ordinance](#) requires the 18 cities in the San Diego region and the County of San Diego to collect a Regional Transportation Congestion Improvement Program (RTCIP) fee from the private sector for each new housing unit constructed in their jurisdiction.

The purpose of this fee (sandag.org/rtcip) is to help ensure that future development contributes its proportional share of the funding needed to pay for the impact of new growth on the Regional Arterial System and related regional transportation facility improvements, as defined in the most recent Regional Transportation Plan adopted by SANDAG.

Key Considerations

SANDAG is required to adjust the minimum RTCIP fee amount on July 1 of each year based on an analysis of construction cost indices, but never less than 2 percent. The purpose of this annual adjustment is to ensure that the RTCIP retains its purchasing power to improve the regional arterial system.

Based on an analysis of construction cost trends and relevant indices, staff recommends a 2 percent fee adjustment to the RTCIP, raising the minimum RTCIP fee from \$2,483.48 to \$2,533.15 beginning July 1, 2019 (Attachment 1).

The Independent Taxpayer Oversight Committee (ITOC) reviewed the proposed RTCIP fee adjustment at its February 13, 2019, meeting and had no comments.

Next Steps

In accordance with *TransNet* Extension Ordinance provisions, each jurisdiction's RTCIP Funding Program¹ must be submitted for review by the ITOC by April 1 of each year to remain eligible for *TransNet* local street and road funding. The annual submittal of RTCIP funding programs by local jurisdictions is scheduled for review at the April 10, 2019, ITOC meeting.

Hasan Ikhata, Executive Director

Key Staff Contacts: Jim Miller, (619) 699-7325, jim.miller@sandag.org
Ariana zur Nieden, (619) 699-6961, ariana.zurniedenr@sandag.org

Attachment: 1. Discussion Memo

Action: Approve

The Board of Directors is asked to approve a 2 percent adjustment to the Regional Transportation Congestion Improvement Program, raising the minimum fee from \$2,483.48 to \$2,533.15, beginning July 1, 2019.

Fiscal Impact:

Pending approval by the Board of Directors, the minimum Regional Transportation Congestion Improvement Program fee would increase from \$2,483.48 to \$2,533.15 beginning July 1, 2019.

Schedule/Scope Impact:

The Regional Transportation Congestion Improvement Program fee is collected for each new housing unit constructed and may be used for projects on the Regional Arterial System, such as new or widened arterials, traffic signal coordination, freeway interchange and related improvements, railroad grade separations, and improvements required for express bus and rail transit.

¹ Section 9 of the *TransNet* Extension Ordinance requires that local jurisdictions establish a program or mechanism for funding the Regional Arterial System. For purposes of the RTCIP, the Regional Arterial System is defined in the most recent Regional Transportation Plan adopted by SANDAG.

Discussion Memo

Background

The *TransNet* Extension Ordinance requires the 18 cities and the County of San Diego to collect a fee from the private sector for each new housing unit¹ constructed in that jurisdiction for contribution to the Regional Transportation Congestion Improvement Program (RTCIP). RTCIP revenue is required to be used to construct improvements on the Regional Arterial System, such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for express bus and rail transit.

The Ordinance further requires SANDAG to adjust the RTCIP fee amount each year, and states that in no event shall the adjustment be less than 2 percent per year or more than the percentage increase set forth in the Engineering Construction Cost Index (CCI) published by the Engineering News Record (ENR), or a similar CCI. The purpose of this annual adjustment is to ensure that the RTCIP retains its purchasing power to improve the Regional Arterial System and to help ensure future development contributes its proportional share of the funding needed to pay for the impact of new growth on the Regional Arterial System and related regional transportation facility improvements, as defined in the most recent Regional Transportation Plan adopted by SANDAG.

The RTCIP funding programs fall under the responsibility of the 19 local jurisdictions, which must maintain their RTCIP funding programs and comply with specific administrative requirements in order to remain eligible for *TransNet* local street and road funding.

The RTCIP has been implemented in the San Diego region since July 1, 2008. Annual RTCIP fee adjustments, funding program reports, and related audits can be found at sandag.org/rtcip. Relevant excerpts can be referenced at [TransNet Extension Ordinance](#) and [SANDAG Board Policy No. 031](#).

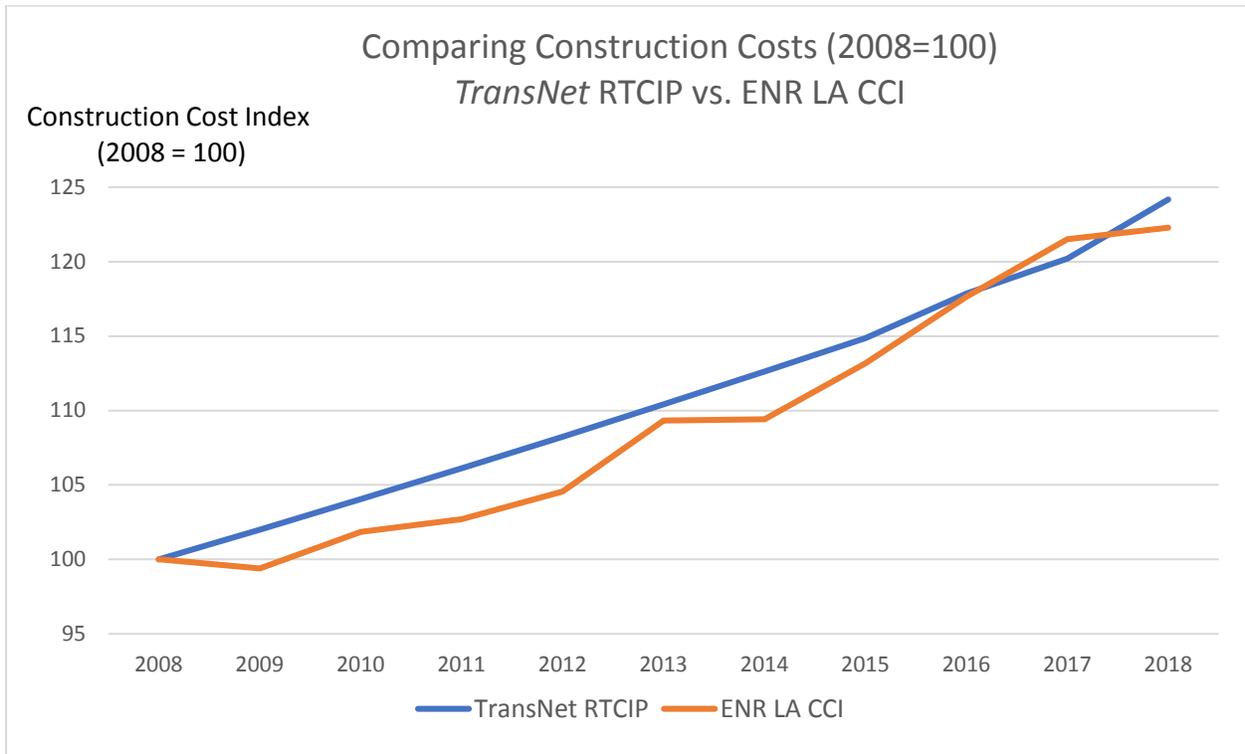
Analysis of Construction Cost Indices

SANDAG staff evaluated changes recorded in the ENR Los Angeles CCI, which is based on monthly price changes in four areas: lumber, cement, structural steel, and labor. Los Angeles reflects construction cost trends similar to those in San Diego. During the period that covers December 2017 to December 2018 (latest available data), the ENR Los Angeles CCI increased by 0.64 percent. The other CCIs grew faster, with the ENR National CCI growing 3.3 percent and the Caltrans CCI increasing 1.1 percent.

While there is general consensus that construction costs will continue to increase in 2019, there always is uncertainty in forecasting costs in the construction industry due to factors such as changes in domestic and international growth and uncertainties in global politics. In addition, all indices show some volatility, and for that reason, it is important to analyze the longer-term picture from 2008, when the RTCIP was first instituted when considering the required annual adjustment.

The cumulative growth of the RTCIP has been 24.2 percent, with the ENR Los Angeles CCI seeing a 22.3 percent growth over the same period. The ENR National CCI (33.1%) and Caltrans CCI (54.3%) both exceeded this rate over the same period. This comparison over time shows that by maintaining the annual adjustment at the minimum 2 percent increase required, the RTCIP had last year begun to fall behind the overall goal of keeping pace with inflation. While the ENR Los Angeles CCI is the slowest growing of the CCIs considered, the chart below shows it also has increased at basically the same rate as the RTCIP.

¹ Units constructed for extremely low-, very low-, low-, and moderate-income households may be exempted.



To ensure that the RTCIP fee maintains its purchasing power to complete necessary road improvements, staff recommends the minimum required 2 percent increase that would mirror the small increase in the ENR CCI for Los Angeles. Increasing the fee by a lesser percentage would not keep pace with construction inflation, meaning the RTCIP would have less ability to mitigate transportation impacts of new development, which would be inconsistent with the Ordinance.

FY 2020 to FY 2024 *TransNet* Program and Transit-Related Revenues

Overview

Each year, SANDAG provides funding estimates for Transportation Development Act, Federal Transit Administration, and *TransNet* funds for the upcoming fiscal year, as well as a projection for the next four fiscal years, to allow the transit and local agencies to plan for capital projects and determine operating subsidies. An overview of these funding sources is provided as Attachment 1.

Key Considerations

For FY 2020, the *TransNet* estimate is approximately \$309.9 million and reflects a growth rate of 3 percent over the FY 2019 estimate of approximately \$300.9 million, which was approved by the Board of Directors in February 2018. The *TransNet* Transit System Improvements estimate is approximately \$49.5 million.

The Transportation Development Act estimate is approximately \$152.8 million for FY 2020 and reflects a growth rate of 3 percent over an adjusted 2019 estimate that accounts for FY 2018 actual receipts.

The Federal Transit Administration estimate is approximately \$133 million for FY 2020, which reflects a 2 percent increase in accordance with the Fixing America's Surface Transportation Act plus carryover funding from last year's apportionment which came in higher than anticipated.

The forecast methodology used to develop the *TransNet* and Transportation Development Act estimates is described in Attachment 2.

The revenue estimates for each of the funding sources for FY 2020 through FY 2024 are shown in Attachment 3.

Next Steps

Upon approval by the Board of Directors, SANDAG and the transit agencies will use these estimates to inform the FY 2020 budget development process.

Hasan Ikhata, Executive Director

Key Staff Contacts: Dawn Vettese, (619) 595-5346, dawn.vettese@sandag.org
Jim Miller, (619) 699-7325, jim.miller@sandag.org

Attachments: 1. Funding Programs
2. Forecast Methodology for Transportation Development Act and *TransNet* Forecasts
3. FY 2020 Apportionment and Estimates from FY 2021 to FY 2024

Action: **Approve**

The Board of Directors is asked to approve the FY 2020 to FY 2024 estimates and apportionments for Transportation Development Act, Federal Transit Administration, and *TransNet* funds.

Fiscal Impact:

SANDAG estimates that \$580 to \$611 million will be available in Transportation Development Act, Federal Transit Administration, and *TransNet* funds in FY 2020.

Schedule/Scope Impact:

Pending approval by the Board of Directors, SANDAG and the transit agencies will use the FY 2020 to FY 2024 Transportation Development Act, Federal Transit Administration, and *TransNet* estimates to inform the FY 2020 budget development process.

Funding Programs

Transportation Development Act

The Transportation Development Act (TDA) program is the major funding source that supports the region's public transit operators and nonmotorized transportation projects like bicycle and pedestrian projects. TDA comes from a quarter of a percent of state sales tax assessed in the region. SANDAG, as the Regional Transportation Planning Agency, is responsible for apportionment of TDA funds each year in conformance with state statute. The transit operators and other member agencies submit their annual TDA claims based on the annual apportionment and in compliance with [SANDAG Board Policy No. 027: Transportation Development Act](#).

Pursuant to state statute, the County of San Diego Auditor and Controller office has the responsibility for providing the TDA apportionment for the upcoming fiscal year. The County Auditor develops the apportionment in consultation with SANDAG staff and with the transit operators, based on actual sales tax receipts and projections. The annual apportionment determines the amount of funds available to each agency to claim. SANDAG is required to notify prospective claimants of the apportionment by March 1, necessitating action by the Board of Directors in February each year.

The legislative priorities established by state law include certain categories for which TDA funds are taken "off the top." These include the allocation to SANDAG for various planning, programming, and administrative-related expenses, funding of bike and pedestrian facilities, and support of community transit services. In addition, the County Auditor receives an allocation based on estimates of its costs to administer the TDA program. The remaining apportionment, along with any prior year carryover funds, is available to be claimed by North County Transit District (NCTD) and Metropolitan Transit System (MTS). The balance of current year funds is allocated based upon the population of the service area served by the two transit agencies.

Pursuant to provisions of Senate Bill 1703 (Peace, 2002) and as agreed to by MTS, NCTD, and SANDAG, regional transit capital projects are implemented by SANDAG with funding transferred from both MTS and NCTD. The transit agencies may choose to transfer a portion of their TDA share for purposes of matching federal formula funds for the capital projects to be implemented by SANDAG on behalf of MTS or NCTD. Transfers of federal funds and/or TDA as the match are based on the draft five-year transit Capital Improvement Program (CIP). The final list of projects and associated funding will be included with the transit CIP scheduled for Transportation Committee and Board of Directors action in March of each year. An additional apportionment to SANDAG covers those indirect administrative functions not directly funded by projects. The calculation for the cost of these administrative functions was memorialized in Addenda Nos. 3 and 4 to the Memorandum of Understanding between SANDAG, MTS, and NCTD.

TransNet

The *TransNet* Extension, the 40-year half-cent sales tax transportation funding measure approved by the voters in 2004 became effective in FY 2009. *TransNet* provides funding for major transportation projects in the region. After deducting costs associated with administrative expenses, the operation of the *TransNet* Independent Taxpayer Oversight Committee (ITOC), and the Bicycle, Pedestrian, and Neighborhood Safety program, the *TransNet* program is divided into Major Corridor (42.4%), New Bus *Rapid* Transit/Rail Operations (8.1%), Local System Improvements (33%), and Transit System Improvements (16.5%).

Within the Transit System Improvements, services provided pursuant to the Americans with Disabilities Act of 1990 (ADA) and subsidies for seniors have specific earmarks (2.5% and 3.25%, respectively). The remaining revenues can be used by the transit agencies for operating or miscellaneous capital purposes. Similar to TDA, the transit share between NCTD and MTS is allocated based upon the respective population of the two transit agencies' service areas.

ITOC reviewed the *TransNet* estimates for the entire program at its February 13, 2019, meeting and had no comments.

Federal Transit Administration Formula Programs

Section 5307: Federal Transit Administration 49 USC Section 5307 provides for transit capital and operating assistance in urbanized areas and for transportation-related planning. For areas with populations of 200,000 and more, such as San Diego County, the formula is based on a combination of bus/vanpool revenue vehicle miles, bus/vanpool passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles, as well as population and population density. Eligible activities under this program include planning, engineering design, and an evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities; construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems, including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. Preventive maintenance and some ADA complementary paratransit service, while recorded as operating expenditures, are considered capital costs for purposes of eligibility.

The Fixing America's Surface Transportation (FAST) Act includes a provision that requires the transit agencies to maintain equipment and facilities in accordance with the transit asset management plan and that transit agencies are no longer required to expend one percent for associated transit improvements. These requirements did not substantively impact how SANDAG or the transit agencies use this program.

Section 5337: This State of Good Repair (SGR) program provides funding to transit agencies that operate rail fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, along with the development and implementation of transit asset management plans. This program reflects a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. Eligible activities include projects that maintain, rehabilitate and replace capital assets as well as projects that implement transit asset management plans. The FAST Act clarified that high-intensity motorbus tier funds can only be used for vehicle SGR costs and not for roadway SGR repair costs.

Section 5339: The FAST Act provides both formula and discretionary program for this section as developed under Moving Ahead for Progress in the 21st Century Act. There is also a sub-program that provides competitive grants for Bus and Bus Facility projects that support Low and Zero-Emission vehicles. The purpose of both formula and competitive programs is to provide capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

As stated above, the Section 5307 program is based on number of factors including data from the vanpool program. Over the years, the regional vanpool program has contributed substantially to the overall funding that comes to the region. In recognition of its contribution, the transit agencies have agreed to update the funding level to fully fund the regional vanpool program from the total apportionment based on prior year actual expenditure. After deducting for the cost of the vanpool program, Section 5307 funds are allocated 70 percent for MTS and 30 percent for NCTD. The same 70/30 formula was used to allocate the Sections 5337 and 5339 between MTS and NCTD. SANDAG does not directly receive funds from either Section 5337 or Section 5339.

Forecast Methodology for Transportation Development Act and *TransNet* Forecasts

Forecast Methods

SANDAG uses a two-step method to forecast sales tax revenues. The first step is a two-year near-term forecast (FY 2019 and FY 2020) based on professional judgement of SANDAG staff, and is informed by: (1) California Department of Tax and Fee Administration's (CDTFA, formerly known as the California Board of Equalization), sales tax revenue allocation formula; (2) year-to-date sales tax collections; (3) a forecast provided by SANDAG sales tax revenue consultant MuniServices; and (4) current and forecast general economic conditions. The result of this method is that the \$300.9 million for FY 2019 tax revenues will remain in place, reflecting a small growth increase of 2.2 percent over FY 2018 actual revenues. An estimate of 3 percent growth for FY 2020 is then assumed. Both figures are conservative estimates that reflect the short-term economic uncertainty and a desire to be cautious with revenue projections.

Longer-term estimates beyond FY 2020 are based on three variables: (1) the population forecast from the California Department of Finance¹; (2) a consensus (simple average) of three independent national forecasts of real rates of growth in per-capita retail sales (nationally recognized forecasts by IHS Global Insight, Moody's, and Woods & Poole); and (3) the average projected inflation rates from the same independent sources. Revenues for *TransNet* and Transportation Development Act (TDA) forecasts derived using this method inform the Plan of Finance, which details the project costs and funding available from every revenue source, including *TransNet* and TDA. The results of this forecast are presented in the table below.

When reviewing the current estimates, it is important to note that the estimated sales tax revenue received through the first six months of FY 2019 showed a growth rate that was higher than originally expected. Revenues received during the first six months of FY 2019 are 6.5 percent higher than those collected for the same period last year, which is above the projected 2.2 percent increase for FY 2019.² However, the revenues may not be comparable to estimates because in May 2018, the CDTFA implemented a new automated reporting 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. In addition, the CDTFA also changed their methodology of monthly clean up payments. Because of these changes and the associated imprecision of CDTFA's method, SANDAG staff decided to remain conservative, and hold the FY 2019 figure at \$300.9 million, resulting in a 2.2 percent increase over FY 2018 actual revenues.

Additional uncertainty to future forecasts has been added by the U.S. Supreme Court's Ruling in *South Dakota v. Wayfair Inc.*, in which the court ruled that states have the right to tax online sales. This ruling is expected to add to the growth in *TransNet* and TDA revenues, but more research needs to be conducted before the effect of this increase can be factored into revenue forecasts.

In summary, although the current run rate collected from the CDTFA is higher at 6.5 percent than the original conservative estimate of 2.2 percent, SANDAG is recommending keeping the estimate for FY 2019 at \$300.9 million, and a growth rate of 3.0 percent for FY 2020, which keeps us at the "most-likely" revenue scenario from our consultant MuniServices.

Collection of *TransNet* Extension Ordinance revenues started in FY 2009. The table below shows actual and projected *TransNet* revenues.

¹ State law requires that SANDAG be within plus/minus 1.5 percent of the County-level population forecast released by the California Department of Finance.

² The FY 2019 projection was originally a 3 percent increase over the FY 2018 projection, but the FY 2018 actual revenues exceeded the projected revenues by 0.8 percent.

Growth in TransNet Extension Ordinance Sales Tax Receipts

Fiscal Year	Amount	Percent Change
2009 (Actual)	\$221.0M	-9.2%
2010 (Actual)	\$204.2M	-8.0%
2011 (Actual)	\$221.3M	8.4%
2012 (Actual)	\$236.9M	7.1%
2013 (Actual)	\$247.2M	4.3%
2014 (Actual)	\$260.1M	5.2%
2015 (Actual)	\$268.8M	3.4%
2016 (Actual)	\$275.5M	2.5%
2017 (Actual)	\$284.5M	3.3%
2018 (Actual)	\$294.5M	3.5%
2019 (Estimate)	\$300.9M	2.2%
2020 (Estimate)	\$309.9M	3.0%
2021 (Estimate)	\$321.3M	3.7%
2022 (Estimate)	\$333.1M	3.7%
2023 (Estimate)	\$345.1M	3.6%
2024 (Estimate)	\$357.4M	3.6%

Economic Conditions

Current economic conditions should be viewed positively, but tempered by a projected leveling off of future growth. Growth in the United States economy improved in 2018. The nation’s total value of goods and services produced rose at an annual rate of 3.4 percent during the third quarter of 2018, following second quarter growth of 4.2 percent, and first quarter growth of 2.2 percent. The Federal Open Market Committee set their full-year growth estimate at 3.0 to 3.1 percent for 2018, a marked improvement from the 2.2 percent growth achieved in 2017. This allowed them to raise the key Federal Funds Rate to 2.5 percent at their December meeting. Robust economic growth has been generally widespread, though the Organisation for European Cooperation and Development is warning that the global growth has peaked, and that 2019 and 2020 will likely see slightly slower growth. While consumer confidence, low unemployment, and higher wages are all positives, recent turmoil in the stock market, the re-emergence of trade barriers, and slower growth (particularly in China) lend a note of caution to economic forecasts. The Fed is projecting a continued rate of 2.3 to 2.5 percent U.S. economic growth in 2018.

Locally, the increase in jobs has outpaced the improved national rate. The San Diego region recorded 26,400 new jobs in the last 12 months, and the local unemployment rate dropped to a low 3.2 percent in October, below the national level of 3.7 percent. While wage growth had been sluggish during most of the last decade, wages are beginning to trend upwards, with 3.4 percent annual wage growth reported by the Bureau of Labor Statistics for San Diego (2017 2Q-2018 2Q).

TransNet revenues for FY 2018 increased 3.5 percent, exceeding projections by 0.8 percent. While the long-term trend away from brick-and-mortar retail to online sales and spending shifts toward non-taxable items have been a drag on retail sales, strong economic conditions locally suggest taxable sales can be expected to remain steady.

SUMMARY OF FY 2020 TRANSIT RELATED REVENUES (\$1000s)

	Transportation Development Act TDA ¹	<i>TransNet</i> Transit System Improvements	Federal Transit Administration (FTA) 2019 Carryover ¹	Federal Transit Administration (FTA) 2020 ¹	Total
Total Estimated	\$ 152,812	\$ 49,534	\$ 8,213	\$ 124,810	\$ 335,369
County Administration Fee	\$ (50)				\$ (50)
Amounts Distributed	\$ 152,762	\$ 49,534	\$ 8,213	\$ 124,810	\$ 335,319
Metropolitan Transit System	\$ 100,576	\$ 34,066	\$ 5,406	\$ 83,595	\$ 223,643
North County Transit District	\$ 41,135	\$ 13,857	\$ 2,807	\$ 36,192	\$ 93,992
SANDAG	\$ 7,952			\$ 5,023	\$ 12,975
Community Transit Services (CTSA)	\$ 145				\$ 145
Discretionary Programs²	\$ 2,953	\$ 1,610			\$ 4,563

¹ Distribution between transit agencies and SANDAG subject to change based on final transit CIPs and capital project transfers

² Reflects TDA funds for bike/ped projects and *TransNet* TSI funds for competitive grants

Transportation Development Act
FY 2020 Apportionment and Estimates from FY 2021 to FY 2024

	FY 2020 Apportionment	FY 2021 Estimate (\$000s)	FY 2022 Estimate (\$000s)	FY 2023 Estimate (\$000s)	FY 2024 Estimate (\$000s)
Total Apportionment ^{1,2}	\$152,811,596	\$158,420	\$164,250	\$170,146	\$176,203
Less County Auditor Expenses (PUC 99233.1)	(\$50,000)	(51)	(52)	(53)	(54)
Less SANDAG Administration (PUC 99233.1) ³	(\$536,265)	(556)	(756)	(560)	(580)
Less 3% Planning Funds (PUC 99233.2)	(\$4,566,760)	(4,734)	(4,903)	(5,086)	(5,267)
Less 2% Bicycle/Pedestrian Funds (PUC 99233.3)	(\$2,953,171)	(3,062)	(3,171)	(3,289)	(3,406)
Less 5% Community Transit Service (PUC 99233.7)	(\$7,237,770)	(7,503)	(7,771)	(8,061)	(8,348)
Subtotal	\$137,467,629	\$142,513	\$147,596	\$153,098	\$158,549
Total Available for MTS	97,717,398	101,304	104,917	108,828	112,703
Less Regional Planning/Capital Projects ⁴	(215,304)	(220)	(220)	(220)	(220)
Less Transferred Functions ⁵	(1,967,842)	(2,040)	(2,113)	(2,192)	(2,270)
Total Community Transit Service	5,041,994	5,227	5,413	5,615	5,815
Total Available to Claim	\$100,576,246	\$104,272	\$107,998	\$112,032	\$116,029
Total Available for NCTD	39,750,231	41,209	42,679	44,270	45,846
Less Regional Planning/Capital Projects ⁴					
Less Transferred Functions ⁵	(665,816)	(690)	(715)	(742)	(768)
Total Community Transit Service	2,051,021	2,126	2,202	2,284	2,366
Total Available to Claim	\$41,135,436	\$42,646	\$44,166	\$45,812	\$47,444
Total Available for SANDAG:					
Regional Planning/Capital Projects	215,304	220	220	220	220
Transferred Functions	2,633,658	2,730	2,828	2,934	3,038
SANDAG Expenses ³	536,265	556	756	560	580
3% Planning Funds	4,566,760	4,734	4,903	5,086	5,267
Prior Year Carryover	0				
Total Available to Claim	\$7,951,988	\$8,240	\$8,707	\$8,799	\$9,104
Total Community Transit Service (CTSA)	\$144,755	\$150	\$155	\$161	\$167
Prior Year Carryover	\$0				
Total Available to Claim	\$144,755	\$150	\$155	\$161	\$167

*Totals may not add up due to rounding

¹The County Auditor provided the apportionment for FY 2020. The projected estimates for FY 2021 to FY 2024 are based on the growth rate in retail sales as forecasted by SANDAG and excludes interest and prior year excess funds.

²Apportionment distribution is based on the population estimates published by the California Department of Finance (DOF) estimates as of January 2018 - approximately 71% for MTS and 29% for NCTD.

³The SANDAG Administration cost rises in FY 2022 disproportionately due to costs associated with the triennial performance audit. All other annual increases in SANDAG administrative share are consistent with the estimated growth in the TDA.

⁴Represents the local match for federally funded regional planning and transit capital development projects identified in the FY 2020 transit CIP as provided by MTS and NCTD. The projects funded are scheduled to be included as part of the FY 2020 Capital Improvement Program scheduled for Transportation Committee/Board action at their March or April meetings. As a result, this amount is subject to change.

⁵Based on Addendums No. 3 and No. 4 to the Master Memorandum of Understanding between MTS, NCTD, and SANDAG. For NCTD, 26.09% of this share is transferred back to NCTD to be used for TDA-eligible purposes.

TransNet Program
Estimates from FY 2020 to FY 2024 (in \$000s)

TransNet Program Revenues	FY 2019	FY 2020		FY 2021		FY 2022		FY 2023		FY 2024						
		105%	95%	105%	95%	105%	95%	105%	95%	105%	95%					
Estimated Sales Tax Receipts	\$300,897	\$325,420	\$309,924	\$294,427	\$337,363	\$321,298	\$305,233	\$349,778	\$333,121	\$316,465	\$362,335	\$345,081	\$327,826	\$375,234	\$357,365	\$339,497
TransNet Program Allocations																
Administrative Allocations ¹	\$3,009		\$3,099			\$3,213			\$3,331			\$3,451			\$3,574	
Independent Taxpayer Oversight Committee ²	\$399		\$422			\$433			\$444			\$455			\$467	
Bike, Pedestrian & Neighborhood Safety ³	<u>\$6,018</u>		\$6,198			\$6,426			\$6,662			\$6,902			\$7,147	
Total off-the-top Programs	\$9,426		\$9,720			\$10,072			\$10,438			\$10,808			\$11,188	
Net Available for Subprograms*	<u>\$291,471</u>		<u>\$300,203</u>			<u>\$311,226</u>			<u>\$322,684</u>			<u>\$334,273</u>			<u>\$346,178</u>	
Program Allocations																
Major Corridors Program ⁴	\$123,584		\$127,286			\$131,960			\$136,818			\$141,732			\$146,779	
New BRT/Rail Operations ⁵	\$23,609		\$24,316			\$25,209			\$26,137			\$27,076			\$28,040	
Transit System Improvements ⁶	\$48,093		\$49,534			\$51,352			\$53,243			\$55,155			\$57,119	
Local System Improvement ⁷	<u>\$96,185</u>		\$99,067			\$102,705			\$106,486			\$110,310			\$114,239	
Total Program Allocations*	<u>\$291,471</u>		<u>\$300,203</u>			<u>\$311,226</u>			<u>\$322,684</u>			<u>\$334,273</u>			<u>\$346,178</u>	

*Totals may not add up due to rounding

NOTES:

The *TransNet* Extension Ordinance established the rules for the allocation of all Commission revenues. Commission funds are allocated according to the following priorities:

¹Up to 1% of the annual revenues shall be allocated for administrative expenses, which includes Commission/Board expenses, administrative reserve.

²The ITOC allocation is based on the annual increase in CPI using \$250,000 as the starting base.

³Total of 2% shall be allocated for bicycle facilities.

⁴42.4% of the total revenues less off the top programs shall be allocated for Major Corridor projects which include transportation mitigation under the Environmental Mitigation Program (EMP) and any finance charges incurred.

⁵8.1% of the total revenues less off the top programs shall be allocated to operate new rail or bus rapid transit (BRT) services.

⁶16.5% of the total revenues less off the top programs shall be allocated for purposes of public transit services including providing for senior and American with Disabilities Act (ADA)-related services.

⁷33% of total revenues less off the top programs shall be allocated for local street improvement services, which includes roadway projects, as well as local EMP and smart growth incentive programs.

TransNet Revenue Forecast - Transit System Improvement Program
Estimates for FY 2020 to FY 2024 (in \$000s)

	FY 2019	FY 2020 (Proposed)			FY 2021 (Estimate)		FY 2022 (Estimate)		FY 2023 (Estimate)		FY 2024 (Estimate)	
		Mid-Range	Mid-Range	Low	Mid-Range	Low	Mid-Range	Low	Mid-Range	Low		
Total Available For Transit Purposes ^{1,2} :	\$48,093	\$49,534	\$51,352	\$48,785	\$53,243	\$50,581	\$55,155	\$52,397	\$57,119	\$54,263		
Less 2.5% for ADA-related Services	(\$1,202)	(\$1,238)	(\$1,284)	(\$1,220)	(\$1,331)	(\$1,265)	(\$1,379)	(\$1,310)	(\$1,428)	(\$1,357)		
Less 3.25% for Senior Services	(\$1,563)	(\$1,610)	(\$1,669)	(\$1,586)	(\$1,730)	(\$1,644)	(\$1,793)	(\$1,703)	(\$1,856)	(\$1,764)		
Subtotal	\$45,327	\$46,685	\$48,399	\$45,980	\$50,181	\$47,672	\$51,984	\$49,384	\$53,835	\$51,143		
MTS Projects And Services:												
Transit Service Improvements (Operations and Supporting Capital)	\$32,232	\$33,186	\$34,404	\$32,684	\$35,671	\$33,887	\$36,952	\$35,104	\$38,268	\$36,355		
ADA Services	\$855	\$880.26	\$912.58	\$867	\$946.18	\$899	\$980.16	\$931	\$1,015.07	\$964		
NCTD Projects And Services:												
Transit Service Improvements (Operations and Supporting Capital)	\$13,095	\$13,499	\$13,995	\$13,296	\$14,510	\$13,785	\$15,032	\$14,280	\$15,567	\$14,789		
ADA Services	\$347	\$358	\$371	\$353	\$385	\$366	\$399	\$379	\$413	\$392		
Regional Discretionary Programs³:												
Competitive Grant Program for Senior Transportation Services	\$1,563	\$1,610	\$1,669	\$1,586	\$1,730	\$1,644	\$1,793	\$1,703	\$1,856	\$1,764		

*Totals may not add up due to rounding

¹The Transit System Services Improvements share is 16.5% of net available revenues. After deducting for ADA and Senior Services, the balance is available for operations and miscellaneous capital projects by the transit agencies.

²Distribution between the 2 agencies for FY 2019 are based on Jan. 2017 population. Distribution between the 2 agencies for FY 2020 through 2024 are based on Jan. 2018 population.

³The funds are allocated via a Call for Projects process by SANDAG.

Other Notes:

A. The estimated revenues are based on growth rate in taxable sales as forecasted by SANDAG and excludes interest and prior year excess funds.

B. Distribution of revenue estimates are based on the 2004 Proposition A Extension: San Diego Transportation Improvement Program and Expenditure Plan.

**Federal Transit Administration Formula Programs
FY 2020 Apportionment and Estimates from FY 2021 to FY 2024**

	FY 2019	FY 2020			FY 2021 (\$000s)			FY 2022 (\$000s)			FY 2023 (\$000s)			FY 2024 (\$000s)		
	Carryover Apportionment	Apportion- ment ¹	Regional Capital Projects	Regional Planning												
Section 5307 Urbanized Area Formula Funds																
MTS	\$407,594	\$47,296,947	\$0	(\$861,216)	\$48,243	\$0	(\$878)	\$48,243	\$0	(\$878)	\$48,243	\$0	(\$878)	\$48,243	\$0	(\$878)
NCTD	\$174,683	\$20,270,120	\$0	N/A	\$20,676	\$0	N/A									
SANDAG (Vanpool Program) ²		\$4,161,600	N/A	\$861,216	\$4,245	N/A	\$878									
SANDAG (Capital Projects) ³			\$0			\$0			\$0			\$0			\$0	
Total	\$582,277	\$71,728,667	\$0	\$0	\$73,163	\$0	\$0									
Section 5337 State of Good Repair/ High Intensity																
MTS	\$3,675,718	\$31,981,198	\$0	N/A	\$32,621	\$0	N/A									
NCTD	\$2,065,935	\$13,703,056	\$0	N/A	\$13,977	\$0	N/A									
Total	\$5,741,653	\$45,684,254	\$0	N/A	\$46,598	\$0	N/A									
Section 5339 Bus/Bus Facilities																
MTS	\$1,322,495	\$5,178,269	\$0	N/A	\$5,282	\$0	N/A									
NCTD	\$566,780	\$2,219,258	\$0	N/A	\$2,264	\$0	N/A									
Total	\$1,889,275	\$7,397,527	\$0	N/A	\$7,545	\$0	N/A									

¹ The Federal Register (FR) provides the FTA apportionment based on the Further Continuing and Security Assistance Appropriations Act. For FFY 2020 the FR apportionment notification has not yet been published; therefore, the FFY 2020 estimate is based on the actual apportionment received for FFY 2019. The FAST Act increases the funding two percent per year through FY 2020 which is reflected in the outyear's estimate except FY 2021 - FY 2024 which is outside of the last year of the FAST Act.

² SANDAG and transit agencies have agreed to fully fund the rideshare portion of the regional Transportation Demand Management program in recognition of the vanpool program's contribution to the funding level apportioned to the region. Prior year is reconciled with next year's estimate based on consultation with the transit agencies. The balance of 5307 funds are allocated 70% to MTS and 30% to NCTD. The same 70/30 split applies to the 5337 and 5339 funds (SANDAG does not share in these programs).

³ Regional Capital Projects refer to projects and associated funding transferred to SANDAG to implement on behalf of MTS and NCTD based on the draft FY 2020 MTS/NCTD Capital budget. The specific projects and funding recommendation is scheduled to be presented to the Transportation Committee/Board of Directors as part of the FY 2020 Transit Capital Improvement Program at their respective meetings in March, and therefore is subject to change.

Regional Active Transportation Program Funding Recommendations

Overview

The Active Transportation Program (ATP) is administered by the California Transportation Commission (CTC) and distributes funding for active transportation projects. Funding is competitively awarded in two stages, beginning with a statewide competition led by the CTC, followed by a regional competition conducted by the Metropolitan Planning Organization of each region. This report contains the project rankings and funding recommendations for the 2019 Regional ATP.

Key Considerations

The Board of Directors adopted the 2019 Regional ATP Guidelines scoring criteria on June 22, 2018, and the CTC adopted the Guidelines criteria on August 15, 2018. Forty-nine applications were submitted requesting approximately \$156 million in funding. Four projects from three agencies are recommended to receive approximately \$16 million in funding. Attachment 1 provides additional information on the evaluation process.

Next Steps

Pending action by the Board of Directors, SANDAG will submit its recommendations to the CTC. The CTC is scheduled to consider adoption of the region's funding recommendations and contingency project list at its meeting on June 26-27, 2019. Pending CTC approval, a budget amendment to include ATP funds awarded for the SANDAG University Bikeway project and SANDAG GO by BIKE San Diego: Education and Encouragement Start-Up Program (including corresponding *TransNet* match and amendment to the 2018 Regional Transportation Improvement Program) would be brought for Board consideration in summer 2019.¹

Hasan Ikhata, Executive Director

Key Staff Contact: Jenny Russo, (619) 699-7314, jenny.russo@sandag.org

- Attachments:
1. Discussion Memo
 2. Statewide Competition Funding Recommendations
 3. 2019 Regional ATP Application Rankings, Funding Recommendations, and Contingency List of Projects
 4. Resolution No. 2019-13: Approving the Proposed List of Regional Active Transportation Program Projects and Funding Recommendations to the California Transportation Commission

Action: **Adopt**

The Transportation Committee recommends that the Board of Directors:

1. adopt Resolution No. 2019-13, certifying the results of the San Diego Regional Active Transportation Program (ATP); and
2. recommend that the California Transportation Commission fund the San Diego Regional ATP projects.

Fiscal Impact:

Pending adoption by the Board of Directors and the California Transportation Commission, the regional Active Transportation Program would provide approximately \$16 million in state and federal funding to active transportation projects in the San Diego region, including approximately \$9.9 million for two SANDAG projects.

Schedule/Scope Impact:

Funding could be distributed between 2019 and 2023.

¹ SANDAG's dual role as both the Regional ATP coordinator and ATP applicant arises because of its designation as both an MPO and RTPA for the San Diego region. Processes have been implemented to isolate the evaluation and applicant roles, and these have been vetted and approved by the CTC.

Discussion Memo

Active Transportation Program Background

Approximately \$446 million in state and federal funding was adopted by the California Transportation Commission (CTC) for the 2019 Active Transportation Program (ATP) over four years, beginning with FY 2019-2020. Fifty percent of the funding was competitively awarded for projects selected by the CTC on a statewide basis, and 10 percent of the funding was distributed to small urban and rural regions. The remaining 40 percent of the funding will be allocated for projects selected through the regional competitive processes. The estimated funding available for the San Diego region is approximately \$16 million total, or about \$4 million per year. In addition, a minimum of 25 percent of the funds in both the statewide and regional programs must benefit disadvantaged communities as defined in the CTC ATP Guidelines.

Eligible agencies include cities, counties, and Metropolitan Planning Organizations (MPOs), as well as transit agencies, natural resources or public land agencies, public schools or school districts, tribal governments, and private nonprofit tax-exempt organizations.

Statewide and Regional Competitions for the 2019 Active Transportation Program

Statewide Active Transportation Program Competition

The CTC announced the 2019 ATP Call for Projects on May 16, 2018. Applications were received for 554 projects, requesting approximately \$2.2 billion in ATP funds. On December 31, 2018, CTC staff released the list of projects recommended for funding for the statewide and small urban and rural components of the ATP. Forty-nine projects were submitted from the San Diego region, and four of those projects from the cities of National City and Vista were recommended by CTC staff to be considered for funding (Attachment 2). The remaining 45 projects that were not recommended for the statewide component were eligible for the regional ATP. The CTC adopted the list of projects recommended for funding for the statewide and small urban and rural components at its meeting on January 30, 2019.

Regional Active Transportation Program Competition

At its June 22, 2018, meeting, the Board of Directors approved the scoring criteria for the 2019 Regional ATP competitive program. The CTC adopted the criteria at its meeting on August 15, 2018.

SANDAG is both an eligible applicant as a Regional Transportation Planning Agency and has a role as an MPO to administer the regional program. To ensure that the evaluation process is open and transparent and does not give advantage to SANDAG projects, SANDAG staff directly associated with applications did not have a role in evaluating project applications or the facilitation of the regional competitive process. Additionally, the SANDAG Data Analytics and Modeling Department performed an independent review of the project scores and rankings, checking for consistency with the evaluation committee score sheets, and correct formulas and calculations used for scores. No errors were found during this independent review.

In accordance with CTC ATP Guidelines, SANDAG assembled a multidisciplinary advisory group to assist in evaluating project applications. The evaluation committee was composed of volunteers who had not submitted an ATP application and had expertise in biking and pedestrian transportation, including safe routes to school projects and projects benefitting disadvantaged communities.

The applications were scored by the evaluation committee members in accordance with the scoring criteria approved by the SANDAG Board of Directors. The sum of all resulting evaluators' ranks for each project dictated the final project ranking order, with the lowest sum of ranks representing the highest rating and the highest sum of ranks representing the lowest rating. The project evaluation process resulted in application rankings with 3 of the 45 projects being recommended for full funding, and 1 project being recommended for partial funding (City of National City). Contracts and Procurement staff has confirmed with the City of National City that partial funding will be accepted, the funds can be used effectively on the project, and the scope of the project will remain the same as the scope of the project in the original project application. The results of this process are set forth in Attachment 3.

In conformance with the CTC guidelines, a minimum of 25 percent of the funds distributed to each MPO must benefit disadvantaged communities. All of the projects recommended for funding will benefit disadvantaged communities, which exceeds the minimum requirement.

Contingency Projects

In accordance with the ATP Guidelines, applications awarded ATP funding must be ready to allocate ATP funds within the applicable fiscal years of the program. ATP projects will be monitored closely by Caltrans and CTC staff to ensure timely delivery within the identified constraints of the program. In the event that a project is unable to allocate the awarded funds or obtain an extension within the timeframe identified by the CTC, the next highest ranked project on Attachment 2 (including a project that may have been partially funded) would receive ATP funds in place of the originally selected project. In this instance, the project that fails to meet its delivery timeline would forfeit the unspent portion of its ATP funds and would have to compete again to receive ATP or other funds. The 41 projects not recommended for funding in the 2019 ATP as well as those unable to meet the three prior ATP cycle allocation deadlines may re-compete in the next ATP competition. Contingency projects would be ineligible if they are awarded funds through the next ATP competition or from another funding source. The contingency list would expire after the approval of the next ATP cycle projects.

Historical Results

Since the program began in 2014, the San Diego region has successfully competed for funding for numerous projects in the statewide and regional competitions.

<i>Component of the ATP</i>	Number of Projects Selected for Funding	Amount of Funding Received	Names of Successful Applicants
<i>Statewide Competition</i>	28	\$79 million	Cities of Vista, National City, San Diego, Imperial Beach, La Mesa, Chula Vista, Coronado, El Cajon, Encinitas La Jolla Band of Luiseno Indians County of San Diego Chula Vista Elementary School District SANDAG
<i>Regional Competition</i>	32	\$68 million	Cities of Vista, National City, Imperial Beach, La Mesa, Chula Vista, Del Mar, Escondido, Carlsbad County of San Diego Urban Corps of San Diego Chula Vista Elementary School District SANDAG

2019 Active Transportation Program - Statewide Component
Revised Staff Recommendations
(\$1,000's)

Attachment 2

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
Active Transportation Resource Center	Various	Active Transportation Resource Center	\$4,630	\$4,630			2,310	2,320					4,630	Non-Infrastructure			
6-Parlier-1	Fresno	Parlier Bicycle and Trails Master Plan	\$209	\$209	209								209	Plan	X	X	98
6-Kern County-4	Kern	South Chester Avenue Pedestrian Safety Project	\$2,257	\$1,976	283	102	1,591				283	102	1,591	Infrastructure - M	X	X	97
3-Butte County-3	Butte	Butte County Safe Routes Resource Center and 5 Community Projects	\$1,140	\$985	985								985	Non-Infrastructure	X	X	97
6-Mendota-1	Fresno	City of Mendota SRTS Master Plan	\$110	\$110	110								110	Plan	X	X	96
1-Humboldt County-1	Humboldt	Humboldt Bay Trail South	\$22,600	\$13,296		13,296							13,296	Infrastructure - L	X		95
11-National City-5	San Diego	Central Community Mobility Enhancements	\$1,483	\$1,286	43	148	1,095		43	104	44	1,095		Infrastructure - S	X		95
7-LA Department of Transportation-13*	Los Angeles	Liechty Middle and Neighborhood Elementary Schools Safety Improvement Project	\$29,000	\$23,198	2,959	986	1,096	18,157	2,959	986	1,096	18,157		Infrastructure - L	X	X	95
8-Desert Hot Springs-1	Riverside	Hacienda Avenue SRTS Improvement Project	\$1,498	\$1,322				1,322					1,322	Infrastructure - S	X	X	95
8-San Bernardino Assoc of Government-1*	San Bernardino	SBCTA Metrolink Station Accessibility Improvement Project - Phase II	\$6,983	\$6,132			6,132						6,132	Infrastructure - M	X	X	95
11-National City-2*	San Diego	Bayshore Bikeway - Segment 5	\$6,391	\$5,421			5,421						5,421	Infrastructure - M	X		94.5
9-Tehachapi-1	Kern	SRTS Snyder Avenue Gap Closure Project	\$1,495	\$1,490	190	1,300					190		1,300	Infrastructure - S	X	X	94
10-Gustine-1	Merced	City of Gustine Active Transportation Plan	\$147	\$147	147								147	Plan	X		94
10-Stanislaus County-1	Stanislaus	Airport Neighborhood Active Transportation Connectivity and Safety Project	\$6,161	\$4,926	19	4,907						4,907	19	Infrastructure + NI - M	X	X	93.5
7-Pomona-2	Los Angeles	Pomona Multi-Neighborhood Pedestrian and Bicycle Improvements	\$9,864	\$9,269	220	515	8,534		220	490	25	8,534		Infrastructure - L	X		93
7-Duarte-1	Los Angeles	Duarte Active Transportation Safety Project	\$2,293	\$2,270	97	150		2,023	97	150		2,023		Infrastructure - M	X	X	93
7-LA Department of Transportation-14*	Los Angeles	112th Street and Flournoy Elementary Schools Safety Improvements Project	\$6,999	\$5,600	725	242	185	4,448	725	242	185	4,448		Infrastructure - M	X	X	93
10-Stockton-3*	San Joaquin	Stockton SRTS Safety and Connectivity Improvements	\$3,225	\$2,838	127	380	2,331		127	380		2,331		Infrastructure - M	X	X	93
5-Santa Barbara-2	Santa Barbara	Downtown De LaVina Street Safe Crosswalks and Buffered Bike Lanes	\$1,494	\$1,494	60		114	1,320	60	113	1	1,320		Infrastructure - S	X	X	93
7-LA Department of Transportation-10	Los Angeles	Safe Routes for Seniors	\$1,750	\$1,750		1,750							1,750	Plan	X		93
9-Inyo County-2	Inyo	Lone Pine Sidewalk Construction and ADA Improvements	\$1,939	\$1,939	350		1,589		106	241	3	1,589		Infrastructure - M	X	X	93
8-Riverside County Transportation Department-7	Riverside	Active Transportation Improvements for the Communities of Thermal and Oasis	\$6,944	\$6,844	850		5,994		300	550		5,994		Infrastructure - M	X		93
10-Stockton-1*	San Joaquin	California Street Separated Bikeway Project	\$6,390	\$4,390		4,390						4,390		Infrastructure - M	X	X	92.5
3-Chico-2	Butte	Little Chico Creek Pedestrian/Bicycle Bridge Connection at Community Park	\$2,142	\$1,497		1,497						1,497		Infrastructure - M	X	X	92

2019 Active Transportation Program - Statewide Component
Revised Staff Recommendations
(\$1,000's)

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
7-Long Beach-2	Los Angeles	Orange Avenue Backbone Bikeway and Complete Streets Improvements	\$15,526	\$13,363				13,363				13,363		Infrastructure - L	X		91.5
8-Temecula-1	Riverside	Santa Gertrudis Creek Trail, Phase 2	\$2,085	\$1,502			1,502					1,462	40	Infrastructure + NI - M	X		91
4-San Francisco Public Works-1 ^{**‡}	San Francisco	Alemaney Interchange Improvements, Phase 2	\$2,727	\$1,971		1,971						1,971		Infrastructure - M	X		91
5-Transportation Agency for Monterey County-2	Monterey	Every Child: Community-Supported SRTS	\$2,225	\$2,143	2,143								2,143	Non-Infrastructure	X	X	91
10-Oakdale-1	Stanislaus	High School G Street Bike/Pedestrian Corridor Improvements	\$703	\$703	45	658			5	40		658		Infrastructure - S	X	X	91
7-LA County Department of Public Health-1 [*]	Los Angeles	Pedestrian Plans for Disadvantaged Communities in Unincorporated Los Angeles County	\$1,550	\$1,550	1,550								1,550	Plan	X		91
7-LA County Metropolitan Transportation Authority-1	Los Angeles	Doran Street Grade Separation Active Transportation Access Project	\$22,219	\$16,319		16,319						16,319		Infrastructure - L	X		91
12-Santa Ana-4	Orange	Kennedy Elementary and Villa Fundamental Intermediate SRTS	\$1,482	\$1,482	191	1,291			23	168		1,291		Infrastructure - S	X	X	91
7-Palmdale-3	Los Angeles	Avenue R Complete Streets and Safe Routes Project – Construction Phase	\$9,630	\$5,150	5,150							5,150		Infrastructure - L	X	X	90
3-Placer County Transportation Planning Agency-1	Placer	Highway 49 Sidewalk Gap Closure	\$16,403	\$14,403	1,083		13,320				350	13,320	733	Infrastructure + NI - L	X	X	90
12-Santa Ana-1	Orange	Fremont Elementary and Spurgeon Intermediate SRTS	\$5,776	\$5,776	927	4,849			84	843		4,849		Infrastructure - M	X	X	90
11-National City-6	San Diego	National City Bike Wayfinding	\$942	\$942	15	95	832		15	95		832		Infrastructure - S	X		90
11-Vista-2 ^{**‡}	San Diego	Townsite Complete Street Improvements	\$4,177	\$3,968	100	400	3,468		100	400		3,468		Infrastructure - M	X		90
8-Jurupa Valley-3 [‡]	Riverside	Jurupa Valley Sunnyslope Area SRTS Sidewalk Gap Closure	\$3,173	\$2,855	1	388	2,466		1	388		2,466		Infrastructure - M	X	X	90
6-Kings County-2	Kings	SR 41 Pedestrian Crossing and Pathway Improvements	\$360	\$360	8	40	312		8	40		312		Infrastructure - S	X	X	90
8-Eastvale-1 [‡]	Riverside	North/South Bike Network Gap Closure & Connectivity to North Eastvale	\$8,091	\$6,471	414	457	5,600		114	457		5,600	300	Infrastructure + NI - L	X	X	90
7-South Gate-2	Los Angeles	Tweedy Boulevard Complete Streets Project	\$5,776	\$4,620			4,620					4,620		Infrastructure - M	X	X	90
12-Anaheim-2	Orange	Citywide SRTS Sidewalk Gap Closure	\$4,199	\$4,149	104	974	50	3,021	104	550	424	3,021	50	Infrastructure + NI - M	X	X	90
8-Colton-1	San Bernardino	Jehue Corridor and Eucalyptus Avenue Class I Bike Paths	\$2,820	\$2,720	195	417		2,108	195	292	125	2,079	29	Infrastructure + NI - M	X	X	90
6-Kern County-5	Kern	Walk Isabella	\$6,086	\$5,140		854		4,286		854		4,286		Infrastructure - M	X	X	90
7-LA Dept. of Transportation-11	Los Angeles	Alexandria Avenue Elementary School Neighborhood Safety Improvements Project	\$5,600	\$4,480	549	183	382	3,366	549	183	382	3366		Infrastructure - M	X	X	90
3-Rancho Cordova-2	Sacramento	Rancho Cordova School Zone Improvement Project	\$1,282	\$1,122		1,122						1,122		Infrastructure - S	X		89
8-Moreno Valley-1	Riverside	Juan Bautista de Anza Multi-Use Trail Project	\$8,653	\$8,403	1,010	7,393					350	660	7,393	Infrastructure - L	X	X	89

2019 Active Transportation Program - Statewide Component
Revised Staff Recommendations
(\$1,000's)

Application ID	County	Project Title	Total Project Cost	Recommended ATP Funding	19-20	20-21	21-22	22-23	PA&ED	PS&E	ROW	CON	CON NI	Project Type	DAC	SRTS	Final Score
4-San Jose-2	Santa Clara	Better BikewaySJ - San Fernando Corridor	\$11,919	\$9,992	357	1,427	8,208		357	1,427		8,208		Infrastructure - L	X	X	89
7-Monterey Park-1	Los Angeles	Monterey Park School and Crosswalk Safety Enhancement Project	\$1,367	\$1,367	155	1,212			15	140		1,212		Infrastructure - S	X	X	89
5-Transportation Agency for Monterey County-1	Monterey	Fort Ord Regional Trail & Greenway: Highway 218 Segment (Monterey County)	\$12,397	\$10,379	1,198	9,181					1,198	9,181		Infrastructure - L	X	X	89
5-Santa Barbara-1 [§]	Santa Barbara	U.S. 101 State Street Undercrossing Active Transportation Improvements	\$5,961	\$3,217				3,217				3,217		Infrastructure - M	X	X	89
			\$290,273	\$237,566	\$22,569	\$78,894	\$77,152	\$58,951									
* Prior to programming Caltrans will contact applicant for project clarifications.									CON: Construction Phase			RW: Right-of-Way Phase					
† Recommended funding year(s) programming differs from proposed for deliverability purposes.									DAC: Benefit to Disadvantaged Communities			SRTS: Safe Routes to School					
‡ This project requested \$4,756,000, however only \$3,217,000 of programming capacity remains. Since this project would be fully funded in the Small Urban and Rural Component, the remaining \$1,539,000 will be used from the SUR component to fully fund this project.									NI: Non-Infrastructure			S: Small					
									PA&ED: Environmental Phase			M: Medium					
									Plan: Active Transportation Plan			L: Large					
									PS&E: Plans, Specifications & Estimate Phase								

Demand Analysis - Infrastructure Projects (up to 15 points)						2.14		max. points per category																				Final Score = sum of scores for each category
Application ID	Agency	ProjectName	ProjectType	Bicycle Transportation	Pedestrian Transportation	Population			Population Density			Intersection Density			Employment			Employment Density			Activity Centers			Low Vehicle Ownership			FINAL SCORE	
						Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score		Raw Data
11-Caltrans-11	Caltrans	I-5/SR-56 Bike Path Connection & Trail Improvements, San Diego	Infrastructure - M	Yes	Yes	1,845	5	0.29	17.94	11	0.64	39.77	4	0.23	6,008	19	1.10	46.57	32	1.85	23	8	0.46	100.00%	32	2.14	6.72	
11-Caltrans-14	Caltrans	Steele Cayon High School Safe Routes to School Pathway	Infrastructure - M + NI	Yes	Yes	402	2	0.12	2.07	2	0.12	18.65	3	0.17	715	7	0.41	9.71	5	0.29	20	7	0.41	100.00%	32	2.14	3.65	
11-Chula Vista-1	Chula Vista	F Street Promenade Phase I, from Bay Boulevard to Broadway	Infrastructure - L	Yes	Yes	37,347	33	1.91	39.74	31	1.80	125.40	18	1.04	19,346	33	1.91	40.55	30	1.74	435	32	1.85	87.20%	6	0.40	10.65	
11-Coronado-2	Coronado	Bayshore Bikeway Shoulder Reconstruction	Infrastructure - S	Yes	Yes	13,327	16	0.93	31.29	25	1.45	92.32	9	0.52	9,380	25	1.45	80.31	35	2.03	141	15	0.87	94.36%	18	1.21	8.44	
11-El Cajon-1	El Cajon	Fletcher Hills Elementary Safe Routes to School Infrastructure Project	Infrastructure - S	No	Yes	2,229	7	0.41	9.46	8	0.46	113.88	13	0.75	263	4	0.23	21.50	15	0.87	18	6	0.35	96.03%	23	1.54	4.61	
11-El Cajon-2	El Cajon	Main Street - Green Street Ph II	Infrastructure - S	Yes	Yes	24,732	26	1.51	36.62	30	1.74	120.22	15	0.87	11,741	27	1.56	24.48	21	1.22	384	27	1.56	85.02%	2	0.13	8.59	
11-El Cajon-3	El Cajon	Johnson Avenue Neighborhood Trail	Infrastructure - M + NI	Yes	Yes	25,428	27	1.56	30.77	24	1.39	118.98	14	0.81	12,809	28	1.62	26.52	24	1.39	386	28	1.62	87.12%	5	0.33	8.73	
11-Encinitas-1	Encinitas	North coast Highway 101 Streetscape - Segment A	Infrastructure - L	Yes	Yes	10,493	13	0.75	19.82	15	0.87	186.21	30	1.74	7,058	21	1.22	56.46	33	1.91	348	24	1.39	98.57%	30	2.01	9.89	
11-Escondido-1	Escondido	Escondido Creek Trail Transit Center Bicycle Path Improvements Project	Infrastructure - S	Yes	Yes	14,495	19	1.10	35.25	28	1.62	149.64	27	1.56	16,908	32	1.85	25.13	22	1.27	589	33	1.91	94.58%	19	1.27	10.60	
11-Imperial Beach-1	Imperial Beach	9th Street Active Mobility, Modernization and Safe Routes to Schools	Infrastructure - S + NI	Yes	Yes	29,568	30	1.74	34.07	27	1.56	195.09	33	1.91	3,795	15	0.87	17.47	8	0.46	250	20	1.16	94.71%	21	1.41	9.11	
11-La Mesa-1	La Mesa	Palm Avenue Bike and Pedestrian Connections	Infrastructure - M	Yes	Yes	17,093	20	1.16	19.18	14	0.81	147.57	26	1.51	10,424	26	1.51	40.68	31	1.80	350	25	1.45	93.13%	12	0.80	9.03	
11-La Mesa-2	La Mesa	Grossmont Center Drive Active Transportation Improvements	Infrastructure - M	Yes	Yes	13,607	17	0.98	21.39	20	1.16	120.99	16	0.93	14,496	31	1.80	36.07	29	1.68	209	18	1.04	94.35%	17	1.14	8.73	
11-La Mesa-3	La Mesa	Massachusetts Avenue Bike and Pedestrian Connections	Infrastructure - S	Yes	Yes	21,628	24	1.39	20.64	18	1.04	141.14	23	1.33	6,617	20	1.16	20.13	13	0.75	427	31	1.80	90.01%	8	0.54	8.01	
11-Lemon Grove-1	Lemon Grove	Connect Main Street - Phases 3 thru 6	Infrastructure - M	Yes	Yes	23,081	25	1.45	18.94	13	0.75	142.45	25	1.45	3,691	14	0.81	19.91	11	0.64	263	21	1.22	93.66%	15	1.00	7.32	
11-National City-1	National City	8th Street and Roosevelt Ave. Active Transportation Corridor, National City	Infrastructure - M	Yes	Yes	28,248	29	1.68	68.31	36	2.08	190.85	32	1.85	21,019	34	1.97	60.99	34	1.97	401	29	1.68	92.49%	10	0.67	11.91	
11-National City-3	National City	Sweetwater Road Protected Bikeway - Phase 2	Infrastructure - S	Yes	Yes	7,762	12	0.69	13.04	9	0.52	93.49	10	0.58	3,634	13	0.75	29.98	26	1.51	55	10	0.58	97.79%	28	1.88	6.51	
11-National City-4	National City	Highland Avenue Inter-City Bike Connection	Infrastructure - S	Yes	Yes	20,721	23	1.33	41.21	32	1.85	142.37	24	1.39	9,066	24	1.39	24.38	20	1.16	233	19	1.10	92.49%	9	0.60	8.83	
11-National City-7	National City	Paradise Creek Multi-Use Path	Infrastructure - L	Yes	Yes	13,851	18	1.04	64.12	35	2.03	218.87	34	1.97	14,479	30	1.74	34.27	27	1.56	286	22	1.27	93.24%	13	0.87	10.48	
11-North County Transit District-2	North County Transit District	NCTD SPRINTER First/Last Mile Access Improvements	Infrastructure - M	Yes	Yes	59,512	35	2.03	20.29	16	0.93	102.84	12	0.69	30,980	36	2.08	20.11	12	0.69	745	35	2.03	93.29%	14	0.94	9.39	
11-Oceanside-1	Oceanside	Coastal Rail Trail from Oceanside Boulevard to Morse Street	Infrastructure - L	Yes	Yes	11,800	14	0.81	25.80	21	1.22	263.95	37	2.14	2,575	12	0.69	23.64	19	1.10	298	23	1.33	94.63%	20	1.34	8.64	
11-Poway-1	Poway	SR-67 Multi-Use Tunnel	Infrastructure - M	Yes	Yes	89	1	0.06	0.68	1	0.06	11.39	2	0.12	14	1	0.06	0.00	1	0.06	0	1	0.06	100.00%	32	2.14	2.55	
11-San Diego Association of Governments-1	San Diego Association of Governments	University Bikeway	Infrastructure - L	Yes	Yes	82,035	37	2.14	35.94	29	1.68	176.07	28	1.62	13,596	29	1.68	27.96	25	1.45	790	36	2.08	87.88%	7	0.47	11.13	
11-San Diego Association of Governments-2	San Diego Association of Governments	Uptown Bikeways Phase 2: Eastern Hillcrest	Infrastructure - L	Yes	Yes	42,174	34	1.97	54.00	33	1.91	230.56	35	2.03	26,301	35	2.03	128.92	36	2.08	610	34	1.97	86.80%	4	0.27	12.26	
11-San Diego Association of Governments-3	San Diego Association of Governments	Inland Rail Trail - Gap Connector	Infrastructure - L	Yes	Yes	30,226	31	1.80	28.46	22	1.27	138.99	22	1.27	8,729	23	1.33	18.32	9	0.52	410	30	1.74	92.93%	11	0.74	8.67	
11-San Diego County-1	San Diego County	Arnold Way Sidewalk	Infrastructure - S	No	Yes	4,390	10	0.58	17.44	10	0.58	97.30	11	0.64	1,067	8	0.46	21.01	14	0.81	56	11	0.64	97.25%	26	1.74	5.45	
11-San Diego County-2	San Diego County	Tavern Road SRTS Pathway and Bike Lanes	Infrastructure - M	Yes	Yes	4,955	11	0.64	8.10	6	0.35	55.69	7	0.41	1,285	9	0.52	10.85	6	0.35	69	13	0.75	97.62%	27	1.81	4.82	
11-San Diego County-3	San Diego County	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	Infrastructure - S	No	Yes	3,011	9	0.52	32.23	26	1.51	186.60	31	1.80	713	6	0.35	19.38	10	0.58	8	5	0.29	97.04%	24	1.61	6.65	
11-San Diego County-4	San Diego County	Sunnyside Elementary SRTS Pedestrian Hybrid Beacon Crosswalk	Infrastructure - S	No	Yes	563	4	0.23	7.71	5	0.29	52.32	5	0.29	41	2	0.12	11.45	7	0.41	3	2	0.12	100.00%	32	2.14	3.59	
11-San Diego County-5	San Diego County	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming	Infrastructure - S	No	Yes	1,913	6	0.35	20.92	19	1.10	122.58	17	0.98	285	5	0.29	4.61	3	0.17	3	2	0.12	100.00%	32	2.14	5.15	
11-San Diego County-6	San Diego County	Allen School Road SRTS Sidewalk and Bicycle Lanes	Infrastructure - M	Yes	Yes	2,306	8	0.46	7.02	4	0.23	52.90	6	0.35	1,447	11	0.64	22.77	17	0.98	25	9	0.52	98.32%	29	1.94	5.13	
11-San Diego County-7	San Diego County	Sycuan/Sloane Canyon Trail, Phase 1	Infrastructure - S	Yes	Yes	445	3	0.17	3.29	3	0.17	9.02	1	0.06	45	3	0.17	2.34	2	0.12	6	4	0.23	100.00%	32	2.14	3.07	
11-San Diego-2	San Diego	Downtown Mobility Cycle Way Phase III	Infrastructure - L	Yes	Yes	74,275	36	2.08	113.34	37	2.14	182.62	29	1.68	106,125	37	2.14	147.47	37	2.14	1044	37	2.14	85.29%	3	0.20	12.54	
11-San Diego-3	San Diego	El Cajon Blvd Corridor Improvement	Infrastructure - M	No	Yes	34,128	32	1.85	58.55	34	1.97	237.19	36	2.08	4,667	16	0.93	26.02	23	1.33	383	26	1.51	81.26%	1	0.07	9.74	
11-San Diego-4	San Diego	Stream View Drive Corridor Improvement	Infrastructure - L	Yes	Yes	28,178	28	1.62	30.62	23	1.33	127.29	19	1.10	5,646	17	0.98	21.67	16	0.93	184	16	0.93	93.71%	16	1.07	7.96	
11-Santee-1	Santee	Santee Safe Routes to School pedestrian ramp project	Infrastructure - M	No	Yes	18,223	21	1.22	18.17	12	0.69	131.27	21	1.22	1,333	10	0.58	6.48	4	0.23	60	12	0.69	95.30%	22	1.47	6.11	
11-Solana Beach-1	Solana Beach	Lomas Santa Fe Complete Streets Project - Phase IV	Infrastructure - L	Yes	Yes	12,137	15	0.87	8.56	7	0.41	83.92	8	0.46	7,921	22	1.27	35.10	28	1.62	200	17	0.98	99.02%	31	2.08	7.69	
11-Vista-1	Vista	Emerald Drive Complete Street Project	Infrastructure - M	Yes	Yes	18,690	22	1.27	20.37	17	0.98	129.96	20	1.16	5,901	18	1.04	22.92	18	1.04	132	14	0.81	97.22%	25	1.67	7.99	

Demand Analysis - NonInfrastructure Projects (up to 30 points)						4.29		max. points per category																				Final Score = sum of scores for each category
Application ID	Agency	ProjectName	ProjectType	Bicycle Transportation	Pedestrian Transportation	Population			Population Density			Intersection Density			Employment			Employment Density			Activity Centers			Low Vehicle Ownership			FINAL SCORE	
						Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score	Raw Data	Rank	Score		Raw Data
11-Escondido-2	Escondido	Escondido Comprehensive Active Transportation Strategy Plan	Plan	Yes	Yes	150,484	4	4.29	18.13	1	1.07	83.22	1	1.07	51,327	4	4.29	21.41	1	1.07	111	4	4.29	93.47%	4	4.29	20.36	
11-La Mesa-4	La Mesa	La Mesa - Citywide Active Transportation Plan	Plan	Yes	Yes	67,658	3	3.21	18.52	2	2.14	141.41	4	4.29	19,691	2	2.14	29.56	3	3.21	60	3	3.21	92.95%	3	3.21	21.43	
11-La Mesa-5	La Mesa	La Mesa Boulevard Plan	Plan	Yes	Yes	16,345	1	1.07	19.25	3	3.21	141.01	3	3.21	16,453	1	1.07	40.13	4	4.29	37	1	1.07	92.24%	2	2.14	16.07	
11-North County Transit District-1	North County Transit District	NCTD Active Transportation Connectivity Plan	Plan	Yes	Yes	38,356	2	2.14	29.75	4	4.29	130.61	2	2.14	31,455	3	3.21	24.51	2	2.14	54	2	2.14	92.18%	1	1.07	17.14	

2019 Regional ATP Project Rankings - Evaluator 1 Detailed Scores

Project Application No.	Implementing Agency	Project Name	Type	Total Project Cost (\$000s)	ATP Request (\$000s)	Matching Funds (\$000s)	Matching Funds %	Subtotal 1-9	Cost Effectiveness Ratio	NI Cost Effectiveness Rank	Objective Scores												Final Score	Rank					
											1	2	3A	3B	4	5	6	7	8	9	10	11			12				
11-Chula Vista Elementary School District-1	Chula Vista Elementary School District	Promoting Driver Etiquette to Support School Pedestrian Safety, Chula Vista	EEA	\$301	\$301	\$0	0.00%	98.00	3.07	5	20	15	3	15	15	12	10	3	5	10	0	6	114.00	24					
11-Coronado-1	Coronado	Safe Routes to School Education	EEA	\$130	\$130	\$0	0.00%	65.00	2.00	6	10	10	3	10	7	10	10	0	5	0	0	8	73.00	39					
11-San Diego Association of Governments-4	San Diego Association of Governments	GObYBIKE San Diego: Education and Encouragement Start-Up Program	EEA	\$1,967	\$1,381	\$586	29.79%	146.00	9.46	1	25	25	4	25	15	20	15	12	5	10	6	1	163.00	1					
11-San Diego-1	San Diego	Clairemont Mesa Community Safe Routes to School	EEA	\$631	\$631	\$0	0.00%	127.00	4.97	2	20	15	5	20	15	20	15	12	5	10	0	3	140.00	11					
11-Escondido-2	Escondido	Escondido Comprehensive Active Transportation Strategy Plan	Plan	\$268	\$229	\$39	14.55%	115.36	1.99	7	20.36	20	25	0	20	15						15	20	3	9	147.36	5		
11-La Mesa-4	La Mesa	La Mesa - Citywide Active Transportation Plan	Plan	\$350	\$315	\$35	10.00%	101.43	3.11	4	21.43	20	25	0	20	15								10	3	5	119.43	20	
11-La Mesa-5	La Mesa	La Mesa Boulevard Plan	Plan	\$150	\$135	\$15	10.00%	78.07	1.73	8	16.07	15	15	0	20	12									10	3	10	101.07	33
11-North County Transit District-1	North County Transit District	NCTD Active Transportation Connectivity Plan	Plan	\$360	\$300	\$60	16.67%	84.14	3.57	3	17.14	20	15	0	20	12									10	4	4	102.14	31

INFRASTRUCTURE PROJECTS

Project Application No.	Implementing Agency	Project Name	Type	Total Project Cost (\$000s)	ATP Request (\$000s)	Matching Funds (\$000s)	Matching Funds %	Subtotal 1-9	Cost Effectiveness Ratio	I Cost Effectiveness Rank	Objective Scores												Final Score	Rank					
											1	2A	2B	2C	2D	3A	3B	3C	3D	4A	4B	5			6	7	8	9	10
11-Caltrans-11	Caltrans	I-5/SR-56 Bike Path Connection & Trail Improvements, San Diego	Infrastructure - M	\$5,349	\$1,599	\$3,750	70.11%	111.72	14.31	25	6.72	8	6	10	5	12	12	12	8	0	5	12	2	5	0	8	7	118.72	21
11-Caltrans-14	Caltrans	Steele Canyon High School Safe Routes to School Pathway	Infrastructure - M + NI	\$6,500	\$6,500	\$0	0.00%	117.65	55.25	9	3.65	0	0	7	9	10	18	15	8	6	8	19	3	3	8	0	2	119.65	19
11-Chula Vista-1	Chula Vista	F Street Promenade Phase I, from Bay Boulevard to Broadway	Infrastructure - L	\$8,080	\$4,880	\$3,200	39.60%	141.65	34.45	17	10.65	6	10	10	10	10	18	15	6	6	8	9	2	5	10	6	5	146.65	6
11-Coronado-2	Coronado	Bayshore Bikeway Shoulder Reconstruction	Infrastructure - S	\$504	\$504	\$0	0.00%	68.44	7.36	33	8.44	8	4	7	0	12	6	6	4	0	2	6	0	5	0	0	9	77.44	38
11-El Cajon-1	El Cajon	Fletcher Hills Elementary Safe Routes to School Infrastructure Project	Infrastructure - S	\$543	\$543	\$0	0.00%	99.61	5.45	35	4.61	0	0	0	10	12	12	15	10	6	6	9	2	3	10	0	9	108.61	27
11-El Cajon-2	El Cajon	Main Street - Green Street Ph II	Infrastructure - S	\$1,500	\$1,500	\$0	0.00%	136.59	10.98	30	8.59	8	10	10	8	8	18	15	8	4	7	10	7	5	10	0	8	144.59	8
11-El Cajon-3	El Cajon	Johnson Avenue Neighborhood Trail	Infrastructure - M + NI	\$6,985	\$6,635	\$350	5.01%	145.73	45.53	11	8.73	6	10	10	10	12	18	15	8	6	10	10	10	5	5	2	3	148.73	4
11-Encinitas-1	Encinitas	North coast Highway 101 Streetscape - Segment A	Infrastructure - L	\$11,185	\$6,847	\$4,338	38.78%	117.89	58.08	6	9.89	6	10	8	8	12	18	9	0	2	5	17	2	5	0	6	2	119.89	18
11-Escondido-1	Escondido	Escondido Creek Trail Transit Center Bicycle Path Improvements Project	Infrastructure - S	\$827	\$747	\$80	9.67%	150.60	4.96	37	10.60	8	12	10	10	12	18	18	8	6	7	6	7	5	10	3	10	160.60	2
11-Imperial Beach-1	Imperial Beach	9th Street Active Mobility, Modernization and Safe Routes to Schools	Infrastructure - S + NI	\$1,448	\$1,298	\$150	10.36%	116.11	11.18	29	9.11	6	4	10	5	12	18	15	6	6	3	6	3	5	5	3	8	124.11	16
11-La Mesa-1	La Mesa	Palm Avenue Bike and Pedestrian Connections	Infrastructure - M	\$2,900	\$2,610	\$290	10.00%	133.03	19.62	22	9.03	8	10	10	5	12	18	15	8	6	5	6	7	5	6	3	6	139.03	12
11-La Mesa-2	La Mesa	Grossmont Center Drive Active Transportation Improvements	Infrastructure - M	\$5,858	\$3,375	\$2,483	42.39%	99.73	33.84	18	8.73	0	12	10	10	12	12	12	0	0	3	0	4	5	4	7	5	104.73	29
11-La Mesa-3	La Mesa	Massachusetts Avenue Bike and Pedestrian Connections	Infrastructure - S	\$1,250	\$1,125	\$125	10.00%	94.01	11.97	28	8.01	0	10	10	10	10	18	12	0	0	3	0	2	5	3	3	8	102.01	32
11-Lemon Grove-1	Lemon Grove	Connect Main Street - Phases 3 thru 6	Infrastructure - M	\$6,505	\$6,439	\$66	1.01%	140.32	45.89	10	7.32	8	12	10	9	12	18	15	8	6	9	4	5	5	10	2	3	143.32	10
11-National City-1	National City	8th Street and Roosevelt Ave. Active Transportation Corridor, National City	Infrastructure - M	\$6,991	\$5,569	\$1,422	20.34%	141.91	39.24	13	11.91	6	12	10	8	12	18	15	8	6	9	2	5	5	10	4	4	145.91	7
11-National City-3	National City	Sweetwater Road Protected Bikeway - Phase 2	Infrastructure - S	\$1,487	\$1,487	\$0	0.00%	110.51	13.46	27	6.51	0	4	10	0	10	18	15	8	6	3	10	5	5	10	0	7	117.51	22
11-National City-4	National City	Highland Avenue Inter-City Bike Connection	Infrastructure - S	\$1,215	\$1,215	\$0	0.00%	126.83	9.58	32	8.83	6	10	10	5	12	18	12	6	4	5	10	5	5	10	0	9	135.83	13
11-National City-7	National City	Paradise Creek Multi-Use Path	Infrastructure - L	\$1,488	\$1,488	\$0	0.00%	104.48	14.24	26	10.48	0	10	10	4	12	6	12	6	2	6	5	5	10	0	7	111.48	25	
11-North County Transit District-2	North County Transit District	NCTD SPRINTER First/Last Mile Access Improvements	Infrastructure - M	\$2,778	\$2,218	\$560	20.16%	115.39	19.22	23	9.39	6	12	5	8	18	18	15	0	6	4	0	0	10	4	6	121.39	17	
11-Oceanside-1	Oceanside	Coastal Rail Trail from Oceanside Boulevard to Morse Street	Infrastructure - L	\$8,952	\$7,712	\$1,240	13.85%	115.64	66.69	5	8.64	8	10	10	10	12	18	15	4	3	4	0	0	5	5	3	1	116.64	23
11-Poway-1	Poway	SR-67 Multi-Use Tunnel	Infrastructure - M	\$2,908	\$2,908	\$0	0.00%	77.55	37.50	15	2.55	0	4	5	5	14	18	15	4	3	2	0	0	5	0	0	4	81.55	36
11-San Diego Association of Governments-1	San Diego Association of Governments	University Bikeway	Infrastructure - L	\$16,825	\$8,561	\$8,264	49.12%	150.13	57.02	7	11.13	8	10	10	10	18	18	18	6	6	5	0	7	5	10	8	2	152.13	3
11-San Diego Association of Governments-2	San Diego Association of Governments	Uptown Bikeways Phase 2: Eastern Hillcrest	Infrastructure - L	\$7,902	\$5,428	\$2,474	31.31%	122.26	44.40	12	12.26	8	10	7	5	6	18	15	12	6	3	0	5	5	5	5	3	125.26	15
11-San Diego Association of Governments-3	San Diego Association of Governments	Inland Rail Trail - Gap Connector	Infrastructure - L	\$18,985	\$15,151	\$3,834	20.19%	143.67	105.46	1	8.67	8	12	10	10	12	18	18	6	6	5	6	5	5	10	4	0	143.67	9
11-San Diego County-1	San Diego County	Arnold Way Sidewalk	Infrastructure - S	\$1,334	\$1,334	\$0	0.00%	65.45	20.38	21	5.45	0	4	0	10	12	12	12	0	0	3	0	2	5	0	0	6	71.45	40
11-San Diego County-2	San Diego County	Tavern Road SRTS Pathway and Bike Lanes	Infrastructure - M	\$2,493	\$2,493	\$0	0.00%	73.82	33.77	19	4.82	0	4	10	10	8	12	15	0	0	3	0	2	5	0	0	5	78.82	37
11-San Diego County-3	San Diego County	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	Infrastructure - S	\$310	\$310	\$0	0.00%	57.65	5.38	36	6.65	0	4	0	5	8	12	12	0	0	3	0	2	5	0	0	10	67.65	41
11-San Diego County-4	San Diego County	Sunnyside Elementary SRTS Pedestrian Hybrid Beacon Crosswalk	Infrastructure - S	\$306	\$306	\$0	0.00%	52.59	5.82	34	3.59	0	4	0	2	12	12	9	2	0	1	2	0	5	0	0	9	61.59	44
11-San Diego County-5	San Diego County	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming	Infrastructure - S	\$608	\$608	\$0	0.00%	56.15	10.83	31	5.15	0	4	0	4	8	12	12	2	0	1	0	3	5	0	0	8	64.15	42
11-San Diego County-6	San Diego County	Allen School Road SRTS Sidewalk and Bicycle Lanes	Infrastructure - M	\$2,289	\$2,289	\$0	0.00%	60.13	38.07	14	5.13	0	2	6	6	6	12	12	0	0	3	0	3	5	0	0	4	64.13	43
11-San Diego County-7	San Diego County	Sycuan/Sloane Canyon Trail, Phase 1	Infrastructure - S	\$1,305	\$1,305	\$0	0.00%	83.07	15.71	24	3.07	0	0	10	10	12	18	15	0	2	3	0	0	10	0	6	89.07	34	
11-San Diego-2	San Diego	Downtown Mobility Cycle Way Phase III	Infrastructure - L	\$12,851	\$12,851	\$0	0.00%	129.54	99.20	2	12.54	8	12	10	10	18	18	15	4	3	5	0	2	5	7	0	1	130.54	14
11-San Diego-3	San Diego	El Cajon Blvd Corridor Improvement	Infrastructure - M	\$2,740	\$2,029	\$711	25.95%	78.74	25.77	20	9.74	0	6	0	8	14	18	12	0	0	0	0	0	0	0	5	5	83.74	35
11-San Diego-4	San Diego	Stream View Drive Corridor Improvement	Infrastructure - L	\$8,660	\$7,360	\$1,300	15.01%	103.96	70.80	4	7.96	0	10	10	10	18	12	15	2	0	6	0	0	5	5	3	1	104.96	28
11-Santee-1	Santee	Santee Safe Routes to School pedestrian ramp project	Infrastructure - M	\$1,840	\$1,840	\$0	0.00%	33.11	55.57	8	6.11	0	4	0	0	10	6	6	0	0	1	0	0	0	0	0	2	35.11	45
11-Solana Beach-1	Solana Beach	Lomas Santa Fe Complete Streets Project - Phase IV	Infrastructure - L	\$9,296	\$8,526	\$770	8.28%	103.69	82.23	3	7.69	6	12	10	10	12	18	12	4	4	3	0	2	0	0	0	3	104.69	30
11-Vista-1	Vista	Emerald Drive Complete Street Project	Infrastructure - M	\$3,853	\$3,661	\$192	4.98%	105.99	34.54	16	7.99	0	10	10	10	12	18	15	4	0	3	0	4	5	5	2	4	109.99	26

Blue shading indicates objective scores provided by SANDAG Contracts and Procurement staff
 Green shading indicates objective scores provided by SANDAG Department of Data Analytics and Modeling staff

2019 Regional ATP Project Rankings - Evaluator 2 Detailed Scores

Project Application No.	Implementing Agency	Project Name	Type	Total Project Cost (\$000s)	ATP Request (\$000s)	Matching Funds (\$000s)	Matching Funds %	Subtotal 1-9	Cost Effectiveness Ratio	NI Cost Effectiveness Rank	Objective Scores												Final Score	Rank							
											1	2	3A	3B	4	5	6	7	8	9	10	11			12						
11-Chula Vista Elementary School District-1	Chula Vista Elementary School District	Promoting Driver Etiquette to Support School Pedestrian Safety, Chula Vista	EEA	\$301	\$301	\$0	0.00%	135.00	2.23	6	25	20	8	25	15	9	13	15	5	10	0	8	153.00	4							
11-Coronado-1	Coronado	Safe Routes to School Education	EEA	\$130	\$130	\$0	0.00%	112.00	1.16	8	25	15	5	20	13	15	10	4	5	0	0	10	122.00	21							
11-San Diego Association of Governments-4	San Diego Association of Governments	GObYBIKE San Diego: Education and Encouragement Start-Up Program	EEA	\$1,967	\$1,381	\$586	29.79%	152.00	9.09	1	30	25	8	25	13	19	13	14	5	7	6	1	166.00	1							
11-San Diego-1	San Diego	Clairemont Mesa Community Safe Routes to School	EEA	\$631	\$631	\$0	0.00%	117.00	5.39	2	20	15	8	20	13	13	10	13	5	9	0	3	129.00	14							
11-Escondido-2	Escondido	Escondido Comprehensive Active Transportation Strategy Plan	Plan	\$268	\$229	\$39	14.55%	95.36	2.40	5	20.36	20	5	5	25	10							7	3	6	111.36	29				
11-La Mesa-4	La Mesa	La Mesa - Citywide Active Transportation Plan	Plan	\$350	\$315	\$35	10.00%	89.43	3.52	3	21.43	15	5	6	20	10									7	3	4	103.43	35		
11-La Mesa-5	La Mesa	La Mesa Boulevard Plan	Plan	\$150	\$135	\$15	10.00%	113.07	1.19	7	16.07	25	10	7	25	15										7	3	9	132.07	13	
11-North County Transit District-1	North County Transit District	NCTD Active Transportation Connectivity Plan	Plan	\$360	\$300	\$60	16.67%	122.14	2.46	4	17.14	25	15	8	27	15											9	4	5	140.14	11

INFRASTRUCTURE PROJECTS

Project Application No.	Implementing Agency	Project Name	Type	Total Project Cost (\$000s)	ATP Request (\$000s)	Matching Funds (\$000s)	Matching Funds %	Subtotal 1-9	Cost Effectiveness Ratio	I Cost Effectiveness Rank	Objective Scores												Final Score	Rank					
											1	2A	2B	2C	2D	3A	3B	3C	3D	4A	4B	5			6	7	8	9	10
11-Caltrans-11	Caltrans	I-5/SR-56 Bike Path Connection & Trail Improvements, San Diego	Infrastructure - M	\$5,349	\$1,599	\$3,750	70.11%	110.72	14.44	25	6.72	8	6	9	3	14	12	15	2	5	6	7	4	5	0	8	7	117.72	26
11-Caltrans-14	Caltrans	Steele Canyon High School Safe Routes to School Pathway	Infrastructure - M + NI	\$6,500	\$6,500	\$0	0.00%	96.65	67.25	4	3.65	0	0	5	8	16	18	9	4	4	8	4	5	5	7	0	1	97.65	38
11-Chula Vista-1	Chula Vista	F Street Promenade Phase I, from Bay Boulevard to Broadway	Infrastructure - L	\$8,080	\$4,880	\$3,200	39.60%	152.65	31.97	14	10.65	6	10	9	9	18	18	15	12	5	9	0	10	5	10	6	4	156.65	3
11-Coronado-2	Coronado	Bayshore Bikeway Shoulder Reconstruction	Infrastructure - S	\$504	\$504	\$0	0.00%	86.44	5.83	34	8.44	8	4	2	5	14	12	12	6	3	3	2	2	5	0	0	9	95.44	39
11-El Cajon-1	El Cajon	Fletcher Hills Elementary Safe Routes to School Infrastructure Project	Infrastructure - S	\$543	\$543	\$0	0.00%	69.61	7.80	32	4.61	0	0	0	10	14	12	12	0	3	3	6	0	5	0	0	9	78.61	43
11-El Cajon-2	El Cajon	Main Street - Green Street Ph II	Infrastructure - S	\$1,500	\$1,500	\$0	0.00%	120.59	12.44	28	8.59	8	10	8	8	14	12	9	8	2	4	6	8	5	10	0	8	128.59	17
11-El Cajon-3	El Cajon	Johnson Avenue Neighborhood Trail	Infrastructure - M + NI	\$6,985	\$6,635	\$350	5.01%	122.73	54.06	10	8.73	6	10	8	4	14	12	15	10	3	5	6	7	5	7	2	3	125.73	18
11-Encinitas-1	Encinitas	North coast Highway 101 Streetscape - Segment A	Infrastructure - L	\$11,185	\$6,847	\$4,338	38.78%	114.89	59.60	7	9.89	6	10	9	9	10	12	12	8	4	7	2	5	5	0	6	2	116.89	27
11-Escondido-1	Escondido	Escondido Creek Trail Transit Center Bicycle Path Improvements Project	Infrastructure - S	\$827	\$747	\$80	9.67%	142.60	5.24	35	10.60	8	12	9	9	16	18	15	4	6	5	4	8	5	10	3	9	151.60	5
11-Imperial Beach-1	Imperial Beach	9th Street Active Mobility, Modernization and Safe Routes to Schools	Infrastructure - S + NI	\$1,448	\$1,298	\$150	10.36%	126.11	10.29	31	9.11	6	4	6	6	16	18	15	6	5	6	4	8	5	9	3	8	134.11	12
11-La Mesa-1	La Mesa	Palm Avenue Bike and Pedestrian Connections	Infrastructure - M	\$2,900	\$2,610	\$290	10.00%	144.03	18.12	22	9.03	8	10	9	9	16	18	18	10	5	5	3	8	5	8	3	6	150.03	7
11-La Mesa-2	La Mesa	Grossmont Center Drive Active Transportation Improvements	Infrastructure - M	\$5,858	\$3,375	\$2,483	42.39%	113.73	29.68	16	8.73	0	12	7	7	10	12	9	8	5	8	2	8	5	5	7	4	117.73	25
11-La Mesa-3	La Mesa	Massachusetts Avenue Bike and Pedestrian Connections	Infrastructure - S	\$1,250	\$1,125	\$125	10.00%	100.01	11.25	30	8.01	0	10	5	5	12	12	9	4	5	5	6	6	5	5	3	8	108.01	33
11-Lemon Grove-1	Lemon Grove	Connect Main Street - Phases 3 thru 6	Infrastructure - M	\$6,505	\$6,439	\$66	1.01%	108.32	59.44	8	7.32	8	12	3	7	12	12	9	6	4	7	2	7	5	5	2	2	110.32	30
11-National City-1	National City	8th Street and Roosevelt Ave. Active Transportation Corridor, National City	Infrastructure - M	\$6,991	\$5,569	\$1,422	20.34%	154.91	35.95	13	11.91	6	12	9	9	16	18	18	10	5	9	4	8	5	10	4	4	158.91	2
11-National City-3	National City	Sweetwater Road Protected Bikeway - Phase 2	Infrastructure - S	\$1,487	\$1,487	\$0	0.00%	112.51	13.22	27	6.51	0	4	9	3	16	12	15	8	5	9	4	7	5	9	0	7	119.51	23
11-National City-4	National City	Highland Avenue Inter-City Bike Connection	Infrastructure - S	\$1,215	\$1,215	\$0	0.00%	100.83	12.05	29	8.83	6	10	2	2	14	12	6	6	5	7	4	7	5	6	0	8	108.83	31
11-National City-7	National City	Paradise Creek Multi-Use Path	Infrastructure - L	\$1,488	\$1,488	\$0	0.00%	102.48	14.52	24	10.48	0	10	8	4	10	12	6	4	6	7	4	8	5	8	0	6	108.48	32
11-North County Transit District-2	North County Transit District	NCTD SPRINTER First/Last Mile Access Improvements	Infrastructure - M	\$2,778	\$2,218	\$560	20.16%	117.39	18.89	20	9.39	6	12	9	7	16	12	6	8	4	7	6	2	0	9	4	5	122.39	20
11-Oceanside-1	Oceanside	Coastal Rail Trail from Oceanside Boulevard to Morse Street	Infrastructure - L	\$8,952	\$7,712	\$1,240	13.85%	117.64	65.56	5	8.64	8	10	9	9	12	12	12	8	4	8	2	2	5	5	3	1	118.64	24
11-Poway-1	Poway	SR-67 Multi-Use Tunnel	Infrastructure - M	\$2,908	\$2,908	\$0	0.00%	94.55	30.76	15	2.55	0	4	8	8	18	12	12	8	4	9	2	2	5	0	0	4	98.55	37
11-San Diego Association of Governments-1	San Diego Association of Governments	University Bikeway	Infrastructure - L	\$16,825	\$8,561	\$8,264	49.12%	149.13	57.41	9	11.13	8	10	9	6	14	18	15	8	6	9	4	8	5	10	8	2	151.13	6
11-San Diego Association of Governments-2	San Diego Association of Governments	Uptown Bikeways Phase 2: Eastern Hillcrest	Infrastructure - L	\$7,902	\$5,428	\$2,474	31.31%	142.26	38.16	12	12.26	8	10	8	8	16	12	15	10	5	8	4	8	5	8	5	3	145.26	8
11-San Diego Association of Governments-3	San Diego Association of Governments	Inland Rail Trail - Gap Connector	Infrastructure - L	\$18,985	\$15,151	\$3,834	20.19%	140.67	107.71	1	8.67	8	12	9	9	16	12	15	8	5	7	4	8	5	10	4	0	140.67	10
11-San Diego County-1	San Diego County	Arnold Way Sidewalk	Infrastructure - S	\$1,334	\$1,334	\$0	0.00%	97.45	13.69	26	5.45	0	4	2	9	18	12	15	2	5	8	4	8	5	0	7	104.45	34	
11-San Diego County-2	San Diego County	Tavern Road SRTS Pathway and Bike Lanes	Infrastructure - M	\$2,493	\$2,493	\$0	0.00%	86.82	28.71	18	4.82	0	4	5	5	16	12	12	8	4	7	2	2	5	0	5	91.82	40	
11-San Diego County-3	San Diego County	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	Infrastructure - S	\$310	\$310	\$0	0.00%	101.65	3.05	37	6.65	0	4	0	8	14	18	12	10	4	8	4	8	5	0	10	111.65	28	
11-San Diego County-4	San Diego County	Sunnyside Elementary SRTS Pedestrian Hybrid Beacon Crosswalk	Infrastructure - S	\$306	\$306	\$0	0.00%	89.59	3.42	36	3.59	0	4	0	2	10	18	15	8	4	8	4	8	5	0	10	99.59	36	
11-San Diego County-5	San Diego County	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming	Infrastructure - S	\$608	\$608	\$0	0.00%	79.15	7.68	33	5.15	0	4	0	2	12	12	12	4	3	8	4	8	5	0	9	88.15	42	
11-San Diego County-6	San Diego County	Allen School Road SRTS Sidewalk and Bicycle Lanes	Infrastructure - M	\$2,289	\$2,289	\$0	0.00%	85.13	26.89	19	5.13	0	2	8	8	10	12	15	2	2	6	2	8	5	0	5	90.13	41	
11-San Diego County-7	San Diego County	Sycuan/Sloane Canyon Trail, Phase 1	Infrastructure - S	\$1,305	\$1,305	\$0	0.00%	71.07	18.36	21	3.07	0	0	6	6	10	12	9	2	2	3	2	6	0	10	6	77.07	44	
11-San Diego-2	San Diego	Downtown Mobility Cycle Way Phase III	Infrastructure - L	\$12,851	\$12,851	\$0	0.00%	143.54	89.53	2	12.54	8	12	9	7	16	18	15	8	5	8	4	7	5	9	0	1	144.54	9
11-San Diego-3	San Diego	El Cajon Blvd Corridor Improvement	Infrastructure - M	\$2,740	\$2,029	\$711	25.95%	122.74	16.53	23	9.74	0	6	2	9	16	12	12	10	5	8	6	7	5	10	5	6	128.74	16
11-San Diego-4	San Diego	Stream View Drive Corridor Improvement	Infrastructure - L	\$8,660	\$7,360	\$1,300	15.01%	117.96	62.39	6	7.96	0	10	7	10	16	12	12	6	4	7	6	5	5	7	3	2	119.96	22
11-Santee-1	Santee	Santee Safe Routes to School pedestrian ramp project	Infrastructure - M	\$1,840	\$1,840	\$0	0.00%	48.11	38.25	11	6.11	0	4	0	4	4	6	6	2	6	4	2	0	0	0	3	51.11	45	
11-Solana Beach-1	Solana Beach	Lomas Santa Fe Complete Streets Project - Phase IV	Infrastructure - L	\$9,296	\$8,526	\$770	8.28%	123.69	68.93	3	7.69	6	12	4	8	16	18	15	12	5	8	2	7	0	0	3	1	124.69	19
11-Vista-1	Vista	Emerald Drive Complete Street Project	Infrastructure - M	\$3,853	\$3,661	\$192	4.98%	123.99	29.53	17	7.99	0	10	8	8	16	12	15	10	4	8	2	8	5	8	2	5	128.99	15

Blue shading indicates objective scores provided by SANDAG Contracts and Procurement staff
 Green shading indicates objective scores provided by SANDAG Department of Data Analytics and Modeling staff

2019 Regional ATP Project Rankings - Evaluator 3 Detailed Scores

Project Application No.	Implementing Agency	Project Name	Type	Total Project Cost (\$000s)	ATP Request (\$000s)	Matching Funds (\$000s)	Matching Funds %	Subtotal 1-9	Cost Effectiveness Ratio	NI Cost Effectiveness Rank	Objective Scores												Final Score	Rank								
											1	2	3A	3B	4	5	6	7	8	9	10	11			12							
11-Chula Vista Elementary School District-1	Chula Vista Elementary School District	Promoting Driver Etiquette to Support School Pedestrian Safety, Chula Vista	EEA	\$301	\$301	\$0	0.00%	128.00	2.35	3	27	20	3	25	15	20	10	3	5	10	0	4	142.00	18								
11-Coronado-1	Coronado	Safe Routes to School Education	EEA	\$130	\$130	\$0	0.00%	148.00	0.88	8	25	30	8	30	15	20	12	3	5	0	0	10	158.00	6								
11-San Diego Association of Governments-4	San Diego Association of Governments	GObYBIKE San Diego: Education and Encouragement Start-Up Program	EEA	\$1,967	\$1,381	\$586	29.79%	158.00	8.74	1	30	30	6	30	15	20	15	7	5	10	6	1	175.00	1								
11-San Diego-1	San Diego	Clairemont Mesa Community Safe Routes to School	EEA	\$631	\$631	\$0	0.00%	160.00	3.94	2	30	30	8	30	15	20	15	7	5	8	0	3	171.00	3								
11-Escondido-2	Escondido	Escondido Comprehensive Active Transportation Strategy Plan	Plan	\$268	\$229	\$39	14.55%	142.36	1.61	6	20.36	30	30	6	30	15				11			20	3	8	173.36	2					
11-La Mesa-4	La Mesa	La Mesa - Citywide Active Transportation Plan	Plan	\$350	\$315	\$35	10.00%	141.43	2.23	5	21.43	30	30	9	30	14									18	3	6	168.43	4			
11-La Mesa-5	La Mesa	La Mesa Boulevard Plan	Plan	\$150	\$135	\$15	10.00%	127.07	1.06	7	16.07	26	30	9	25	14									7		16	3	9	155.07	10	
11-North County Transit District-1	North County Transit District	NCTD Active Transportation Connectivity Plan	Plan	\$360	\$300	\$60	16.67%	128.14	2.34	4	17.14	30	30	8	26	14									3			20	4	5	157.14	7

INFRASTRUCTURE PROJECTS

Project Application No.	Implementing Agency	Project Name	Type	Total Project Cost (\$000s)	ATP Request (\$000s)	Matching Funds (\$000s)	Matching Funds %	Subtotal 1-9	Cost Effectiveness Ratio	I Cost Effectiveness Rank	Objective Scores												Final Score	Rank					
											1	2A	2B	2C	2D	3A	3B	3C	3D	4A	4B	5			6	7	8	9	10
11-Caltrans-11	Caltrans	I-5/SR-56 Bike Path Connection & Trail Improvements, San Diego	Infrastructure - M	\$5,349	\$1,599	\$3,750	70.11%	114.72	13.94	25	6.72	8	6	10	10	12	12	15	0	3	4	13	2	5	0	8	7	121.72	28
11-Caltrans-14	Caltrans	Steele Canyon High School Safe Routes to School Pathway	Infrastructure - M + NI	\$6,500	\$6,500	\$0	0.00%	93.65	69.41	4	3.65	0	0	8	6	8	12	18	0	6	5	8	4	5	10	0	1	94.65	33
11-Chula Vista-1	Chula Vista	F Street Promenade Phase I, from Bay Boulevard to Broadway	Infrastructure - L	\$8,080	\$4,880	\$3,200	39.60%	135.65	35.97	14	10.65	6	10	10	6	18	18	18	0	2	2	10	4	5	10	6	4	139.65	21
11-Coronado-2	Coronado	Bayshore Bikeway Shoulder Reconstruction	Infrastructure - S	\$504	\$504	\$0	0.00%	58.44	8.62	33	8.44	8	4	0	0	6	6	12	2	0	1	6	0	5	0	0	9	67.44	43
11-El Cajon-1	El Cajon	Fletcher Hills Elementary Safe Routes to School Infrastructure Project	Infrastructure - S	\$543	\$543	\$0	0.00%	63.61	8.54	34	4.61	0	0	0	5	12	12	12	0	6	1	6	0	5	0	0	9	72.61	40
11-El Cajon-2	El Cajon	Main Street - Green Street Ph II	Infrastructure - S	\$1,500	\$1,500	\$0	0.00%	139.59	10.75	28	8.59	8	10	10	8	8	18	18	6	6	7	10	7	5	10	0	8	147.59	14
11-El Cajon-3	El Cajon	Johnson Avenue Neighborhood Trail	Infrastructure - M + NI	\$6,985	\$6,635	\$350	5.01%	143.73	46.16	10	8.73	6	10	10	8	12	18	18	6	6	7	10	7	5	10	2	3	146.73	15
11-Encinitas-1	Encinitas	North coast Highway 101 Streetscape - Segment A	Infrastructure - L	\$11,185	\$6,847	\$4,338	38.78%	131.89	51.91	9	9.89	6	10	8	8	12	18	15	6	6	6	14	2	5	0	6	2	133.89	26
11-Escondido-1	Escondido	Escondido Creek Trail Transit Center Bicycle Path Improvements Project	Infrastructure - S	\$827	\$747	\$80	9.67%	154.60	4.83	35	10.60	8	12	10	5	12	18	18	6	6	4	20	7	5	10	3	9	163.60	5
11-Imperial Beach-1	Imperial Beach	9th Street Active Mobility, Modernization and Safe Routes to Schools	Infrastructure - S + NI	\$1,448	\$1,298	\$150	10.36%	128.11	10.13	29	9.11	6	4	10	6	12	18	18	6	6	3	8	4	5	10	3	8	136.11	25
11-La Mesa-1	La Mesa	Palm Avenue Bike and Pedestrian Connections	Infrastructure - M	\$2,900	\$2,610	\$290	10.00%	143.03	18.25	23	9.03	8	10	10	8	12	18	18	6	6	4	11	7	5	8	3	6	149.03	13
11-La Mesa-2	La Mesa	Grossmont Center Drive Active Transportation Improvements	Infrastructure - M	\$5,858	\$3,375	\$2,483	42.39%	132.73	25.43	19	8.73	0	12	6	5	16	15	18	6	6	4	9	7	5	8	7	5	137.73	23
11-La Mesa-3	La Mesa	Massachusetts Avenue Bike and Pedestrian Connections	Infrastructure - S	\$1,250	\$1,125	\$125	10.00%	129.01	8.72	32	8.01	0	10	8	5	10	18	18	6	6	4	11	7	5	10	3	9	138.01	22
11-Lemon Grove-1	Lemon Grove	Connect Main Street - Phases 3 thru 6	Infrastructure - M	\$6,505	\$6,439	\$66	1.01%	153.32	42.00	11	7.32	8	12	10	10	18	18	18	6	6	6	13	4	5	10	2	3	156.32	8
11-National City-1	National City	8th Street and Roosevelt Ave. Active Transportation Corridor, National City	Infrastructure - M	\$6,991	\$5,569	\$1,422	20.34%	146.91	37.91	13	11.91	6	12	8	5	18	18	18	8	6	4	6	7	5	10	4	4	150.91	11
11-National City-3	National City	Sweetwater Road Protected Bikeway - Phase 2	Infrastructure - S	\$1,487	\$1,487	\$0	0.00%	113.51	13.10	26	6.51	0	4	8	5	10	14	18	6	6	4	10	7	5	10	0	7	120.51	29
11-National City-4	National City	Highland Avenue Inter-City Bike Connection	Infrastructure - S	\$1,215	\$1,215	\$0	0.00%	136.83	8.88	31	8.83	6	10	10	8	12	16	18	6	6	4	10	7	5	10	0	8	144.83	16
11-National City-7	National City	Paradise Creek Multi-Use Path	Infrastructure - L	\$1,488	\$1,488	\$0	0.00%	116.48	12.77	27	10.48	0	10	4	6	12	12	18	6	6	4	6	7	5	10	0	7	123.48	27
11-North County Transit District-2	North County Transit District	NCTD SPRINTER First/Last Mile Access Improvements	Infrastructure - M	\$2,778	\$2,218	\$560	20.16%	114.39	19.39	22	9.39	6	12	4	10	18	9	18	6	2	4	0	2	10	4	6	120.39	30	
11-Oceanside-1	Oceanside	Coastal Rail Trail from Oceanside Boulevard to Morse Street	Infrastructure - L	\$8,952	\$7,712	\$1,240	13.85%	111.64	69.08	5	8.64	8	10	10	5	12	12	18	2	3	2	6	2	5	5	3	1	112.64	32
11-Poway-1	Poway	SR-67 Multi-Use Tunnel	Infrastructure - M	\$2,908	\$2,908	\$0	0.00%	36.55	79.56	3	2.55	0	4	2	5	8	6	9	0	0	0	0	0	0	0	0	1	37.55	45
11-San Diego Association of Governments-1	San Diego Association of Governments	University Bikeway	Infrastructure - L	\$16,825	\$8,561	\$8,264	49.12%	153.13	55.91	8	11.13	8	10	10	8	12	18	18	6	6	4	12	7	5	10	8	2	155.13	9
11-San Diego Association of Governments-2	San Diego Association of Governments	Uptown Bikeways Phase 2: Eastern Hillcrest	Infrastructure - L	\$7,902	\$5,428	\$2,474	31.31%	140.26	38.70	12	12.26	8	10	10	2	12	18	18	6	6	4	15	7	5	2	5	3	143.26	17
11-San Diego Association of Governments-3	San Diego Association of Governments	Inland Rail Trail - Gap Connector	Infrastructure - L	\$18,985	\$15,151	\$3,834	20.19%	140.67	107.71	1	8.67	8	12	10	4	12	12	18	6	6	4	14	7	5	10	4	0	140.67	19
11-San Diego County-1	San Diego County	Arnold Way Sidewalk	Infrastructure - S	\$1,334	\$1,334	\$0	0.00%	63.45	21.02	21	5.45	0	4	0	10	12	6	12	0	0	3	2	4	5	0	0	6	69.45	42
11-San Diego County-2	San Diego County	Tavern Road SRTS Pathway and Bike Lanes	Infrastructure - M	\$2,493	\$2,493	\$0	0.00%	73.82	33.77	15	4.82	0	4	3	8	8	15	15	0	2	3	2	4	5	0	0	4	77.82	37
11-San Diego County-3	San Diego County	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	Infrastructure - S	\$310	\$310	\$0	0.00%	65.65	4.72	37	6.65	0	4	0	5	10	12	12	0	2	3	2	4	5	0	0	10	75.65	38
11-San Diego County-4	San Diego County	Sunnyside Elementary SRTS Pedestrian Hybrid Beacon Crosswalk	Infrastructure - S	\$306	\$306	\$0	0.00%	63.59	4.81	36	3.59	0	4	0	4	12	12	12	0	2	3	2	4	5	0	0	10	73.59	39
11-San Diego County-5	San Diego County	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming	Infrastructure - S	\$608	\$608	\$0	0.00%	62.15	9.78	30	5.15	0	4	0	4	8	12	12	0	0	3	2	7	5	0	0	8	70.15	41
11-San Diego County-6	San Diego County	Allen School Road SRTS Sidewalk and Bicycle Lanes	Infrastructure - M	\$2,289	\$2,289	\$0	0.00%	77.13	29.68	17	5.13	0	2	4	8	6	18	15	0	2	3	2	7	5	0	0	5	82.13	36
11-San Diego County-7	San Diego County	Sycuan/Sloane Canyon Trail, Phase 1	Infrastructure - S	\$1,305	\$1,305	\$0	0.00%	82.07	15.90	24	3.07	0	0	8	4	18	12	18	0	0	3	2	4	0	10	0	6	88.07	35
11-San Diego-2	San Diego	Downtown Mobility Cycle Way Phase III	Infrastructure - L	\$12,851	\$12,851	\$0	0.00%	149.54	85.94	2	12.54	8	12	10	8	18	18	18	6	6	4	10	4	5	10	0	1	150.54	12
11-San Diego-3	San Diego	El Cajon Blvd Corridor Improvement	Infrastructure - M	\$2,740	\$2,029	\$711	25.95%	88.74	22.86	20	9.74	0	6	0	2	12	9	15	0	3	4	8	0	5	10	5	5	93.74	34
11-San Diego-4	San Diego	Stream View Drive Corridor Improvement	Infrastructure - L	\$8,660	\$7,360	\$1,300	15.01%	114.96	64.02	6	7.96	0	10	8	5	12	18	18	6	0	6	6	0	5	10	3	2	116.96	31
11-Santee-1	Santee	Santee Safe Routes to School pedestrian ramp project	Infrastructure - M	\$1,840	\$1,840	\$0	0.00%	55.11	33.39	16	6.11	0	4	0	2	10	6	12	0	6	1	8	0	0	0	4	59.11	44	
11-Solana Beach-1	Solana Beach	Lomas Santa Fe Complete Streets Project - Phase IV	Infrastructure - L	\$9,296	\$8,526	\$770	8.28%	137.69	61.92	7	7.69	6	12	10	8	18	18	18	6	6	3	20	2	0	0	3	2	139.69	20
11-Vista-1	Vista	Emerald Drive Complete Street Project	Infrastructure - M	\$3,853	\$3,661	\$192	4.98%	131.99	27.74	18	7.99	0	10	10	10	12	18	18	6	3	2	14	4	5	10	2	5	136.99	24

Blue shading indicates objective scores provided by SANDAG Contracts and Procurement staff
 Green shading indicates objective scores provided by SANDAG Department of Data Analytics and Modeling staff

2019 Regional ATP Project Rankings - Evaluator 4 Detailed Scores

Project Application No.	Implementing Agency	Project Name	Type	Total Project Cost (\$000s)	ATP Request (\$000s)	Matching Funds (\$000s)	Matching Funds %	Subtotal 1-9	Cost Effectiveness Ratio	NI Cost Effectiveness Rank	Objective Scores												Final Score	Rank				
											1	2	3A	3B	4	5	6	7	8	9	10	11			12			
11-Chula Vista Elementary School District-1	Chula Vista Elementary School District	Promoting Driver Etiquette to Support School Pedestrian Safety, Chula Vista	EEA	\$301	\$301	\$0	0.00%	120.00	2.51	5	20	20	5	24	13	14	7	12	5	10	0	6	136.00	17				
11-Coronado-1	Coronado	Safe Routes to School Education	EEA	\$130	\$130	\$0	0.00%	106.00	1.23	8	15	17	5	22	11	14	10	7	5	0	0	10	116.00	33				
11-San Diego Association of Governments-4	San Diego Association of Governments	GObYBIKE San Diego: Education and Encouragement Start-Up Program	EEA	\$1,967	\$1,381	\$586	29.79%	140.00	9.86	1	25	24	6	25	13	16	14	12	5	8	6	1	155.00	1				
11-San Diego-1	San Diego	Clairemont Mesa Community Safe Routes to School	EEA	\$631	\$631	\$0	0.00%	132.00	4.78	2	20	22	6	24	13	15	12	15	5	8	0	3	143.00	11				
11-Escondido-2	Escondido	Escondido Comprehensive Active Transportation Strategy Plan	Plan	\$268	\$229	\$39	14.55%	117.36	1.95	6	20.36	20	24	7	24	10						16	3	8	144.36	10		
11-La Mesa-4	La Mesa	La Mesa - Citywide Active Transportation Plan	Plan	\$350	\$315	\$35	10.00%	119.43	2.64	4	21.43	20	26	6	23	11							17	3	5	144.43	9	
11-La Mesa-5	La Mesa	La Mesa Boulevard Plan	Plan	\$150	\$135	\$15	10.00%	104.07	1.30	7	16.07	20	21	5	22	8							12	15	3	9	131.07	23
11-North County Transit District-1	North County Transit District	NCTD Active Transportation Connectivity Plan	Plan	\$360	\$300	\$60	16.67%	109.14	2.75	3	17.14	20	24	6	24	7							11	16	4	4	133.14	22

INFRASTRUCTURE PROJECTS

Project Application No.	Implementing Agency	Project Name	Type	Total Project Cost (\$000s)	ATP Request (\$000s)	Matching Funds (\$000s)	Matching Funds %	Subtotal 1-9	Cost Effectiveness Ratio	I Cost Effectiveness Rank	Objective Scores												Final Score	Rank					
											1	2A	2B	2C	2D	3A	3B	3C	3D	4A	4B	5			6	7	8	9	10
11-Caltrans-11	Caltrans	I-5/SR-56 Bike Path Connection & Trail Improvements, San Diego	Infrastructure - M	\$5,349	\$1,599	\$3,750	70.11%	113.72	14.06	25	6.72	8	6	8	5	8	12	12	6	4	6	13	6	5	0	8	7	120.72	31
11-Caltrans-14	Caltrans	Steele Canyon High School Safe Routes to School Pathway	Infrastructure - M + NI	\$6,500	\$6,500	\$0	0.00%	98.65	65.89	4	3.65	0	0	5	8	4	12	12	8	5	5	18	5	5	8	0	1	99.65	35
11-Chula Vista-1	Chula Vista	F Street Promenade Phase I, from Bay Boulevard to Broadway	Infrastructure - L	\$8,080	\$4,880	\$3,200	39.60%	130.65	37.35	13	10.65	6	10	8	8	6	12	15	6	4	6	15	5	5	8	6	4	134.65	19
11-Coronado-2	Coronado	Bayshore Bikeway Shoulder Reconstruction	Infrastructure - S	\$504	\$504	\$0	0.00%	109.44	4.61	35	8.44	8	4	7	7	8	12	12	8	3	5	16	6	5	0	9	118.44	32	
11-El Cajon-1	El Cajon	Fletcher Hills Elementary Safe Routes to School Infrastructure Project	Infrastructure - S	\$543	\$543	\$0	0.00%	83.61	6.49	33	4.61	0	0	0	10	6	12	9	4	3	5	19	6	5	0	9	92.61	38	
11-El Cajon-2	El Cajon	Main Street - Green Street Ph II	Infrastructure - S	\$1,500	\$1,500	\$0	0.00%	144.59	10.37	28	8.59	8	10	9	8	10	18	15	8	5	7	17	7	5	9	0	8	152.59	3
11-El Cajon-3	El Cajon	Johnson Avenue Neighborhood Trail	Infrastructure - M + NI	\$6,985	\$6,635	\$350	5.01%	137.73	48.17	9	8.73	6	10	8	7	8	18	12	8	5	7	17	7	5	9	2	2	139.73	15
11-Encinitas-1	Encinitas	North coast Highway 101 Streetscape - Segment A	Infrastructure - L	\$11,185	\$6,847	\$4,338	38.78%	132.89	51.52	8	9.89	6	10	8	8	8	18	12	8	5	6	16	7	5	0	6	2	134.89	18
11-Escondido-1	Escondido	Escondido Creek Trail Transit Center Bicycle Path Improvements Project	Infrastructure - S	\$827	\$747	\$80	9.67%	141.60	5.28	34	10.60	8	12	8	8	10	12	15	8	5	7	15	7	5	8	3	9	150.60	4
11-Imperial Beach-1	Imperial Beach	9th Street Active Mobility, Modernization and Safe Routes to Schools	Infrastructure - S + NI	\$1,448	\$1,298	\$150	10.36%	131.11	9.90	29	9.11	6	4	7	8	8	18	15	8	5	6	14	8	5	7	3	8	139.11	16
11-La Mesa-1	La Mesa	Palm Avenue Bike and Pedestrian Connections	Infrastructure - M	\$2,900	\$2,610	\$290	10.00%	136.03	19.19	21	9.03	8	10	9	7	10	18	15	8	6	5	9	6	5	8	3	6	142.03	13
11-La Mesa-2	La Mesa	Grossmont Center Drive Active Transportation Improvements	Infrastructure - M	\$5,858	\$3,375	\$2,483	42.39%	120.73	27.95	17	8.73	0	12	7	9	6	12	15	6	6	5	7	6	5	9	7	5	125.73	27
11-La Mesa-3	La Mesa	Massachusetts Avenue Bike and Pedestrian Connections	Infrastructure - S	\$1,250	\$1,125	\$125	10.00%	123.01	9.15	30	8.01	0	10	7	7	10	18	15	8	5	5	9	5	5	8	3	8	131.01	24
11-Lemon Grove-1	Lemon Grove	Connect Main Street - Phases 3 thru 6	Infrastructure - M	\$6,505	\$6,439	\$66	1.01%	143.32	44.93	10	7.32	8	12	9	8	10	18	15	8	6	8	13	5	5	9	2	3	146.32	8
11-National City-1	National City	8th Street and Roosevelt Ave. Active Transportation Corridor, National City	Infrastructure - M	\$6,991	\$5,569	\$1,422	20.34%	145.91	38.17	12	11.91	6	12	8	8	8	18	15	8	4	5	19	5	5	9	4	3	148.91	5
11-National City-3	National City	Sweetwater Road Protected Bikeway - Phase 2	Infrastructure - S	\$1,487	\$1,487	\$0	0.00%	127.51	11.66	27	6.51	0	4	9	7	10	18	15	6	6	8	19	5	5	9	0	7	134.51	20
11-National City-4	National City	Highland Avenue Inter-City Bike Connection	Infrastructure - S	\$1,215	\$1,215	\$0	0.00%	140.83	8.63	31	8.83	6	10	9	8	10	18	15	6	6	8	19	5	5	7	0	8	148.83	6
11-National City-7	National City	Paradise Creek Multi-Use Path	Infrastructure - L	\$1,488	\$1,488	\$0	0.00%	122.48	12.15	26	10.48	0	10	8	8	6	12	15	6	6	5	17	5	5	9	0	7	129.48	25
11-North County Transit District-2	North County Transit District	NCTD SPRINTER First/Last Mile Access Improvements	Infrastructure - M	\$2,778	\$2,218	\$560	20.16%	123.39	17.98	22	9.39	6	12	6	6	10	12	15	6	4	6	9	5	5	8	4	6	129.39	26
11-Oceanside-1	Oceanside	Coastal Rail Trail from Oceanside Boulevard to Morse Street	Infrastructure - L	\$8,952	\$7,712	\$1,240	13.85%	138.64	55.63	7	8.64	8	10	9	9	10	18	15	8	6	5	12	5	5	7	3	2	140.64	14
11-Poway-1	Poway	SR-67 Multi-Use Tunnel	Infrastructure - M	\$2,908	\$2,908	\$0	0.00%	82.55	35.23	14	2.55	0	4	8	8	4	12	12	6	0	5	13	3	5	0	4	86.55	40	
11-San Diego Association of Governments-1	San Diego Association of Governments	University Bikeway	Infrastructure - L	\$16,825	\$8,561	\$8,264	49.12%	151.13	56.65	6	11.13	8	10	8	8	10	18	15	8	6	6	13	8	5	9	8	2	153.13	2
11-San Diego Association of Governments-2	San Diego Association of Governments	Uptown Bikeways Phase 2: Eastern Hillcrest	Infrastructure - L	\$7,902	\$5,428	\$2,474	31.31%	139.26	38.98	11	12.26	8	10	10	5	10	12	15	8	6	5	16	5	5	7	5	3	142.26	12
11-San Diego Association of Governments-3	San Diego Association of Governments	Inland Rail Trail - Gap Connector	Infrastructure - L	\$18,985	\$15,151	\$3,834	20.19%	146.67	103.30	1	8.67	8	12	8	8	16	18	15	8	6	5	12	4	5	9	4	0	146.67	7
11-San Diego County-1	San Diego County	Arnold Way Sidewalk	Infrastructure - S	\$1,334	\$1,334	\$0	0.00%	79.45	16.79	23	5.45	0	4	8	7	10	18	12	0	0	4	2	4	5	0	6	85.45	43	
11-San Diego County-2	San Diego County	Tavern Road SRTS Pathway and Bike Lanes	Infrastructure - M	\$2,493	\$2,493	\$0	0.00%	81.82	30.47	16	4.82	0	4	8	8	10	18	12	0	0	4	2	6	5	0	4	85.82	42	
11-San Diego County-3	San Diego County	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	Infrastructure - S	\$310	\$310	\$0	0.00%	71.65	4.33	36	6.65	0	4	0	9	10	12	9	0	0	4	6	6	5	0	10	81.65	45	
11-San Diego County-4	San Diego County	Sunnyside Elementary SRTS Pedestrian Hybrid Beacon Crosswalk	Infrastructure - S	\$306	\$306	\$0	0.00%	74.59	4.10	37	3.59	0	4	0	10	10	12	12	0	0	4	7	7	5	0	10	84.59	44	
11-San Diego County-5	San Diego County	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming	Infrastructure - S	\$608	\$608	\$0	0.00%	87.15	6.98	32	5.15	0	4	7	8	10	18	12	0	0	4	7	7	5	0	9	96.15	36	
11-San Diego County-6	San Diego County	Allen School Road SRTS Sidewalk and Bicycle Lanes	Infrastructure - M	\$2,289	\$2,289	\$0	0.00%	86.13	26.58	18	5.13	0	2	8	8	12	18	15	0	0	4	2	7	5	0	5	91.13	39	
11-San Diego County-7	San Diego County	Sycuan/Sloane Canyon Trail, Phase 1	Infrastructure - S	\$1,305	\$1,305	\$0	0.00%	80.07	16.30	24	3.07	0	0	6	8	10	18	12	0	0	4	2	8	0	9	6	86.07	41	
11-San Diego-2	San Diego	Downtown Mobility Cycle Way Phase III	Infrastructure - L	\$12,851	\$12,851	\$0	0.00%	132.54	96.96	2	12.54	8	12	10	4	12	18	15	6	3	6	6	8	5	7	0	1	133.54	21
11-San Diego-3	San Diego	El Cajon Blvd Corridor Improvement	Infrastructure - M	\$2,740	\$2,029	\$711	25.95%	99.74	20.34	20	9.74	0	6	0	9	10	12	12	6	3	3	6	4	5	9	5	5	104.74	34
11-San Diego-4	San Diego	Stream View Drive Corridor Improvement	Infrastructure - L	\$8,660	\$7,360	\$1,300	15.01%	119.96	61.35	5	7.96	0	10	8	8	10	18	15	8	3	5	6	6	5	7	3	1	120.96	30
11-Santee-1	Santee	Santee Safe Routes to School pedestrian ramp project	Infrastructure - M	\$1,840	\$1,840	\$0	0.00%	89.11	20.65	19	6.11	0	4	7	7	10	18	12	0	1	5	13	6	0	0	5	94.11	37	
11-Solana Beach-1	Solana Beach	Lomas Santa Fe Complete Streets Project - Phase IV	Infrastructure - L	\$9,296	\$8,526	\$770	8.28%	121.69	70.06	3	7.69	6	12	6	9	10	18	15	6	5	5	13	6	0	0	3	1	122.69	28
11-Vista-1	Vista	Emerald Drive Complete Street Project	Infrastructure - M	\$3,853	\$3,661	\$192	4.98%	116.99	31.29	15	7.99	0	10	7	9	10	18	15	8	4	5	2	7	5	7	2	4	120.99	29

Blue shading indicates objective scores provided by SANDAG Contracts and Procurement staff
 Green shading indicates objective scores provided by SANDAG Department of Data Analytics and Modeling staff

2019 Regional ATP Project Rankings - Funding Recommendations

Project Application No.	Implementing Agency	Project Name	ATP Request (\$000s)	ATP Funding Recommendation (\$000s)	DAC?	Evaluator 1 Rank	Evaluator 2 Rank	Evaluator 3 Rank	Evaluator 4 Rank	Sum of Ranks	Final Rank
Projects Recommended for Funding											
11-San Diego Association of Governments-4	San Diego Association of Governments	GObyBIKE San Diego: Education and Encouragement Start-Up Program	\$1,381	\$1,381	Yes	1	1	1	1	4	1
11-Escondido-1	Escondido	Escondido Creek Trail Transit Center Bicycle Path Improvements Project	\$747	\$747	Yes	2	5	5	4	16	2
11-San Diego Association of Governments-1	San Diego Association of Governments	University Bikeway	\$8,561	\$8,561	Yes	3	6	9	2	20	3
11-National City-1	National City	8th Street and Roosevelt Ave. Active Transportation Corridor, National City	\$5,569	\$5,185	Yes	7	2	11	5	25	4
			\$16,258	\$15,874							

Projects Recommended as Contingency Projects											
11-San Diego-1	San Diego	Clairemont Mesa Community Safe Routes to School	\$631	\$0	Yes	11	14	3	11	39	5
11-El Cajon-2	El Cajon	Main Street - Green Street Ph II	\$1,500	\$0	Yes	8	17	14	3	42	6
11-La Mesa-1	La Mesa	Palm Avenue Bike and Pedestrian Connections	\$2,610	\$0	Yes	12	7	13	13	45	7
11-San Diego Association of Governments-3	San Diego Association of Governments	Inland Rail Trail - Gap Connector	\$15,151	\$0	Yes	9	10	19	7	45	7
11-Escondido-2	Escondido	Escondido Comprehensive Active Transportation Strategy Plan	\$229	\$0	Yes	5	29	2	10	46	9
11-Chula Vista-1	Chula Vista	F Street Promenade Phase I, from Bay Boulevard to Broadway	\$4,880	\$0	Yes	6	3	21	19	49	10
11-El Cajon-3	El Cajon	Johnson Avenue Neighborhood Trail	\$6,635	\$0	Yes	4	18	15	15	52	11
11-San Diego Association of Governments-2	San Diego Association of Governments	Uptown Bikeways Phase 2: Eastern Hillcrest	\$5,428	\$0	Yes	15	8	17	12	52	11
11-Lemon Grove-1	Lemon Grove	Connect Main Street - Phases 3 thru 6	\$6,439	\$0	Yes	10	30	8	8	56	13
11-San Diego-2	San Diego	Downtown Mobility Cycle Way Phase III	\$12,851	\$0	Yes	14	9	12	21	56	13
11-Chula Vista Elementary School District-1	Chula Vista Elementary School District	Promoting Driver Etiquette to Support School Pedestrian Safety, Chula Vista	\$301	\$0	Yes	24	4	18	17	63	15
11-National City-4	National City	Highland Avenue Inter-City Bike Connection	\$1,215	\$0	Yes	13	31	16	6	66	16
11-La Mesa-4	La Mesa	La Mesa - Citywide Active Transportation Plan	\$315	\$0	Yes	20	35	4	9	68	17
11-Imperial Beach-1	Imperial Beach	9th Street Active Mobility, Modernization and Safe Routes to Schools	\$1,298	\$0	Yes	16	12	25	16	69	18
11-North County Transit District-1	North County Transit District	NCTD Active Transportation Connectivity Plan	\$300	\$0	Yes	31	11	7	22	71	19
11-La Mesa-5	La Mesa	La Mesa Boulevard Plan	\$135	\$0	Yes	33	13	10	23	79	20
11-Encinitas-1	Encinitas	North coast Highway 101 Streetscape - Segment A	\$6,847	\$0	No	18	27	26	18	89	21
11-North County Transit District-2	North County Transit District	NCTD SPRINTER First/Last Mile Access Improvements	\$2,218	\$0	Yes	17	20	30	26	93	22
11-Oceanside-1	Oceanside	Coastal Rail Trail from Oceanside Boulevard to Morse Street	\$7,712	\$0	Yes	23	24	32	14	93	22
11-National City-3	National City	Sweetwater Road Protected Bikeway - Phase 2	\$1,487	\$0	Yes	22	23	29	20	94	24
11-Vista-1	Vista	Emerald Drive Complete Street Project	\$3,661	\$0	Yes	26	15	24	29	94	24
11-Solana Beach-1	Solana Beach	Lomas Santa Fe Complete Streets Project - Phase IV	\$8,526	\$0	No	30	19	20	28	97	26
11-Coronado-1	Coronado	Safe Routes to School Education	\$130	\$0	No	39	21	6	33	99	27
11-La Mesa-2	La Mesa	Grossmont Center Drive Active Transportation Improvements	\$3,375	\$0	Yes	29	25	23	27	104	28
11-Caltrans-11	Caltrans	I-5/SR-56 Bike Path Connection & Trail Improvements, San Diego	\$1,599	\$0	No	21	26	28	31	106	29
11-National City-7	National City	Paradise Creek Multi-Use Path	\$1,488	\$0	Yes	25	32	27	25	109	30
11-La Mesa-3	La Mesa	Massachusetts Avenue Bike and Pedestrian Connections	\$1,125	\$0	Yes	32	33	22	24	111	31
11-San Diego-4	San Diego	Stream View Drive Corridor Improvement	\$7,360	\$0	Yes	28	22	31	30	111	31
11-San Diego-3	San Diego	El Cajon Blvd Corridor Improvement	\$2,029	\$0	Yes	35	16	34	34	119	33
11-Caltrans-14	Caltrans	Steele Canyon High School Safe Routes to School Pathway	\$6,500	\$0	Yes	19	38	33	35	125	34
11-El Cajon-1	El Cajon	Fletcher Hills Elementary Safe Routes to School Infrastructure Project	\$543	\$0	No	27	43	40	38	148	35
11-Coronado-2	Coronado	Bayshore Bikeway Shoulder Reconstruction	\$504	\$0	No	38	39	43	32	152	36
11-San Diego County-3	San Diego County	Hillsdale Middle School SRTS Crosswalk with Pedestrian Hybrid Beacon	\$310	\$0	No	41	28	38	45	152	36
11-San Diego County-7	San Diego County	Sycuan/Sloane Canyon Trail, Phase 1	\$1,305	\$0	No	34	44	35	41	154	38
11-San Diego County-2	San Diego County	Tavern Road SRTS Pathway and Bike Lanes	\$2,493	\$0	No	37	40	37	42	156	39
11-Poway-1	Poway	SR-67 Multi-Use Tunnel	\$2,908	\$0	No	36	37	45	40	158	40
11-San Diego County-1	San Diego County	Arnold Way Sidewalk	\$1,334	\$0	No	40	34	42	43	159	41
11-San Diego County-6	San Diego County	Allen School Road SRTS Sidewalk and Bicycle Lanes	\$2,289	\$0	No	43	41	36	39	159	41
11-San Diego County-5	San Diego County	Camino San Bernardo at Deer Ridge Road Traffic Signal Calming	\$608	\$0	No	42	42	41	36	161	43
11-San Diego County-4	San Diego County	Sunnyside Elementary SRTS Pedestrian Hybrid Beacon Crosswalk	\$306	\$0	No	44	36	39	44	163	44
11-Santee-1	Santee	Santee Safe Routes to School pedestrian ramp project	\$1,840	\$0	No	45	45	44	37	171	45

Projects recommended for full funding
 Projects recommended for partial funding



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

RESOLUTION NO. 2019-13

APPROVING THE PROPOSED LIST OF REGIONAL ACTIVE TRANSPORTATION PROGRAM PROJECTS AND FUNDING RECOMMENDATIONS TO THE CALIFORNIA TRANSPORTATION COMMISSION

WHEREAS, the Legislature and Governor of the State of California have provided funds for the Active Transportation Program; and

WHEREAS, the California Transportation Commission (CTC) has statutory authority for the administration of this grant program and established necessary procedures; and

WHEREAS, the CTC has required in its Active Transportation Program (ATP) Program Guidelines that Metropolitan Planning Organizations (MPOs) coordinate the competitive selection process to select projects to receive a portion of the ATP funding; and

WHEREAS, the San Diego Association of Governments (SANDAG), as the MPO for the San Diego region, conducted a competitive selection process for the distribution of ATP funds in the San Diego region; and

WHEREAS, the SANDAG competitive selection process has resulted in a list of projects that are deemed to meet the requirements of the ATP Program Guidelines; and

WHEREAS, the CTC requires the Governing Body of the MPO to approve the proposed ranked list of Regional ATP projects and funding recommendations to the CTC; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors.

1. Certifies that the San Diego Regional ATP competitive selection process was conducted in accordance with the CTC ATP Program Guidelines, including the use of a multidisciplinary advisory group as application evaluators; and
2. Attests the projects recommended for ATP funding per the San Diego Regional ATP competition include projects benefitting pedestrians and bicyclists, including students walking and cycling to school; and
3. Approves the proposed ranked list of ATP projects and funding recommendations to the CTC; and
4. Recommends the Contingency List of projects be used to reallocate ATP funds in the event a project initially recommended for funding is unable to allocate the awarded funds or obtain an extension within the timeframe identified by the CTC.

PASSED AND ADOPTED this 22nd of February 2019.

CHAIR

ATTEST:

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.

Appointment of Policy Advisory Committee Members and Designation of Transit Representatives to the Board of Directors

Overview

Pursuant to Board Policy No. 002: Policy Advisory Committee Membership, the SANDAG Chair has selected the Chair and Vice Chair for each of the Policy Advisory Committees. Attachment 1 identifies these designations as well as the voting and advisory members appointed to the Policy Advisory Committees by each of the subregions.

The SANDAG Chair also has designated members of the Board of Directors as public transportation representatives for the purpose of meeting federal requirements.

Key Considerations

In accordance with the Moving Ahead for Progress in the 21st Century Act (2012), federal guidance requires representation by “providers of public transportation” on the Board of Directors of each Metropolitan Planning Organization (MPO) serving a transportation management area. The role of the public transportation representative is to consider the needs of all eligible providers of public transportation in the metropolitan planning area and to address those issues that are relevant to the responsibilities of the MPO. The policy guidance also states that the intent is for the public transportation representative to have equal decision-making rights and authorities as other members on the Board of Directors.

As detailed in Attachment 2, SANDAG currently has 36 primary or alternate Board members who serve as a primary or alternate member on the Metropolitan Transit System and/or North County Transit District boards. All SANDAG Board members simultaneously serving on the local transit boards will serve as public transportation representatives for the purpose of meeting the federal requirement.

Hasan Ikhata, Executive Director

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

Attachments:

1. 2019 Membership on Policy Advisory Committees
2. Members Serving as Public Transit Representatives to the SANDAG Board of Directors as of February 22, 2019

Action: **Information**

This report summarizes the voting and advisory members appointed to the Policy Advisory Committees, including the committee chairs and vice chairs appointed by the SANDAG Chair, and the designation of Board members as transit representatives for the purpose of meeting federal requirements.

Fiscal Impact:

None.

Schedule/Scope Impact:

None.



2019 MEMBERSHIP ON POLICY ADVISORY COMMITTEES

COMMITTEE MEMBERSHIP	EXECUTIVE COMMITTEE	AUDIT COMMITTEE	TRANSPORTATION COMMITTEE	REGIONAL PLANNING COMMITTEE	BORDERS COMMITTEE	PUBLIC SAFETY COMMITTEE
<p>North County Coastal <i>Primary</i></p> <p><i>Alternate</i></p> <p>East County <i>Primary</i></p> <p><i>Alternate</i></p> <p>South County <i>Primary</i></p> <p><i>Alternate</i></p> <p>North County Inland <i>Primary</i></p> <p><i>Alternate</i></p> <p>City of San Diego <i>Primary</i></p> <p><i>Alternates</i></p> <p>County of San Diego <i>Primary</i></p> <p><i>Alternates</i></p> <p>OTHER VOTING MEMBERS</p> <p><i>Primary</i></p> <p><i>Alternate</i></p> <p><i>Primary</i></p> <p><i>Alternates</i></p> <p><i>Primary</i></p> <p><i>Alternate</i></p> <p><i>Primary</i></p> <p><i>Alternate</i></p>	<p>Catherine Blakespear, Vice Chair Mayor, City of Encinitas</p> <p>David Zito Mayor, City of Solana Beach</p> <p>Bill Wells Mayor, City of El Cajon</p> <p>John Minto Mayor, City of Santee Chair, Public Safety Committee</p> <p>Mary Salas Mayor, City of Chula Vista Chair, Regional Planning Committee</p> <p>Serge Dedina Mayor, City of Imperial Beach Chair, Borders Committee</p> <p>Steve Vaus, Chair Mayor, City of Poway</p> <p>Rebecca Jones Mayor, City of San Marcos</p> <p>Georgette Gomez, Council President</p> <p>Barbara Bry, Councilmember Monica Montgomery, Councilmember</p> <p>Jim Desmond Supervisor</p> <p>Kristin Gaspar Supervisor</p>	<p>Bill Baber, Chair Councilmember, City of La Mesa</p> <p>Bill Wells, Vice Chair Mayor, City of El Cajon</p> <p>Paul Dostart</p> <p>Stewart Halpern</p>	<p>Jewel Edson Deputy Mayor, City of Solana Beach</p> <p>Joe Mosca Councilmember, City of Encinitas</p> <p>Bill Baber Councilmember, City of La Mesa</p> <p>Jennifer Mendoza Councilmember, City of Lemon Grove</p> <p>Bill Sandke, Vice Chair Councilmember, City of Coronado</p> <p>Mary Salas Mayor, City of Chula Vista</p> <p>Judy Ritter Mayor, City of Vista</p> <p>Paul McNamara Mayor, City of Escondido</p> <p>Monica Montgomery, Councilmember</p> <p>Chris Ward, Councilmember</p> <p>Jim Desmond, Supervisor, Chair</p> <p>Greg Cox, Supervisor Nathan Fletcher, Supervisor</p> <p>Metropolitan Transit System</p> <p>Nathan Fletcher</p> <p>Paloma Aguirre</p> <p>North County Transit District (NCTD)</p> <p>Jack Feller</p> <p>Dave Druker Sharon Jenkins</p> <p>San Diego County Regional Airport Authority</p> <p>Johanna Schiavoni</p> <p>Michael Schumacher</p> <p>Port of San Diego</p> <p>Garry Bonelli, Chairman</p> <p>Michael Zucchet, Commissioner</p>	<p>Barbara Hamilton Councilmember, City of Carlsbad</p> <p>Dwight Worden Councilmember, City of Del Mar</p> <p>Kristine Alessio, Vice Chair Councilmember, City of La Mesa</p> <p>Colin Parent Councilmember, City of La Mesa</p> <p>Mary Salas, Chair Mayor, City of Chula Vista</p> <p>Mike Donovan Councilmember, City of Coronado</p> <p>John Mullin Councilmember, City of Poway</p> <p>John Franklin Councilmember, City of Vista</p> <p>Chris Ward, Councilmember</p> <p>Chris Cate, Councilmember</p> <p>Kristin Gaspar, Supervisor</p> <p>Jim Desmond, Supervisor</p>	<p>Ellie Haviland Mayor, City of DelMar</p> <p>Christopher Rodriguez Councilmember, City of Oceanside</p> <p>Ronn Hall, Vice Chair Councilmember, City of Santee</p> <p>Jerry Jones Councilmember, City of Lemon Grove</p> <p>Serge Dedina, Chair Mayor, City of Imperial Beach</p> <p>Bill Sandke Councilmember, City of Coronado</p> <p>Paul McNamara Mayor, City of Escondido</p> <p>Olga Diaz Councilmember, City of Escondido</p> <p>Vivian Moreno, Councilmember</p> <p>Mark Kersey, Councilmember</p> <p>Greg Cox, Supervisor</p> <p>Dianne Jacob, Supervisor</p> <p>Imperial County</p> <p>Jesus Eduardo Escobar, Supervisor Imperial County</p> <p>Luis Plancarte, Supervisor Imperial County</p>	<p>Jack Feller Councilmember, City of Oceanside</p> <p>Priya Bhat-Patel Councilmember, City of Poway</p> <p>John Minto, Chair Mayor, City of Santee</p> <p>Steve Goble Councilmember, City of El Cajon</p> <p>Alejandra Sotelo-Solis, Vice Chair Mayor, City of National City</p> <p>Mark West Mayor Pro Tem, City of Imperial Beach</p> <p>Amanda Rigby Councilmember, City of Vista</p> <p>Caylin Frank Councilmember, City of Poway</p> <p>Vivian Moreno, Councilmember</p> <p>Chris Ward, Councilmember</p> <p>Nathan Fletcher, Supervisor</p> <p>Greg Cox, Supervisor</p> <p>County Chiefs/Sheriff's Association</p> <p>Neil Gallucci Chief, Carlsbad Police Department</p> <p>Walt Vasquez Chief, La Mesa Police Department</p> <p>County Chiefs/Sheriff's Association</p> <p>Craig Carter Chief, Escondido Police Department</p> <p>Michael Marquez Chief, San Diego Unified School District PD</p> <p>City of San Diego Police Department</p> <p>Dave Nisleit, Chief City of San Diego Police Department</p> <p>Todd Jarvis, Executive Assistant Chief City of San Diego Police Department</p> <p>Assistant Chief Chris McGrath City of San Diego Police Department</p> <p>San Diego County District Attorney</p> <p>Summer Stephan, District Attorney</p> <p>Jorge Duran, Chief Investigator</p> <p>Joe Cargel Asst. Chief Investigator, Bureau of Invest.</p>



2019 MEMBERSHIP ON POLICY ADVISORY COMMITTEES

COMMITTEE MEMBERSHIP	EXECUTIVE COMMITTEE
Primary	
Alternate	
Primary	
Alternate	
COMMITTEE ADVISORY MEMBERS	
Primary	
Alternates	
COMMITTEE ADVISORY MEMBERS (Continued)	
Primary	
Alternates	
Primary	
Alternate	
COMMITTEE ADVISORY MEMBERS (Continued)	

AUDIT COMMITTEE
Robert Monson

TRANSPORTATION COMMITTEE
Caltrans
Cory Binns, District 11 Director
Ann Fox
Mario Orso
Southern California Tribal Chairmen's Association
Erica Pinto (Jamul) SCTCA Board Member
Fred Nelson, Jr. (La Jolla) SCTCA Board Member

REGIONAL PLANNING COMMITTEE
Caltrans
Cory Binns, District 11 Director
Ann Fox
Mario Orso
Metropolitan Transit System
Jill Galvez
Paloma Aquirre
North County Transit District
Paul McNamara
John Franklin
San Diego County Water Authority
Barry Leonard
Brian Boyle
Port of San Diego
Ann Moore, Commissioner
Michael Zucchet, Commissioner
Regional Planning Technical Working Group
Karen Brindley
Tony Shute
Southern California Tribal Chairmen's Association
Eric LaChappa (La Posta) SCTCA Board Member
Cody Martinez (Sycuan) SCTCA Board Member

BORDERS COMMITTEE
Caltrans
Cory Binns, District 11 Director
Ann Fox
Mario Orso
Western Riverside Council of Governments (WRCOG)
Crystal Ruiz City of San Jacinto
Yxstian Gutierrez City of Moreno Valley
Orange County
Jim Ferryman County of Orange
Jim Dahl County of Orange
San Diego County Water Authority
Elsa Saxod
Gary Croucher
Baja California/Mexico
Marcela Celorio Consul General of Mexico
Gaspar Orozco Deputy Consul General
Southern California Association of Governments
Naresh Amatya
David C. Salgado
Southern California Tribal Chairmen's Association
Edwin "Thorpe" Romero (Barona) SCTCA Board Member
Cody Martinez (Sycuan) SCTCA Board Member

PUBLIC SAFETY COMMITTEE
San Diego County Sheriff
William D. Gore, Sheriff
Mike Barnett, Undersheriff
Regional Fire/Emergency/Medical Services
Donald Butz, Chief Lakeside Fire Protection District
Steve Abbott, Chief North County Fire Protection District
Federal Public Safety
Steven C. Stafford, U.S. Marshal
John A. Brown, Special Agent in Charge Federal Bureau of Investigation
Karen Flowers Special Agent in Charge Drug Enforcement Administration
Federal Public Safety
Gregory Archambeault, Field Office Director, Immigration and Customs Enforcement
Robert S. Brewer, Jr., U.S. Attorney
Kathleen Connon, Fed. Security Director/SD Transportation Security Administration
County Public Safety
Adolfo Gonzales, Chief Probation Officer San Diego County Probation
Rueben Littlejohn, Assistant Chief Probation Officer San Diego County Probation
Department of Defense
Matthew G. Crews
Force Protection Director, Navy Region Southwest
Michial Michalovich, Mission Assurance Manager MCI West-MCB Camp Pendleton
State Public Safety
Vacant
Kari Clark Assistant Chief, California Highway Patrol
Homeland Security
John Valencia, Program Manager Office of Homeland Security, City of San Diego
Holly Crawford, Director, San Diego Off. Office of Emergency Services, County of San Diego
Regional Transit Services
Jaime Becerra, Chief NCTD Security & Law Enforcement Services
Manuel E. Guaderrama, Director MTS Transit Enforcement
Southern California Tribal Chairmen's Association
Robert H. Smith (Pala) SCTCA Board Member
Leia Arviso (Inaja-Cosmit) SCTCA Board Member



2019 MEMBERSHIP ON POLICY ADVISORY COMMITTEES

COMMITTEE MEMBERSHIP

Primary
Alternate

Primary
Alternate

Primary
Alternate

Primary
Alternate

Primary
Alternate

EXECUTIVE COMMITTEE

AUDIT COMMITTEE

TRANSPORTATION COMMITTEE

REGIONAL PLANNING COMMITTEE

Department of Defense
Steve Chung

Mary Beth Dreusike
David Zajac

Wildlife Conservation Board
John Donnelly

Vacant

**California Department of
Fish and Wildlife**
Vacant
David Mayer

U.S. Army Corps of Engineers
Michelle Lynch
Kyle Dahl

U.S. Fish and Wildlife Service
Vacant
Susan Wynn

BORDERS COMMITTEE

PUBLIC SAFETY COMMITTEE

Members Serving as Public Transit Representatives to the SANDAG Board of Directors as of February 22, 2019

Metropolitan Transit System (MTS) Primary Board Members on SANDAG Board of Directors

Mary Salas, Mayor, Chula Vista
Bill Sandke, Councilmember, Coronado*
Paloma Aguirre, Councilmember, City of Imperial Beach*
Mona Rios, Councilmember, National City*
Caylin Frank, Councilmember, City of Poway*
Kevin Faulconer, Mayor, City of San Diego
Georgette Gomez, Council President, City of San Diego
Monica Montgomery, Councilmember, City of San Diego*
Ronn Hall, Councilmember, Santee*
Nathan Fletcher, Supervisor, County of San Diego*

MTS Alternate Board Members on SANDAG Board of Directors

Mike Donovan, Councilmember, City of Coronado*
Steve Goble, Councilmember, City of El Cajon*
Jennifer Mendoza, Councilmember, City of Lemon Grove*
Alejandra Sotelo-Solis, Mayor, City of National City
John Mullin, Councilmember, City of Poway
Mark Kersey, Councilmember, City of San Diego*
Barbara Bry, Councilmember, City of San Diego*
Rob McNelis, Vice Mayor, City of Santee*
Greg Cox, Supervisor, County of San Diego*

North County Transit District (NCTD) Primary Board Members on SANDAG Board of Directors

Priya Bhat-Patel, Councilmember, City of Carlsbad*
Dave Druker, Mayor, City of Del Mar*
Tony Kranz, Councilmember, City of Encinitas*
Paul McNamara, Mayor, City of Escondido
Jack Feller, Deputy Mayor, City of Oceanside
Sharon Jenkins, Councilmember, City of San Marcos*
Jewel Edson, Deputy Mayor, City of Solana Beach*
John Franklin, Councilmember, City of Vista*
Jim Desmond, Supervisor, County of San Diego

NCTD Alternate Board Members on SANDAG Board of Directors

Barbara Hamilton, Councilmember, City of Carlsbad*
Catherine Blakespear, Mayor, City of Encinitas
Mike Morasco, Councilmember, City of Escondido*
Esther Sanchez, Councilmember, City of Oceanside*
Rebecca Jones, Mayor, City of San Marcos
Kristi Becker, Councilmember, City of Solana Beach*
Judy Ritter, Mayor, City of Vista
Kristin Gaspar, Supervisor, County of San Diego

* Alternate to SANDAG Board of Directors

Executive Director Delegated Actions

Overview

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

Delegated Actions

Investment Transactions: Board Policy No. 003: Investment Policy, states that a monthly report of all investment transactions shall be submitted to the Board. Attachment 1 contains the reportable investment transactions for December 2018.

Legal Matters: Board Policy No. 008; Legal Matters, authorizes the Executive Director to take action on claims filed against SANDAG.

- On January 30, 2019, the Claim of Laura Correa was rejected by the Chief Deputy Executive Director. Ms. Correa claimed approximately \$14,750 in damages for noise and dust associated with the construction and operation of the South Bay *Rapid* project. Upon investigation of the claim, it was determined that SANDAG was not liable for the alleged damages.

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

- In the matter of SANDAG v. Costa Verde Hotel (Superior Court Case No. 2018-00030194) the following actions were taken by Nossaman on behalf of SANDAG:
 - On January 10, 2019, a Case Management Statement and Reply In-Support-Of a Motion for Possession was filed.
 - On January 25, 2019, an appearance was made at a Case Management Conference and hearing of the Motion for Prejudgment Possession.
- In the matter of SANDAG v. Colony La Paz Condominium Association (Superior Court Case No. 2016-00030407) the following actions were taken by Nossaman on behalf of SANDAG:
 - On January 7, 2019, an Amended Complaint was filed.
 - On January 29, 2019, a Notice of Settlement of Entire Case was filed.
- In the consolidated matter of Anna Avenue Associates v. SANDAG (Superior Court Case No. 2018-0000231) Best Best & Krieger made an appearance on behalf of SANDAG on January 18, 2019, at a hearing on SANDAG's Motion for Legal Ruling.

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:

Fifteen securities were purchased in December with various maturity dates, for a total of \$54.65 million, and are expected to yield a return of 2.81 percent.

Twenty-one securities reached maturity in December for a total of \$95.88 million, and no securities were sold, providing approximately \$95.88 million of liquidity to SANDAG.

- In the matter of SANDAG v. Gateway Center (Superior Court Case No. 2016-00018096) the following actions were taken by Best Best & Krieger on behalf of SANDAG:
 - On January 23, 2019, an Ex Parte Application, Stipulation and Proposed Order to Continue the May 3, 2019, Trial Date was filed.
 - On January 23, 2019, a Stipulation to Withdraw the Deposit of Probable Compensation was filed.
 - On January 29, 2019, a Notice of Entry of Order Continuing the Trial Call Date and the Trial Readiness Conference was filed.
- In the matter of SANDAG v. 8650 Villa La Jolla (Superior Court Case No. 2017-00039831) the following actions were taken by Nossaman on behalf of SANDAG:
 - On January 28, 2019, a Disclaimers of Interest for Ross Dress for Less and Chipotle Mexican Grill were filed.
- In the matter of Shpigelman v. City of San Diego et al. (Superior Court Case No. 2018-00027063), the following actions were taken by Bremer Whyte on behalf of SANDAG:
 - On January 25, 2019, an answer was filed.
 - On January 31, 2019, a Case Management Statement was filed.

Budget Modifications: Board Policy No. 017: Delegation of Authority, 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 \$100,000 per transaction so long as the overall budget remains in balance. Attachment 2 contains the action for January 2019.

California Environmental Quality Act (CEQA) Addendum Approval: Board Policy No. 017 also authorizes the Executive Director to approve an addendum to a previously-approved Environmental Impact Report or Negative Declaration consistent with CEQA Section 15164 where only minor technical changes or additions are necessary.

- On December 21, 2018, the Chief Deputy Executive Director on behalf of the Executive Director approved for the Mid-Coast Corridor Transit Project the Addendum to the Final Subsequent Environmental Impact Report for the Proposed Tecolote Access Road and the Navy Fuel Line Relocation. The 30-day protest period expired on January 31, 2019. There were no protests.

Contract Acceptance: Board Policy No. 024: Procurement and Contracting – Construction Policy, Section 5.2, 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 January 30, 2019, ABC Construction Company, Inc., was granted Acceptance for the Interstate 15 Bus Lane Red Pavement Project – Effective January 17, 2019 (Capital Improvement Program Project No. 1201507, Contract No. 5007504, JOC7504-12). The contract value was \$128,415.

Hasan Ikhata, Executive Director

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

- Attachments:
1. December 2018 Investment Securities Transactions Activity
 2. January 2019 Budget Transfers and Amendments

**MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS
DECEMBER 1 THROUGH DECEMBER 31, 2018**

<u>Transaction Date</u>	<u>Security/Coupon/Maturity Date</u>	<u>Par Value</u>	<u>Original Cost</u>
BOUGHT			
12/04/2018	PPG INDUSTRIES INC 2.300% 11/15/19	\$ 2,600,000.00	\$ 2,577,146.00
12/04/2018	WELLS FARGO MTN 2.150% 12/06/19	2,700,000.00	2,671,839.00
12/12/2018	NATIXIS NY C P 2/01/19	850,000.00	846,989.58
12/13/2018	U S TREASURY NT 0.750% 7/15/19	5,000,000.00	4,946,679.69
12/13/2018	U S TREASURY NT 0.750% 8/15/19	5,000,000.00	4,938,476.56
12/13/2018	F N M A DEB 1.000% 2/26/19	5,000,000.00	4,986,100.00
12/13/2018	F H L B DEB 1.375% 11/15/19	5,000,000.00	4,938,062.10
12/13/2018	F H L M C DEB 1.250% 8/01/19	1,620,000.00	1,605,970.80
12/13/2018	IBM CREDIT CORP 1.625% 9/06/19	5,000,000.00	4,950,750.00
12/13/2018	F H L M C DEB 1.250% 8/01/19	500,000.00	495,610.00
12/13/2018	F H L M C DEB 1.250% 8/01/19	2,880,000.00	2,855,404.80
12/14/2018	INTL FINANCE CORP 1.750% 9/16/19	5,000,000.00	4,964,750.00
12/14/2018	WELLS FARGO MTN 2.150% 12/06/19	5,000,000.00	4,953,600.00
12/14/2018	F H L M C M T N 1.250% 10/02/19	5,000,000.00	4,943,250.00
12/20/2018	F H L M C M T N 3.750% 3/27/19	3,500,000.00	3,512,323.50
	TOTAL BOUGHT:	\$ 54,650,000.00	\$ 54,186,952.03
MATURED			
12/06/2018	MICROSOFT CORP 1.625% 12/06/18	\$ 5,000,000.00	\$ 5,060,450.00
12/12/2018	CANADIAN IMPER HLDS C P 12/12/18	850,000.00	836,569.53
12/15/2018	HYUNDAI AUTO 1.290% 4/15/21	69,867.07	69,857.67
12/15/2018	WAL MART STORES 1.950% 12/15/18	1,500,000.00	1,537,620.00
12/15/2018	U S TREASURY NT 1.250% 12/15/18	48,000,000.00	47,887,500.00
12/15/2018	TOYOTA AUTO 1.730% 2/16/21	18,210.25	18,208.11
12/15/2018	TOYOTA AUTO 1.140% 8/17/20	32,949.44	32,948.56
12/15/2018	TOYOTA AUTO 1.250% 3/16/20	66,494.54	66,490.77
12/15/2018	NISSAN AUTO 1.320% 1/15/21	24,478.30	24,474.50
12/15/2018	JOHN DEERE OWNER 1.780% 4/15/21	38,369.02	38,363.56
12/15/2018	HYUNDAI AUTO 1.560% 9/15/20	40,325.51	40,317.69
12/15/2018	ALLY AUTO 1.700% 6/15/21	45,359.21	45,355.25
12/15/2018	ALLY AUTO 1.780% 8/16/21	50,568.10	50,562.14
12/18/2018	COOPERATIEVE CENTRALE C P 12/18/18	10,000,000.00	9,837,333.33
12/21/2018	HONDA AUTO 1.720% 7/21/21	26,414.23	26,412.66
12/25/2018	F N M A GTD REMIC 1.785% 6/25/19	78,256.10	79,038.63
12/25/2018	F N M A GTD REMIC 1.898% 1/25/19	22,465.88	22,690.54
12/25/2018	F N M A GTD REMIC 1.646% 9/25/19	12,884.01	13,013.03
12/27/2018	MUFG BANK LTD NY BRAN C P 12/27/18	10,000,000.00	9,939,422.22
12/27/2018	BANK OF MONTREAL C P 12/27/18	10,000,000.00	9,939,013.11
12/27/2018	CREDIT AGRICOLE CRP C P 12/27/18	10,000,000.00	9,939,683.33
	TOTAL MATURED:	\$ 95,876,641.66	\$ 95,505,324.63
SOLD			
NO REPORTABLE SECURITIES FOR THIS MONTH			

JANUARY 2019 BUDGET TRANSFERS AND AMENDMENTS
in '000s

PROJECT NUMBER	PROJECT NAME	CURRENT BUDGET	NEW BUDGET	CHANGE	EXPLANATION
3311100	Regional Intelligent Transportation Systems Program Management	\$596.7	\$671.7	\$75.0	Add pass through funding to enable Caltrans District 11 to leverage SANDAG's ITS On-Call contracts for district ITS Planning.

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 since the last Board Business meeting.

January 8, 2019, California Environmental Quality Act Public Hearing for Park Boulevard Bikeway San Diego, CA

Vice Chair Catherine Blakespear attended the California Environmental Quality Act Public Hearing for the Park Boulevard Bikeway and acted as the Hearing Officer.

January 27, 2019, South Bay Rapid Community Event Chula Vista, CA

Chair Steve Vaus attended the South Bay *Rapid* Community Event as the SANDAG representative. Chair Vaus provided welcome remarks and informed the public about the *Rapid* service.

January 28, 2019, South Bay Rapid Press Conference Chula Vista, CA

Chair Vaus attended the South Bay Rapid Press Conference as the SANDAG representative. Chair Vaus provided welcome remarks and informed the public about the Rapid service.

January 30, 2019, Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency Board meeting Los Angeles, CA

Councilmember Ellie Haviland attended the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) Board meeting as the primary SANDAG representative. The LOSSAN Board discussed the upcoming Business Plan, approved the minor capital improvements program including San Diego station projects, and approved the on-time performance incentive agreement with the North County Transit District.

February 5, 2019, Airport Connectivity Subcommittee meeting San Diego, CA

Chair Vaus attended the Airport Connectivity Subcommittee meeting as the SANDAG representative and Chair of the subcommittee. The subcommittee members discussed the plans for the San Diego International Airport ground access, SANDAG's response to the Navy Request for Interest, and the Airport Connectivity and San Diego Central Station Work Plan.

February 6, 2019, Board of Directors Chair Briefing San Diego, CA

Chair Vaus and Vice Chair Blakespear attended the chair briefing for the February 8, 2019, Board of Directors and Executive Committee meetings. They were briefed by staff on the agenda items and timing of the meeting.

**February 7, 2019, Gilman Bridge Grand Opening Ceremony
San Diego, CA**

Chair Vaus attended the Gilman Bridge Grand Opening Ceremony as the SANDAG representative. Chair Vaus provided welcome remarks and informed the public about the Mid-Coast Project and the importance of the new Gilman Bridge to connect the transit service to the public.

**February 8, 2019, Regional Housing Needs Assessment Subcommittee Meeting
San Diego, CA**

Vice Chair Blakespear attended the Regional Housing Needs Assessment (RHNA) Subcommittee meeting as the SANDAG representative. The subcommittee members discussed the RHNA charter, the RHNA process, and the objectives and factors as part of the RHNA plan to develop the methodology for allocating housing units in each local jurisdiction in the region.

**February 10-12, 2019, National Association of Regional Councils National Conference of Regions
Washington, DC**

Chair Vaus attended the National Association of Regional Councils National Conference of Regions as the SANDAG representative. Chair Vaus participated in various sessions on transportation planning, funding, and legislation, and shared best practices with other Metropolitan Planning Organizations.

Hasan Ikhata, Executive Director

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

FY 2018 Audited Comprehensive Annual Financial Report

Overview

The independent certified public accounting firm of Crowe LLP has concluded the annual financial audit of SANDAG for the fiscal year ended June 30, 2018. The Comprehensive Annual Financial Report (CAFR) can be downloaded at sandag.org/FY18CAFR.

Key Considerations

The CAFR presents the financial position and activity of SANDAG and the three component units, which include the San Diego County Regional Transportation Commission, SourcePoint, and the Automated Regional Justice Information System. The independent auditor has expressed an unqualified (clean) opinion on these basic financial statements.

In compliance with Generally Accepted Government Auditing Standards, the independent auditor assessed SANDAG's internal control over financial reporting and performed tests of the agency's compliance with certain provisions of laws and regulations during the fiscal year 2018 audit. The Independent Auditor's Report On Internal Control Over Financial Reporting And On Compliance And Other Matters Based On An Audit Of Financial Statements Performed In Accordance With Government Auditing Standards is included as Attachment 1.

This report was presented to the Audit Committee on February 8, 2019. In summary, the required auditor's communication states that no difficulties or disagreements were encountered by the auditors in dealing with management during the FY 2018 financial audit. There were no internal control over financial reporting deficiencies detected.

Next Steps

The Government Finance Officers Association (GFOA) of the United States and Canada awarded a Certificate of Achievement for Excellence in Financial Reporting to SANDAG for its CAFR for the fiscal year ended June 30, 2017. This was the eleventh consecutive year that SANDAG received this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized CAFR. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

Action: Information

In accordance with SANDAG Bylaws, this report presents the FY 2018 Comprehensive Annual Financial Report and other matters in compliance with the Statement of Auditing Standards 114.

Fiscal Impact:

In FY 2018, approximately \$1.4 billion was the balance of construction in progress for various regional transportation infrastructure improvement projects.

Schedule/Scope Impact:

The Comprehensive Annual Financial Report presents the financial position and activity of SANDAG and the three component units, which include the San Diego County Regional Transportation Commission, SourcePoint, and the Automated Regional Justice Information System.

A Certificate of Achievement only is valid for a period of one year. The FY 2018 CAFR is expected to continue to meet the Certificate of Achievement Program requirements, and has therefore been submitted to the GFOA to determine its eligibility for another certificate.

Hasan Ikhata, Executive Director

Key Staff Contacts: Andre Douzdjian, (619) 699-6931, andre.douzdjian@sandag.org
Leeanne Wallace, (619) 699-0728, leanne.wallace@sandag.org

Attachment: 1. FY 2018 SANDAG Generally Accepted Government Auditing Standards Report



**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL
STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

Board of Directors
San Diego Association of Governments
San Diego, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the governmental activities, the business-type activities, the discretely presented component unit, each major fund, and the aggregate remaining fund information of the San Diego Association of Governments (SANDAG), as of and for the year ended June 30, 2018, and the related notes to the financial statements, which collectively comprise SANDAG's basic financial statements, and have issued our report thereon dated December 21, 2018. Our report includes an emphasis of matter regarding the implementation of GASB Statement No. 75. Our opinions are not modified with respect to this matter.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered SANDAG's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of SANDAG's internal control. Accordingly, we do not express an opinion on the effectiveness of SANDAG's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether SANDAG's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements including §6662 of Part 21 of the California Code of Regulations, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*, including §6662 of the California Code of Regulations.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



Crowe LLP

Costa Mesa, California
December 21, 2018

Quarterly Finance Report and Update on Financial Markets – Through December 2018

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.

Action: Information

This quarterly report provides an update on the financial markets, economy, and SANDAG investments and debt.

Key Considerations

- The local economy is near “full employment,” adding close to 37,000 jobs in the past year, bringing unemployment to a very low 3.2 percent in November 2018, down from 3.5 percent in November 2017.
- The end of 2018 was marked by increasing volatility, brief inversion of the U.S. Treasury yield curve, huge sell-offs in the equity market, continued trade disputes, and a partial government shutdown.
- As was widely anticipated, at the December meeting of the Federal Open Market Committee, officials voted to raise rates for the fourth time in 2018, targeting a range of 2.25 percent to 2.5 percent. In a statement that followed, Federal Reserve (Fed) Chairman Jerome Powel indicated that the Fed would be patient with its policy in 2019, lowering the rate hike estimates to two.
- SANDAG held \$960.6 million in a number of investment accounts as of December 31, 2018. This investment portfolio, together with the authorized short-term Commercial Paper Program, will provide the necessary liquidity to meet expenditure requirements for the next six months.
- SANDAG staff has selected a syndicate of bankers for underwriting services for the sale of Grant Anticipation Notes (GANs), anticipated in early summer 2019. The proceeds from the GANs sale will be used for construction expenses associated with the Mid-Coast Trolley.

Highlights:

SANDAG held \$960.6 million in several investment accounts as of December 31, 2018.

The San Diego economy is near “full employment,” with the local economy adding close to 37,000 jobs in the past year.

Hasan Ikhmeta, Executive Director

Key Staff Contacts: André Douzjian, (619) 699-6931, andre.douzjian@sandag.org
Ray Major, (619) 699-1930, ray.major@sandag.org
Lisa Kondrat-Dauphin, (619) 699-1942, lisa.kondrat-dauphin@sandag.org

Attachments:

1. Financial Market Review
2. Local Economy and Sales Tax Revenues
3. SANDAG Investments and Debt Portfolio
4. Investment Quarterly Report

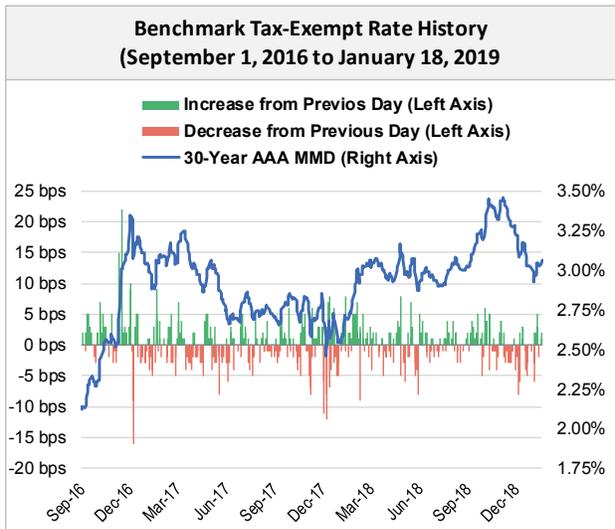
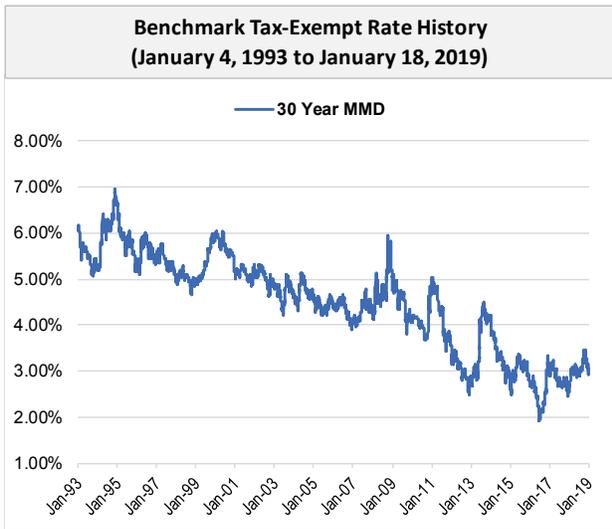
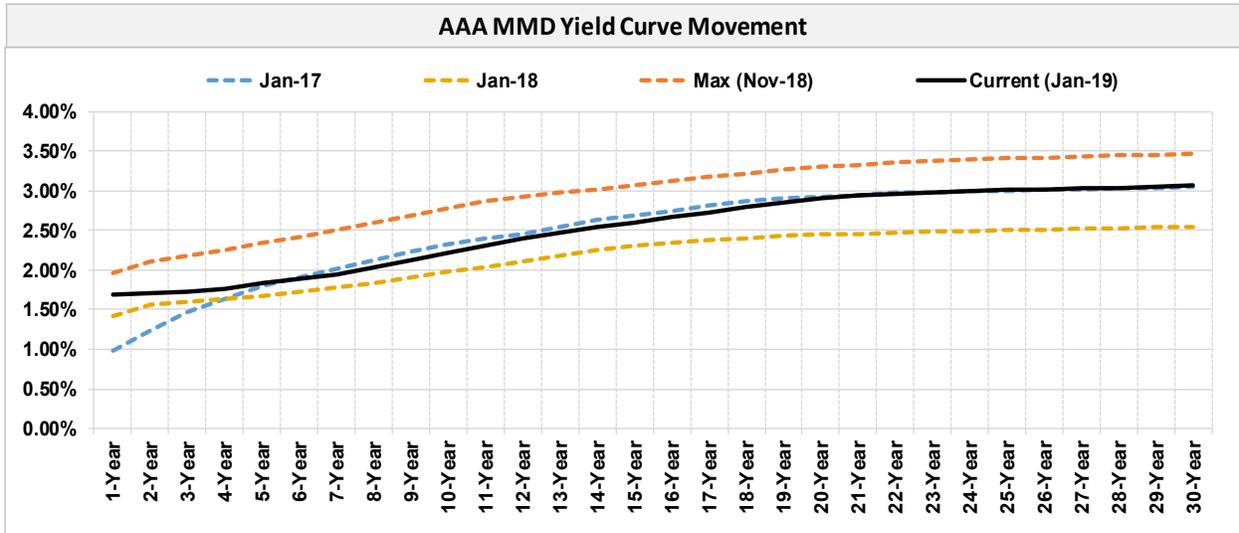
Financial Market Review

The end of 2018 was marked by increasing volatility, brief inversion of the U.S. Treasury yield curve, huge sell-offs in the equity market, continued trade disputes, and a partial government shutdown. In December, the U.S. Treasury yield curve inverted between two- and five-year maturities for the first time since 2007. Although the latest inversion was short-lived, inversions have been known to precede economic recessions. For now, the treasury yield curve remains near its flattest level in over a decade. Much like the rest of 2018, rates in the final quarter were volatile. While short-term rates rose sharply mirroring the several Federal Open Market Committee (FOMC) rate increases, the longer-term rates have not shared that same momentum. As was widely anticipated, at the FOMC December meeting, officials voted to raise rates for the fourth time in 2018, targeting a range of 2.25 to 2.5 percent. In a statement that followed, Federal Reserve Chairman Jerome Powel indicated that the Fed would be patient with its policy in 2019, lowering the rate hike estimates to two.

The U.S. equity markets plummeted in December. The S&P 500 fell by 20 percent from its September 2018 peak. The poor performance was attributable to lower growth expectations and future uncertainty. Labor market conditions remain strong, adding more than 300,000 jobs in December alone. The unemployment rate rose slightly to 3.9 percent at the end of 2018, as more Americans joined the labor force. The third-quarter Gross Domestic Product (GDP) grew at an annualized rate of 3.4 percent, missing the 3.5 percent estimate by a hair. GDP for the fourth quarter of 2018 is projected to be slower at 2.8 percent. The 2019 GDP growth is expected to be moderate, but remain healthy. The partial government shutdown that lasted 35 days also is expected to have some impact on the overall growth prospects going into 2019. When it comes to sustainable long-term growth, the federal budget deficit and the trade deficit will continue to be areas of concern.

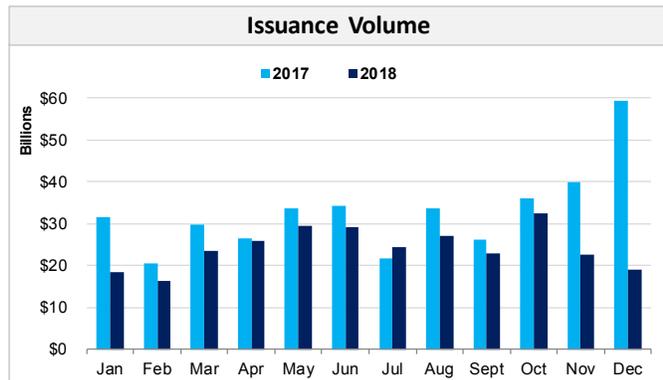
The short-term spending bill to reopen the government through February 15 only is a temporary fix and the border wall continues to be a topic of discussion. Trade talks with China progressed slowly; however, concerns about a trade war continue to weigh on the economy. A disorderly Brexit continues as the U.K. struggles to find a deal that will be approved by Parliament with less than 60 days before the scheduled departure or "exit" date. Italian budget concerns deepened as its banking system lost 30 percent of its market value in 2018, and recovery is anticipated to be slow with the backdrop of political turmoil. These and several other geopolitical risks in the Eurozone and the Middle East continue to affect the national and global markets.

Compared to January 2018, the AAA Municipal Market Data (MMD) index (industry-accepted index for tax-exempt bonds) rose by at least 12 basis points (bps), or 0.12 percent on the short-end of the yield curve and as much as 51 bps or 0.51 percent on the long-end. The current 30-year AAA MMD bond yield is 3.06 percent.



Municipal Market Supply ¹

Total tax-exempt municipal bond supply for 2018 was \$291.6 billion, down nearly 26 percent compared to 2017. The new tax legislation, which was passed in December 2017 and became effective in January 2018, eliminated the ability to advance refund bonds on a tax-exempt basis. Over the last decade, advance refundings (i.e., refund bonds more than 90 days ahead of their call date) have constituted roughly 20 percent of the tax-exempt market, and the decline in 2018



issuance volume is largely attributable to the loss of tax-exempt advance refundings. SANDAG and all issuers maintain their ability to refund callable bonds on or after their call date.

Interest Rate Forecasts

The table below provides an average of interest rate forecasts by industry professionals. These are surveyed and compiled by Bloomberg. The two-year United States Treasury (UST) rate is forecast to increase to 2.93 percent by the end of 2019. The ten-year UST rate is forecast to increase to 3.10 percent by the end of 2019. The 30-year UST rate is forecast to increase to 3.36 percent by the end of 2019. The Fed Funds rate is forecast to increase approximately 40 bps through calendar year 2019, and then decrease slightly through 2020, suggesting an eventual rate lowering by the FOMC in 2020.

The Street's Interest Rate Forecast ²									
Forecast	2019					2020			
	01/22/2019	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
30-Year UST	3.06%	3.12%	3.26%	3.32%	3.36%	3.45%	3.47%	3.46%	3.44%
10-Year UST	2.74%	2.88%	3.01%	3.07%	3.10%	3.14%	3.16%	3.16%	3.15%
2-Year UST	2.59%	2.73%	2.87%	2.91%	2.93%	2.96%	2.97%	2.97%	2.93%
3M London Interbank Offered Rate	2.77%	2.81%	2.96%	3.04%	3.09%	3.12%	3.14%	3.13%	3.08%
Federal Funds Target Rate Upper Bound	2.50%	2.55%	2.75%	2.85%	2.90%	2.90%	2.85%	2.85%	2.80%
Federal Funds Target Rate Lower Bound	2.25%	2.31%	2.51%	2.58%	2.66%	2.63%	2.60%	2.58%	2.56%

¹ Issuance data from Thomson Reuters

² Bloomberg survey compilation as of January 22, 2019

Local Economy and Sales Tax Revenues

The San Diego economy added roughly 37,000 jobs in in the past year, bringing unemployment to a very low 3.2 percent in November 2018, down from 3.5 percent in November 2017.¹ The local economy is near “full employment,” and this has begun to show in both lower numbers of jobs added and in wage growth, as San Diego regional weekly pay grew 2.8 percent in the last year (Q2 2018 – Q2 2017), and more-recent national figures have shown this to be a widespread trend. This recent upturn has led to some growth in consumer spending, as taxable retail sales were up 3.5 percent in FY 2018 versus FY 2017. Consumer spending makes up more than 70 percent of the economy and is a primary driver of sales tax revenue.

In additional metrics, San Diego has continued to attract venture capital, roughly \$2 billion in the last year (through Q3 2018), with the largest amount (well over half) going to healthcare/life sciences firms, as is the norm in San Diego. Construction maintained its pace, adding roughly 10,000 housing units in 2018 for the fourth year in a row. This better pace is still slightly below 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 hit a record high of \$580,000 in July but have recently backed off slightly both locally and nationally.

TransNet revenues have increased 3.1 percent over the last four quarters (Q2 2018 – Q2 2017). Strong gains were seen in the construction (5.3% annual growth) and retail (3%) categories, while all other sectors saw at least 2.4 percent growth. *TransNet* revenues grew 3.53 percent in FY 2018, exceeding expectations by 0.8 percent (\$294.5 million vs. \$292.1 million), and the current approved forecast for FY 2019 is \$300.9 million, which would be roughly 2.2 percent growth.

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		Annual Revenue
July	\$ 19,047,000	\$ 24,659,716		
August	25,396,000	22,950,125	FY 2009	\$ 221,991,360
September	28,962,091	24,709,504	FY 2010	204,191,747
October	19,804,700	31,809,475	FY 2011	221,304,015
November	26,406,200	27,896,830	FY 2012	236,947,112
December	29,269,088	27,056,790	FY 2013	247,221,161
January	20,931,500	-	FY 2014	260,114,931
February	27,908,700	-	FY 2015	268,840,550
March	26,433,925	-	FY 2016	275,500,023
April	18,363,100	-	FY 2017	284,456,260
May	29,430,919	-	FY 2018	294,501,324
June	22,548,101	-	FY 2019	159,082,440
	\$294,501,324	\$159,082,440	Cumulative	\$ 2,674,150,923

The *TransNet* Extension Quarterly Report (Attachment 4) provides the sales tax allocation and disbursement information for the quarter ending December 31, 2018.

¹ Most-recent data. Statistics have been delayed due to the federal government shutdown.

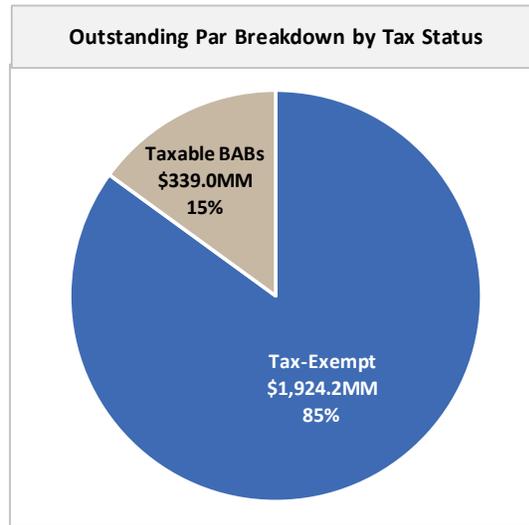
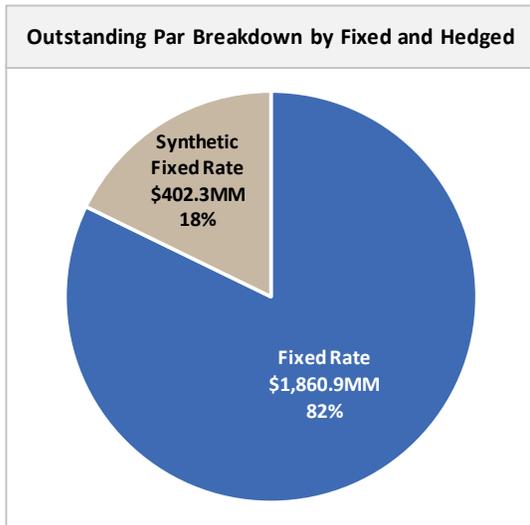
SANDAG Investments and Debt Portfolio Overview

Commission Debt Portfolio Overview

SANDAG, serving as the San Diego County Regional Transportation Commission, has \$2.26 billion of outstanding long-term debt, including the Series 2018A Short-Term Notes (Notes) issued in April 2018. Of the total debt portfolio, 18 percent consists of synthetic, fixed-rate bonds (variable-rate bonds hedged with fixed-payer interest rate swaps), and the remaining 82 percent are fixed-rate bonds. 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	\$6,235,000	4/1/2020	4/1/2030
2012A	Tax-Exempt	Fixed-Rate	\$420,585,000	\$324,400,000	4/1/2022	4/1/2048
2014A	Tax-Exempt	Fixed-Rate	\$350,000,000	\$336,130,000	4/1/2024	4/1/2048
2016A	Tax-Exempt	Fixed-Rate	\$325,000,000	\$317,680,000	4/1/2026	4/1/2048
2018A Notes	Tax-Exempt	Fixed-Rate	\$537,480,000	\$537,480,000	Non-Callable	4/1/2021
Total				\$2,263,185,000		
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				\$2,263,189,439		

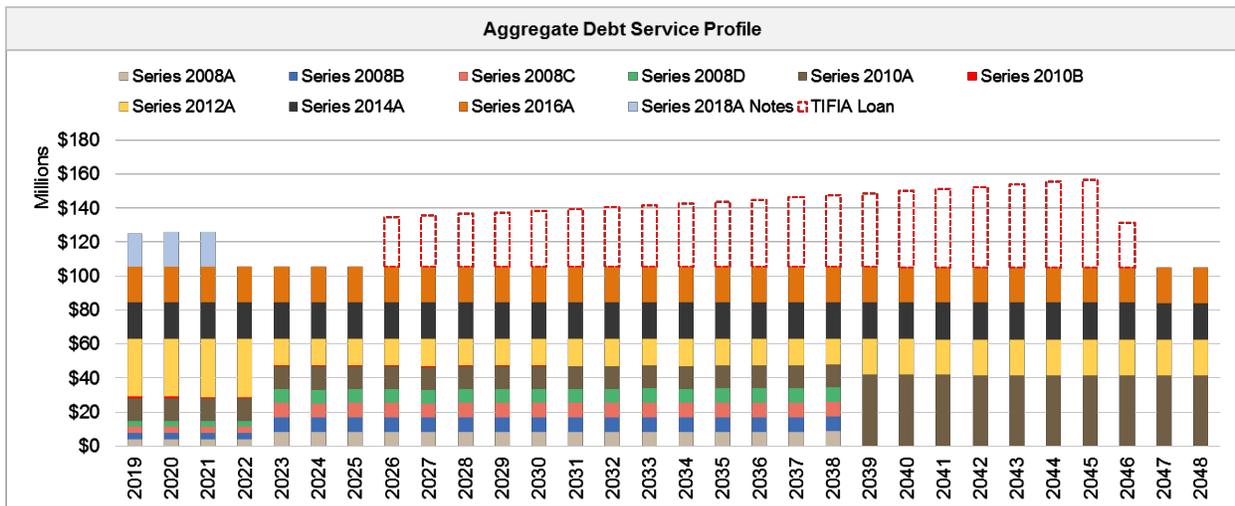
* The TIFIA loan will be drawn upon in 2021 to retire the 2018A Notes. The simultaneous draw on the TIFIA loan and the retirement of the 2018A Notes will have an offsetting impact and will not increase the amount of total obligations outstanding.



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 has been 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, SANDAG aggregate debt service will peak at \$163.3 million in FY 2045. Senior lien debt service coverage, using sales tax receipts of \$304.7 million for the last 12 months ending December 31, 2018, is 2.89 times. Meaning, for every \$1 of senior lien debt service, SANDAG received \$2.89 of sales tax revenue, providing ample coverage

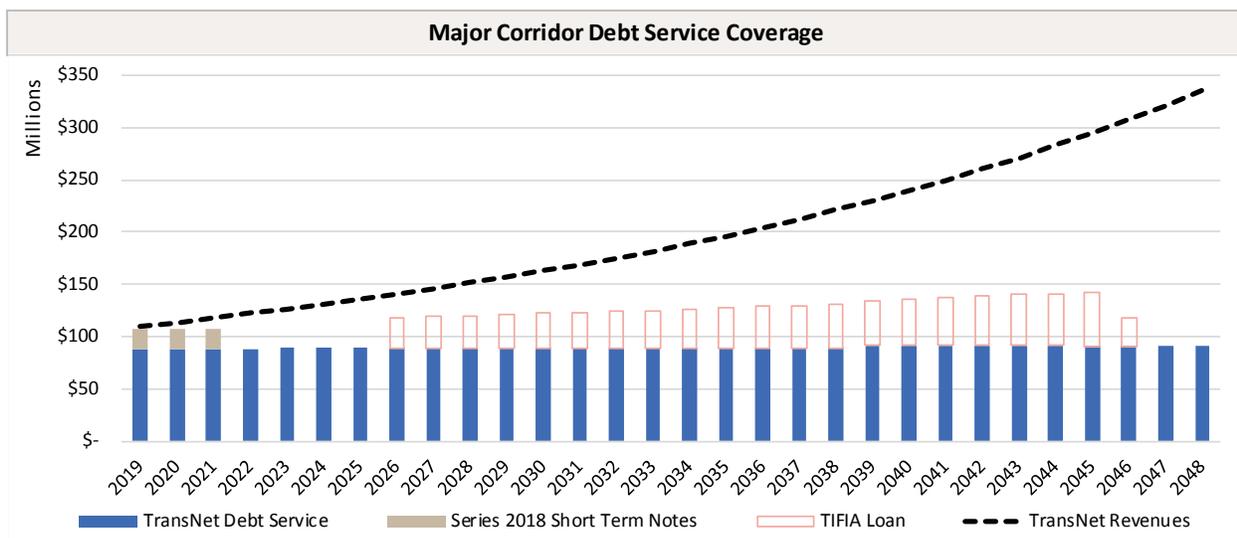
and supporting SANDAG senior lien triple-A ratings. Total coverage, when comparing the annual revenues to peak debt service (including assumed debt service on the undrawn TIFIA loan) in FY 2045, is 1.87 times.

Major Corridors Coverage

In accordance with the *TransNet* Ordinance, the Major Corridors subprogram receives 38 percent of *TransNet* revenues after allocations for administrative and Independent Taxpayer Oversight Committee expenses. Major Corridors is the most capital-intensive program, funding various projects, including the Mid-Coast Trolley. 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 has been 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 to drop to 1.01 times in FY 2019 and 1.04 times in FY 2020. Annual coverage rebounds after the retirement of the notes in FY 2021 and falls 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 rate on these bonds resets 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 basis points (bps) to 80 bps in either direction every 3 to 10 weeks until August 2018. While it seemed to stabilize in the final months of 2018, it has been down 43 bps in the three weeks since the beginning of 2019. SIFMA is currently 1.28 percent, or 51 percent of one-month LIBOR. Despite the volatility, SANDAG VRDBs continued to trade well compared to SIFMA. This volatility is effectively hedged by 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.	.81 %	.90%	-9 bps
2008B	JPMorgan Chase Bank, N.A.	Goldman, Sachs & Company	.81 %	.90%	-9 bps
2008C	Bank of America, N.A.	JPMorgan Securities LLC	.82 %	.90%	-8 bps
2008D	State Street	Stifel, Nicolaus & Company, Inc.	.81 %	.90%	-9 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 \$313.2 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 percent of three-month LIBOR. The market value of the SANDAG swap portfolio changes with interest rate fluctuations. The mark-to-market (MTM) valuation is \$43,744,742, meaning SANDAG would need to pay approximately \$43.7 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								
Associate d Series	SANDAG Pays	SANDAG Receives	Trade Date	Effective Date	Maturity Date	MTM Value (As of 1/18/2019)	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	(\$22,559,738.35)	\$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	(\$22,559,738.35)	\$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	(\$22,636,969.76)	\$134,100,000	Bank of America, N.A. (Aa3/A+/AA-)
Total Fixed-Payer Swaps						(\$67,756,446.46)	\$402,300,000	
Series 2008	SIFMA Swap Index	107.4% of 3 month USD-LIBOR	3/19/2009	4/1/2018	4/1/2038	\$12,005,852.10	\$156,600,000	Barclays Bank PLC (A2/A/A+)
Series 2008	SIFMA Swap Index	107.4% of 3 month USD-LIBOR	3/19/2009	4/1/2018	4/1/2038	\$12,005,852.10	\$156,600,000	Barclays Bank PLC (A2/A/A+)
Total Index Conversion Swaps						\$24,011,704.20	\$313,200,000	
Total Combined						(\$43,744,742.26)	\$715,500,000	

(Rest of this page intentionally left blank)

Cost of Capital

SANDAG has a very attractive weighted average cost of capital (WACC) of 3.35 percent. 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 percent. The 2010A bonds were issued as taxable Build America Bonds and have a borrowing cost of 3.89 percent. The 2010B tax-exempt bonds have a borrowing cost of 3.14 percent. The 2012A, 2014A, and 2016A bonds were sold at an all-in cost of 3.72 percent, 3.85 percent, and 3.29 percent, respectively. The 2018A Short-Term Notes have a borrowing cost of 1.86 percent. Taken together, SANDAG has issued approximately \$2.39 billion in long-term debt to accelerate project delivery, for a WACC of 3.35 percent.

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%	0.390%	0.06%	4.2665%
2008B	\$100,575,000	3.8165%	0.390%	0.06%	4.2665%
2008C1	\$67,050,000	3.8165%	0.350%	0.06%	4.2265%
2008C2	\$33,525,000	3.4100%	0.350%	0.06%	3.8200%
2008D	\$100,575,000	3.4100%	0.340%	0.06%	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 \$26.7 million as of December 31, 2018, when it was remarketed out 84 days at a rate of 1.8 percent. The supporting LOC with Bank of America Merrill Lynch was procured in September 2018 through a solicitation process that helped SANDAG attain a lower LOC fee of .32 percent for the next three years.

Looking Ahead

SANDAG entered into a Full Funding Grant Agreement (FFGA) with the Federal Transit Administration in September 2016 to help fund the Mid-Coast Trolley. The FFGA provides a commitment for up to \$1.043 billion between federal fiscal years 2016 and 2026, of which SANDAG has received \$330 million to date, and expects to receive the remainder through 2026. All prior plans of finance presented to the Board of

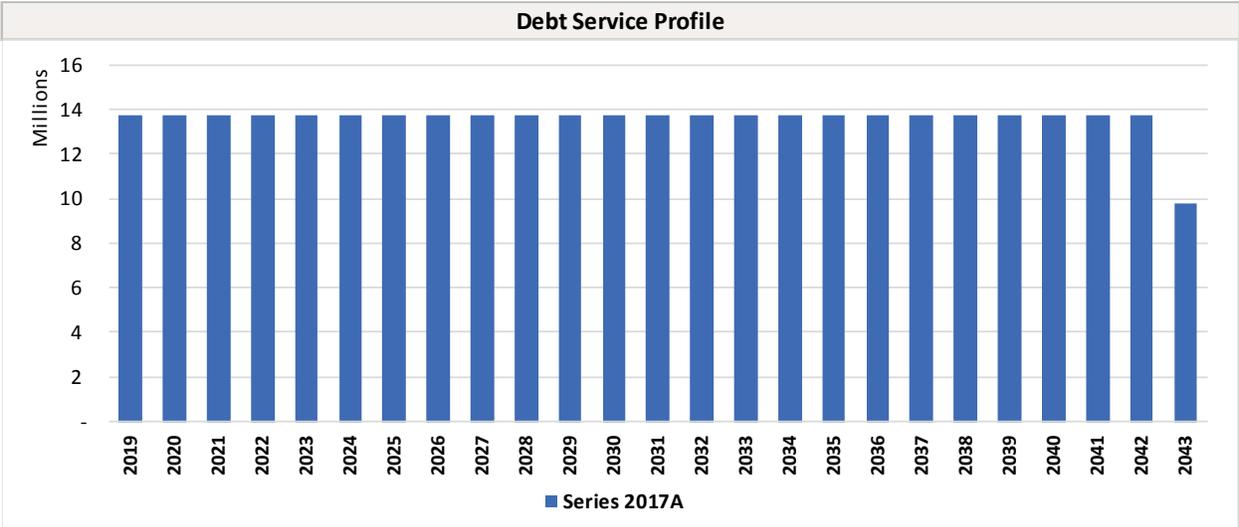
Directors have included issuance of Grant Anticipation Notes (GANs) in 2019, secured by such future FFGA receipts. The GANs are not expected to be secured by a lien on sales tax revenues. In preparation for the transaction, SANDAG staff started the procurement process for an underwriting team as well as bond and disclosure counsel late last year. Wells Fargo Securities was selected to serve as the senior underwriter with Citigroup Global Markets Inc, Goldman Sachs & Co. LLC, and J.P. Morgan to serve as the co-managers. Norton Rose Fulbright US LLP has been selected to serve as bond counsel; and Orrick, Herrington & Sutcliffe LLP has been selected to serve as disclosure counsel. SANDAG kicked off the GANs transaction in late January. The proceeds from the GANs sale will be used for construction expenses associated with the Mid-Coast Trolley. Staff will continue to provide more information and updates in subsequent reports

SANDAG Debt Portfolio Overview

SANDAG’s debt portfolio is comprised of a single bond series issued for South Bay Expressway (SBX). 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 January 2019, the debt outstanding is \$191.1 million. A summary of the outstanding bonds is tabulated and graphically presented below.

Summary of Outstanding Debt						
SBX Debt						
Series	Tax Status	Coupon Type	Original Issue Size	Outstanding Par	Call Date	Final Maturity
2017A	Tax-Exempt	Fixed-Rate	\$194,140,000	191,070,000	7/1/2027	7/1/2042
Total with Loan Commitment				\$2,263,189,439		

The annual payment on the bonds is level at about \$13.8 million through final maturity in 2042. 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.



Quarterly Investment Data

Included with this quarterly finance report through December 31, 2018, are a Summary of Portfolio Balances (by Institution); a Detail of Portfolio Balances (by Account); and a Detail of Portfolio Balances (by Investment Type) for all money under the direction or care of SANDAG, including funds of the Commission, SourcePoint, and the Automated Regional Justice Information System (ARJIS).

As of December 31, 2018, a total of \$960.6 million was held by SANDAG in a number of investment accounts, in comparison to \$1.124 billion held in the previous quarter. The \$163.7 million decrease during the quarter primarily is due to the timing of *TransNet* sales tax receipts, *TransNet* debt service payments, *TransNet* allocation payments to other local governmental agencies, and the use of *TransNet* bond proceeds to fund current projects.¹

Approximately \$11.4 million was held in nine U.S. Bank, N.A. accounts at the end of the quarter, which are used for operating purposes. Approximately \$949.1 million was invested in seven institutions, as follows:

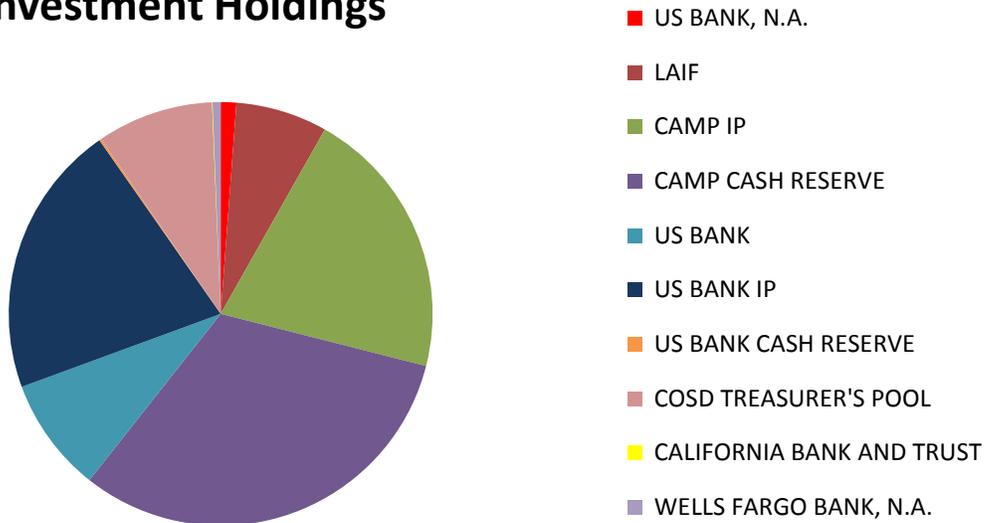
1. *State of California Local Agency Investment Fund (LAIF)* – State law allows local agencies (Commission and SANDAG) to invest up to \$65 million per agency in LAIF. These funds hold excess operating funds for the Commission and SANDAG. A total of approximately \$67.2 million was invested in LAIF, of which the Commission held the majority at \$64.1 million.
2. *California Asset Management Program (CAMP)* – These are funds administered by one of the two SANDAG investment managers, PFM Asset Management, LLC. The Cash Reserve Portfolio, totaling \$304.2 million, is used for the investment of the 2008 *TransNet* bond reserves; funds held for upcoming principal and interest payments on outstanding debt obligations; proceeds of the 2016 *TransNet* bonds and 2018 short-term notes; and excess operating funds for Interstate 15 *FasTrak*®, State Route 125 (SR 125), ARJIS, Coronado Bridge Toll Funds, and *TransNet* sales tax funds not yet paid for *TransNet*-approved projects. In addition, CAMP uses the Individual Portfolio, totaling \$199.6 million, for the investment of SR 125 reserves for future projects; the 2008 *TransNet* bond reserves, 2018 *TransNet* short-term note proceeds; funds held aside for future principal and interest payments; and *TransNet* sales tax funds not yet paid to other local governmental agencies.
3. *U.S. Bank* – These funds, totaling approximately \$84.3 million, were held by U.S. Bank, as Trustee for the Commission outstanding debt obligations including \$24.3 million invested in North County Transit District auction rate securities purchased with commercial paper; and as Trustee for the SR 125 outstanding debt obligations including future capital expenditures and customer prepaid funds. U.S. Bank also held funds for retention through the completion of SANDAG projects and funds held by the Commission as collateral received on the 2018 Swaps. Market price valuation on securities is generally supplied by ICE Data Services or Bloomberg.
4. *U.S. Bank* – These are funds administered by one of the two SANDAG investment managers, Cutwater Asset Management Corp. The Individual Portfolio, totaling \$200.8 million, and the Cash Reserve Portfolio, totaling \$1.5 million are used for the investment of excess *TransNet* sales tax revenue not yet paid for *TransNet*-approved projects. Market price valuation on securities is primarily supplied by IDC Data Services.
5. *San Diego County Treasurer's Pooled Money Fund* – These funds, totaling \$85.4 million, were held by the San Diego County Treasurer's Pooled Money Fund. The funds consist of ARJIS, SANDAG Service Authority for Freeway Emergencies, SourcePoint, Interstate 15 *FasTrak*, and *TransNet* sales tax revenues.
6. *California Bank and Trust* – There was \$379,511 on deposit with California Bank and Trust pursuant to capital project escrow retention agreements with various contractors.

¹ Due to rounding, the numbers below may not tie to the attached detail of investments.

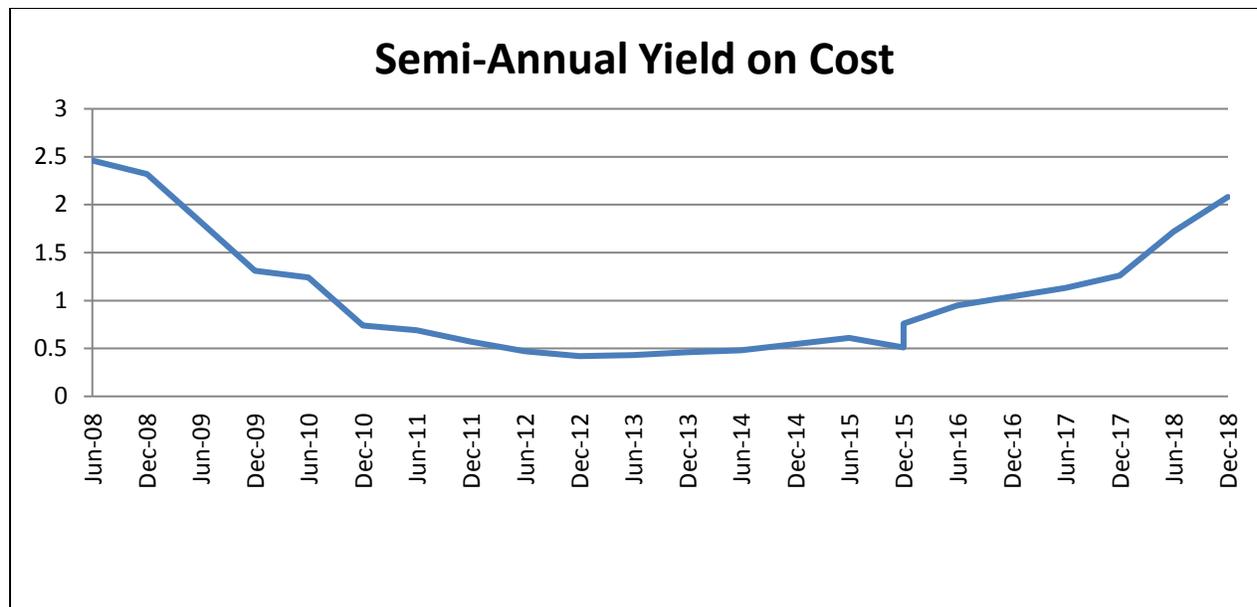
7. *Wells Fargo Bank, N.A.* – These funds are administered by PFM Asset Management, LLC, the administrator for the SANDAG Internal Revenue Code Section 115 Trust Account. These funds total approximately \$5.9 million and are savings for future pension costs.

The chart below provides a snapshot of the investment holding locations as of December 31, 2018.

Investment Holdings



As shown in the chart below, as of December 31, 2018, the yield on cost of the portfolio was 2.08 percent, with a weighted average maturity of 188 days, in comparison to 1.86 percent and 175 days in the prior quarter.



The Finance Department has continued to implement the Board of Directors investment objectives of safety, liquidity, and return on investment for the SANDAG investment portfolio. These will continue to be important investment objectives for the future.

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 December 31, 2018

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.	\$ 11,427,952.66	1.19%	\$ 11,427,952.66	100.00%	\$ -	N/A	1
STATE OF CALIFORNIA LOCAL AGENCY INVESTMENT FUND	67,162,347.92	6.97%	67,162,347.92	100.00%	-	2.32%	192 **
CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP) INDIVIDUAL PORTFOLIO	201,766,996.75	20.93%	199,607,113.36	98.93%	(2,159,883.39)	1.67%	380
CAMP CASH RESERVE PORTFOLIO	304,157,058.45	31.55%	304,157,058.45	100.00%	-	2.46%	41 **
US BANK	84,253,792.72	8.74%	84,253,792.72	100.00%	-	1.27%	19
US BANK INDIVIDUAL PORTFOLIO	201,679,147.49	20.92%	200,827,867.61	99.58%	(851,279.88)	2.04%	240
US BANK CASH RESERVE PORTFOLIO	1,484,338.79	0.15%	1,484,338.79	100.00%	-	0.00%	1
SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND	85,369,053.22	8.86%	85,369,053.22	100.00%	-	2.25%	348 **
CALIFORNIA BANK AND TRUST	379,510.92	0.04%	379,510.92	100.00%	-	0.23%	1
WELLS FARGO BANK, N.A.	6,305,372.01	0.65%	5,881,696.27	93.28%	(423,675.74)	2.44%	1
TOTAL	\$ 963,985,570.93	100.00%	\$ 960,550,731.92	99.64%	\$ (3,434,839.01)	2.08%	188

** 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	\$ 193,612,413.17	20.08%	\$ 193,111,489.42	99.74%	\$ (500,923.75)	2.10%	100
AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM FUNDS	8,548,933.59	0.89%	8,548,933.59	100.00%	-	2.39%	128
SOURCEPOINT FUNDS	210,502.53	0.02%	210,502.53	100.00%	-	2.25%	288
CORONADO BRIDGE TOLL FUNDS	283,309.95	0.03%	283,309.95	100.00%	-	2.46%	41
SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION FUNDS	761,330,411.69	78.97%	758,396,496.43	99.61%	(2,933,915.26)	2.09%	212
TOTAL	\$ 963,985,570.93	100.00%	\$ 960,550,731.92	99.64%	\$ (3,434,839.01)	2.08%	188

Note: In addition to the funds held above, there is \$4,750 petty cash held at SANDAG.

SANDAG
Detail of Portfolio Balances (by Account)
as of December 31, 2018

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)	\$ 1,611,170.10	0.17%	\$ 1,611,170.10	100.00%	\$ -	N/A	1
Checking - SANDAG General	3,229,798.68	0.34%	3,229,798.68	100.00%	-	N/A	1
Checking - SANDAG Flexible Spending Acct (FSA)	68,937.96	0.01%	68,937.96	100.00%	-	N/A	1
Checking - SANDAG Interstate 15 (I-15) FasTrak ®	1,352,825.87	0.14%	1,352,825.87	100.00%	-	N/A	1
Checking - SANDAG SAFE Program Acct	521,778.54	0.05%	521,778.54	100.00%	-	N/A	1
Checking - SourcePoint	36,125.95	0.00%	36,125.95	100.00%	-	N/A	1
Checking - ARJIS	765,389.96	0.08%	765,389.96	100.00%	-	N/A	1
Checking - State Route 125 (SR 125) Payment Account	3,372,658.16	0.35%	3,372,658.16	100.00%	-	N/A	1
Checking - State Route 125 (SR 125) Collection Account	469,267.44	0.05%	469,267.44	100.00%	-	N/A	1
TOTAL US BANK, N.A.	\$ 11,427,952.66	1.19%	\$ 11,427,952.66	100.00%	\$ -	N/A	1
STATE OF CA LOCAL AGENCY INVESTMENT FUND (LAIF):							
TransNet (RTC)	\$ 64,112,315.59	6.65%	\$ 64,112,315.59	100.00%	\$ -	2.32%	192
SANDAG	3,050,032.33	0.32%	3,050,032.33	100.00%	-	2.32%	192
TOTAL LAIF	\$ 67,162,347.92	6.97%	\$ 67,162,347.92	100.00%	\$ -	2.32%	192 **
CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP):							
INDIVIDUAL PORTFOLIO:							
TransNet Sales Tax (RTC)	\$ 130,732,904.88	13.56%	\$ 129,311,415.93	98.91%	\$ (1,421,488.95)	1.66%	389
TransNet Program Reserve (RTC)	49,707,789.34	5.16%	49,229,312.27	99.04%	(478,477.07)	1.57%	405
TransNet 2008 Bond Proceeds A/B/C/D Reserve Fund (RTC)	17,215,212.78	1.79%	17,041,597.79	98.99%	(173,614.99)	2.24%	288
Sage Hill Endowment (RTC)	821,139.00	0.09%	812,084.63	98.90%	(9,054.37)	1.79%	638
SANDAG Toll Rd Project Major Main Reserve Acct	3,289,950.75	0.34%	3,212,702.74	97.65%	(77,248.01)	0.97%	64
TOTAL INDIVIDUAL PORTFOLIO	\$ 201,766,996.75	20.93%	\$ 199,607,113.36	98.93%	\$ (2,159,883.39)	1.67%	380

SANDAG
Detail of Portfolio Balances (by Account)
as of December 31, 2018

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	\$ 642,765.57	0.07%	\$ 642,765.57	100.00%	\$ -	2.46%	41
ARJIS	5,251,984.29	0.54%	5,251,984.29	100.00%	-	2.46%	41
California Coastal Commission	1,016,938.05	0.11%	1,016,938.05	100.00%	-	2.46%	41
SANDAG SR 125	1,915,824.07	0.20%	1,915,824.07	100.00%	-	2.46%	41
SANDAG SR 125	24,844,042.65	2.58%	24,844,042.65	100.00%	-	2.46%	41
SANDAG SR 125	39,758,681.86	4.12%	39,758,681.86	100.00%	-	2.46%	41
Coronado Bridge Toll Funds	283,309.95	0.03%	283,309.95	100.00%	-	2.46%	41
SANDAG Shoreline Management Account	167,187.92	0.02%	167,187.92	100.00%	-	2.46%	41
2008 Bond Series A/B/C/D Reserve Fund (RTC)	301,881.13	0.03%	301,881.13	100.00%	-	2.46%	41
2008 Bond Series A - Principal (RTC)	1.00	0.00%	1.00	100.00%	-	2.46%	41
2008 Bond Series B - Principal (RTC)	1.00	0.00%	1.00	100.00%	-	2.46%	41
2008 Bond Series C - Principal (RTC)	1.00	0.00%	1.00	100.00%	-	2.46%	41
2008 Bond Series D - Principal (RTC)	1.00	0.00%	1.00	100.00%	-	2.46%	41
2010 Bond Series B - Principal (RTC)	542,530.35	0.06%	542,530.35	100.00%	-	2.46%	41
2010 Bond Series B - Interest (RTC)	63,679.70	0.01%	63,679.70	100.00%	-	2.46%	41
2010 Bond Series A - Interest (RTC)	5,021,317.95	0.52%	5,021,317.95	100.00%	-	2.46%	41
2012 Bond Series A - Interest (RTC)	3,930,267.25	0.41%	3,930,267.25	100.00%	-	2.46%	41
2012 Bond Series A - Principal (RTC)	13,455,564.03	1.40%	13,455,564.03	100.00%	-	2.46%	41
2008 Sales Tax Account - <i>TransNet</i> Extension (RTC)	69,081,719.97	7.17%	69,081,719.97	100.00%	-	2.46%	41
Wetland Mitigation <i>TransNet</i> Sales Tax (RTC)	301,879.67	0.03%	301,879.67	100.00%	-	2.46%	41
Sage Hill Endowment (RTC)	25,089.19	0.00%	25,089.19	100.00%	-	2.46%	41
<i>TransNet</i> Program Reserve (RTC)	4,901,023.17	0.51%	4,901,023.17	100.00%	-	2.46%	41
Custody Account (RTC)	9,430,143.83	0.98%	9,430,143.83	100.00%	-	2.46%	41
2014 Bond Series A - Principal (RTC)	3,813,180.10	0.40%	3,813,180.10	100.00%	-	2.46%	41
2014 Bond Series A - Interest (RTC)	4,185,634.69	0.43%	4,185,634.69	100.00%	-	2.46%	41
2016 Bond Series A Principal Account (RTC)	3,602,233.94	0.37%	3,602,233.94	100.00%	-	2.46%	41
2016 Bond Series A Interest Account (RTC)	3,980,833.83	0.41%	3,980,833.83	100.00%	-	2.46%	41
2016 Bond Series A Project Account (RTC)	7,309,067.01	0.76%	7,309,067.01	100.00%	-	2.46%	41
2018 Bond Series A Project Account (RTC)	95,192,799.47	9.87%	95,192,799.47	100.00%	-	2.46%	41
2018 Bond Series A Interest Account (RTC)	5,137,474.81	0.53%	5,137,474.81	100.00%	-	2.46%	41
TOTAL CASH RESERVE PORTFOLIO	\$ 304,157,058.45	31.55%	\$ 304,157,058.45	100.00%	\$ -	2.46%	41 **
TOTAL CAMP	\$ 505,924,055.20	52.48%	\$ 503,764,171.81	99.57%	\$ -	2.15%	175

SANDAG
Detail of Portfolio Balances (by Account)
as of December 31, 2018

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	\$ 34,694,644.25	3.60%	\$ 34,694,644.25	100.00%	\$ -	2.13%	1
SANDAG SR 125 First Senior Lien bonds 2017 Series A	896,771.89	0.09%	896,771.89	100.00%	-	0.80%	1
SANDAG SR 125 First Senior Lien bonds 2017 Series A Reserve Account	13,812,465.13	1.43%	13,812,465.13	100.00%	-	0.80%	1
SANDAG SR 125 First Senior Lien bonds 2017 Series A Interest Account	4,848,894.64	0.50%	4,848,894.64	100.00%	-	0.80%	1
SANDAG SR 125 First Senior Lien bonds 2017 Series A Principal Account	2,164,973.96	0.22%	2,164,973.96	100.00%	-	0.80%	1
SANDAG SR 125 FasTrak Customer Prepaid Fund	2,013,807.53	0.21%	2,013,807.53	100.00%	-	0.80%	1
2008 Bond Series A/B/C/D Main Interest (RTC)	1,197,914.54	0.12%	1,197,914.54	100.00%	-	0.30%	1
Commercial Paper Series B - NCTD Interest (RTC)	230,250.24	0.02%	230,250.24	100.00%	-	0.30%	1
NCTD Certificates of Participation	24,300,000.00	2.52%	24,300,000.00	100.00%	-	1.78%	65
2018A Short-term Notes Project (RTC)	2,755.87	0.00%	2,755.87	100.00%	-	0.30%	1
Commercial Paper Notes Series B Interest (RTC)	5,943.99	0.00%	5,943.99	100.00%	-	1.88%	1
Commercial Paper Notes Series B Principal (RTC)	85,370.68	0.01%	85,370.68	100.00%	-	1.88%	1
TOTAL US BANK	\$ 84,253,792.72	8.74%	\$ 84,253,792.72	100.00%	\$ -	1.27%	19
US BANK:							
INDIVIDUAL PORTFOLIO:							
<i>TransNet</i> Extension (RTC)	\$ 201,679,147.49	20.92%	\$ 200,827,867.61	99.58%	\$ (851,279.88)	2.04%	240
TOTAL INDIVIDUAL PORTFOLIO	\$ 201,679,147.49	20.92%	\$ 200,827,867.61	99.58%	\$ (851,279.88)	2.04%	240
CASH RESERVE:							
<i>TransNet</i> Extension (RTC)	\$ 1,484,338.79	0.15%	\$ 1,484,338.79	100.00%	\$ -	0.00%	1
TOTAL CASH RESERVE	\$ 1,484,338.79	0.15%	\$ 1,484,338.79	100.00%	\$ -	0.00%	1
TOTAL US BANK	\$ 203,163,486.28	21.08%	\$ 202,312,206.40	99.58%	\$ (851,279.88)	2.02%	239

SANDAG
Detail of Portfolio Balances (by Account)
as of December 31, 2018

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	\$ 174,376.58	0.02%	\$ 174,376.58	100.00%	\$ -	2.25%	348
SANDAG I-15 FasTrak	36,261,754.46	3.76%	36,261,754.46	100.00%	-	2.25%	348
TransNet Extension (RTC)	37,867,834.31	3.93%	37,867,834.31	100.00%	-	2.25%	348
ARJIS	2,531,559.34	0.26%	2,531,559.34	100.00%	-	2.25%	348
SANDAG SAFE Program	8,533,528.53	0.89%	8,533,528.53	100.00%	-	2.25%	348
TOTAL SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND	\$ 85,369,053.22	8.86%	\$ 85,369,053.22	100.00%	\$ -	2.25%	348 **
CALIFORNIA BANK AND TRUST:							
Capital Project Retention Accounts	\$ 379,510.92	0.04%	\$ 379,510.92	100.00%	\$ -	0.23%	1
TOTAL CALIFORNIA BANK AND TRUST	\$ 379,510.92	0.04%	\$ 379,510.92	100.00%	\$ -	0.23%	1
WELLS FARGO BANK, N.A.:							
SANDAG Section 115 Pension Trust	\$ 6,305,372.01	0.65%	\$ 5,881,696.27	93.28%	\$ (423,675.74)	2.44%	1
TOTAL WELLS FARGO BANK, N.A.	\$ 6,305,372.01	0.65%	\$ 5,881,696.27	93.28%	\$ (423,675.74)	2.44%	1
TOTAL	\$ 963,985,570.93	100.00%	\$ 960,550,731.92	99.64%	\$ (3,434,839.01)	2.08%	188

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 December 31, 2018

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	\$ 1,611,170.10	\$ 1,611,170.10	\$ -	N/A	NR	NR	NR	N/A	1
Checking - SANDAG General	N/A	N/A	3,229,798.68	3,229,798.68	-	N/A	NR	NR	NR	N/A	1
Checking - SANDAG Flexible Spending Acct (FSA)	N/A	N/A	68,937.96	68,937.96	-	N/A	NR	NR	NR	N/A	1
Checking - SANDAG Interstate 15 (I-15) FasTrak ®	N/A	N/A	1,352,825.87	1,352,825.87	-	N/A	NR	NR	NR	N/A	1
Checking - SANDAG SAFE Program Acct	N/A	N/A	521,778.54	521,778.54	-	N/A	NR	NR	NR	N/A	1
Checking - SourcePoint	N/A	N/A	36,125.95	36,125.95	-	N/A	NR	NR	NR	N/A	1
Checking - ARJIS	N/A	N/A	765,389.96	765,389.96	-	N/A	NR	NR	NR	N/A	1
Checking - State Route 125 (SR 125) Payment Account	N/A	N/A	3,372,658.16	3,372,658.16	-	N/A	NR	NR	NR	N/A	1
Checking - SR 125 Collection Account	N/A	N/A	469,267.44	469,267.44	-	N/A	NR	NR	NR	N/A	1
Total demand deposits			\$ 11,427,952.66	\$ 11,427,952.66	\$ -	N/A				N/A	1
Money market accounts and funds:											
Money Market - Capital Project Retention Account	N/A	N/A	\$ 379,510.92	\$ 379,510.92	\$ -	N/A	NR	NR	NR	0.23%	1
Money Market - Capital Project Retention Account	N/A	N/A	34,694,644.25	34,694,644.25	-	N/A	NR	NR	NR	2.13%	1
San Diego County Treasurer's Pooled Money Fund (SourcePoint)	N/A	N/A	174,376.58	174,376.58	-	N/A	NR	NR	AAAf / S1	2.25%	348 *
San Diego County Treasurer's Pooled Money Fund (I-15 FasTrak ®)	N/A	N/A	36,261,754.46	36,261,754.46	-	N/A	NR	NR	AAAf / S1	2.25%	348 *
San Diego County Treasurer's Pooled Money Fund (RTC)	N/A	N/A	37,867,834.31	37,867,834.31	-	N/A	NR	NR	AAAf / S1	2.25%	348 *
San Diego County Treasurer's Pooled Money Fund (ARJIS)	N/A	N/A	2,531,559.34	2,531,559.34	-	N/A	NR	NR	AAAf / S1	2.25%	348 *
San Diego County Treasurer's Pooled Money Fund (SAFE)	N/A	N/A	8,533,528.53	8,533,528.53	-	N/A	NR	NR	AAAf / S1	2.25%	348 *
Money Market - SANDAG SR 125 Lien bonds 2017 Series A	N/A	N/A	896,771.89	896,771.89	-	N/A	NR	NR	NR	0.80%	1
Money Market - SANDAG SR 125 Lien bonds 2017 Ser A Reserve Account	N/A	N/A	13,812,465.13	13,812,465.13	-	N/A	NR	NR	NR	0.80%	1
Money Market - SANDAG SR 125 Lien bonds 2017 Ser A Interest Account	N/A	N/A	4,848,894.64	4,848,894.64	-	N/A	NR	NR	NR	0.80%	1
Money Market - SANDAG SR 125 Lien bonds 2017 Ser A Principal	N/A	N/A	2,164,973.96	2,164,973.96	-	N/A	NR	NR	NR	0.80%	1
Money Market - SANDAG SR 125 FasTrak CUSomer Prepaid Fund	N/A	N/A	2,013,807.53	2,013,807.53	-	N/A	NR	NR	NR	0.80%	1
Money Market - RTC (2008 Bond - Main Interest)	N/A	N/A	1,197,914.54	1,197,914.54	-	N/A	NR	NR	NR	0.30%	1
Money Market - RTC (CP Series B - NCTD)	N/A	N/A	230,250.24	230,250.24	-	N/A	NR	NR	NR	0.30%	1
Money Market - RTC (2018 Short-term Notes Project)	N/A	N/A	2,755.87	2,755.87	-	N/A	NR	NR	NR	0.30%	1
Money Market - RTC (CP Notes Series B Interest)	N/A	N/A	5,943.99	5,943.99	-	N/A	NR	NR	NR	1.88%	1
Money Market - RTC (CP Series B Principal)	N/A	N/A	85,370.68	85,370.68	-	N/A	NR	NR	NR	1.88%	1
CAMP Cash Reserve Portfolio (I-15 FasTrak ®)	N/A	N/A	642,765.57	642,765.57	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (ARJIS)	N/A	N/A	5,251,984.29	5,251,984.29	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio - CA Coastal Commission	N/A	N/A	1,016,938.05	1,016,938.05	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (SANDAG SR 125)	N/A	N/A	1,915,824.07	1,915,824.07	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio - Coronado Bridge Toll Funds	N/A	N/A	283,309.95	283,309.95	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio - SANDAG Shoreline Management Account	N/A	N/A	167,187.92	167,187.92	-	N/A	AAAm	NR	NR	2.46%	41

SANDAG
Detail of Portfolio Balances (by Investment Type)
as of December 31, 2018

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 Reserve	N/A	N/A	301,881.13	301,881.13	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - 2008 Bond Ser A Principal	N/A	N/A	1.00	1.00	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - 2008 Bond Ser B Principal	N/A	N/A	1.00	1.00	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - 2008 Bond Ser C Principal	N/A	N/A	1.00	1.00	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - 2008 Bond Ser D Principal	N/A	N/A	1.00	1.00	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - 2010 Bond Ser B Principal	N/A	N/A	542,530.35	542,530.35	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - 2010 Bond Ser B Interest	N/A	N/A	63,679.70	63,679.70	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - 2010 Bond Ser A Interest	N/A	N/A	5,021,317.95	5,021,317.95	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - 2012 Bond Interest	N/A	N/A	3,930,267.25	3,930,267.25	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - 2012 Bond Principal	N/A	N/A	13,455,564.03	13,455,564.03	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (SR 125) - Operating/Maint Reserve	N/A	N/A	24,844,042.65	24,844,042.65	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (SR 125) - Capital Expenditures Fund	N/A	N/A	39,758,681.86	39,758,681.86	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - Sales Tax	N/A	N/A	69,081,719.97	69,081,719.97	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio - Wetland Mitigation (RTC)	N/A	N/A	301,879.67	301,879.67	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio - Sage Hill Endowment (RTC)	N/A	N/A	25,089.19	25,089.19	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio - TransNet Program Reserve (RTC)	N/A	N/A	4,901,023.17	4,901,023.17	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - CUStody Account			9,430,143.83	9,430,143.83	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - 2014 Bond Ser A Principal	N/A	N/A	3,813,180.10	3,813,180.10	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - 2014 Bond Ser A Interest	N/A	N/A	4,185,634.69	4,185,634.69	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - 2016 Series A Principal	N/A	N/A	3,602,233.94	3,602,233.94	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - 2016 Series A Interest	N/A	N/A	3,980,833.83	3,980,833.83	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - 2016 Bond Series A Project	N/A	N/A	7,309,067.01	7,309,067.01	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - 2018 Bond Series A Project	N/A	N/A	95,192,799.47	95,192,799.47	-	N/A	AAAm	NR	NR	2.46%	41
CAMP Cash Reserve Portfolio (RTC) - 2018 Bond Series A Interest	N/A	N/A	5,137,474.81	5,137,474.81	-	N/A	AAAm	NR	NR	2.46%	31
State of CA Local Agency Investment Fund (LAIF) (RTC)	N/A	N/A	64,112,315.59	64,112,315.59	-	N/A	NR	NR	NR	2.32%	192
State of CA Local Agency Investment Fund (LAIF) SANDAG	N/A	N/A	3,050,032.33	3,050,032.33	-	N/A	NR	NR	NR	2.32%	192
US Bank Cash Reserve TransNet Extension (RTC)	N/A	N/A	1,484,338.79	1,484,338.79	-	N/A	NR	NR	NR	0.00%	1
Wells Fargo Section 115 Trust	N/A	N/A	6,305,372.01	5,881,696.27	(423,675.74)	N/A	NR	NR	NR	2.44%	1
Total money market accounts and funds			\$ 524,811,474.03	\$ 524,387,798.29	\$ (423,675.74)	N/A				2.30%	105
Total cash and cash equivalents			\$ 536,239,426.69	\$ 535,815,750.95	\$ (423,675.74)	N/A				N/A	103

SANDAG
Detail of Portfolio Balances (by Investment Type)
as of December 31, 2018

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	\$ 9,294,711.93	\$ (7,060.77)	\$ 9,315,000.00	AA+	Aaa	F1+	2.45%	455
FHLMC Notes	12/09/2016	03/27/2019	3,710,504.30	3,525,840.26	(184,664.04)	3,515,000.00	AA+	Aaa	NR	1.28%	86
FNMA Benchmark Note	06/17/2016	01/28/2019	1,521,135.00	1,498,821.00	(22,314.00)	1,500,000.00	AA+	Aaa	F1+	0.83%	28
FNMA Benchmark Note	06/17/2016	01/28/2019	507,045.00	499,607.00	(7,438.00)	500,000.00	AA+	Aaa	NR	0.83%	28
FHLMCNotes	06/17/2016	03/27/2019	538,870.00	501,542.00	(37,328.00)	500,000.00	AA+	Aaa	NR	0.90%	86
Freddie Mac Notes	12/10/2015	05/30/2019	722,900.75	712,732.74	(10,168.01)	715,000.00	AA+	Aaa	AAA	1.42%	150
FNMA Benchmark Note	07/29/2016	08/02/2019	6,529,012.80	6,473,952.54	(55,060.26)	6,540,000.00	AA+	Aaa	NR	0.93%	214
FNMA Notes	08/31/2016	08/28/2019	7,887,676.00	7,815,817.60	(71,858.40)	7,900,000.00	AA+	Aaa	AAA	1.05%	240
FNMA Notes	10/03/2016	08/28/2019	3,717,768.00	3,680,359.68	(37,408.32)	3,720,000.00	AA+	Aaa	AAA	1.02%	240
Fannie Mae Global Notes	01/03/2017	10/24/2019	4,155,357.75	4,159,130.18	3,772.43	4,215,000.00	AA+	Aaa	AAA	1.52%	297
FNMANotes	07/28/2017	07/30/2020	3,623,985.95	3,574,895.28	(49,090.67)	3,635,000.00	AA+	Aaa	AAA	1.60%	577
FHLMC Reference Note	07/19/2016	07/19/2019	5,721,121.30	5,680,293.84	(40,827.46)	5,735,000.00	AA+	Aaa	NR	0.96%	200
FHLMC Reference Note	10/03/2016	07/19/2019	3,488,590.00	3,466,613.50	(21,976.50)	3,500,000.00	AA+	Aaa	AAA	0.99%	200
Freddie Mac Notes	04/03/2017	01/17/2020	7,720,983.00	7,638,348.68	(82,634.32)	7,725,000.00	AA+	Aaa	AAA	1.52%	382
FHLMC Agency Notes	04/19/2017	04/20/2020	1,729,066.30	1,708,735.57	(20,330.73)	1,735,000.00	AA+	Aaa	AAA	1.49%	476
Freddie Mac Notes	07/18/2017	08/15/2019	3,459,906.45	3,437,162.19	(22,744.26)	3,465,000.00	AA+	Aaa	AAA	1.45%	227
Fannie Mae Series 2015-M13 Asq2	10/07/2015	09/01/2019	137,613.04	135,423.14	(2,189.90)	136,248.66	AA+	Aaa	AAA	1.08%	244
FNMA Series 2015-M15 Asq2	11/06/2015	01/01/2019	23,523.76	23,242.19	(281.57)	23,290.85	AA+	Aaa	NR	1.20%	1
FNMA Series 2016-M9 Asq2	06/09/2016	06/01/2019	12,314.93	12,132.17	(182.76)	12,193.01	AA+	Aaa	NR	1.05%	152
US Treasury Notes	11/01/2017	10/31/2020	1,409,080.08	1,396,055.40	(13,024.68)	1,425,000.00	AA+	Aaa	AA-	1.76%	670
US Treasury Notes	09/01/2017	08/15/2020	604,858.01	585,822.51	(19,035.50)	585,000.00	AA+	Aaa	NR	1.44%	593
US Treasury N/B Notes	11/01/2017	04/15/2020	1,990,781.25	1,973,360.00	(17,421.25)	2,000,000.00	AA+	Aaa	NR	1.69%	471
FHLB Global Note	06/02/2016	06/21/2019	12,604,703.80	12,523,369.30	(81,334.50)	12,610,000.00	AA+	Aaa	NR	1.14%	172
FHLB Notes	09/07/2017	09/28/2020	309,004.90	303,731.80	(5,273.10)	310,000.00	AA+	Aaa	F1	1.48%	637
FHLB Notes	01/03/2018	09/28/2020	5,303,070.00	5,290,812.00	(12,258.00)	5,400,000.00	AA+	Aaa	F1	2.05%	637
FHLB Notes	01/03/2018	09/28/2020	569,548.40	568,272.40	(1,276.00)	580,000.00	AA+	Aaa	NR	2.06%	637
FNMANotes	03/02/2017	02/28/2020	5,270,108.00	5,239,675.40	(30,432.60)	5,300,000.00	AA+	Aaa	F1	1.70%	424
FNMANotes	08/30/2017	02/28/2020	4,704,324.00	4,646,504.60	(57,819.40)	4,700,000.00	AA+	Aaa	F1	1.46%	424
FNMANotes	08/02/2017	07/30/2020	1,596,544.00	1,573,544.00	(23,000.00)	1,600,000.00	AA+	Aaa	NR	1.57%	577
FNMANotes	08/30/2017	07/30/2020	4,674,252.00	4,597,698.88	(76,553.12)	4,675,000.00	AA+	Aaa	NR	1.51%	577
FNMANotes	07/28/2017	07/30/2020	274,166.75	270,452.88	(3,713.87)	275,000.00	AA+	Aaa	NR	1.60%	577
FHLMCNotes	12/01/2017	11/17/2020	4,087,167.00	4,048,946.80	(38,220.20)	4,100,000.00	AA+	Aaa	AAA	1.99%	687
US Treasury Notes	06/27/2016	04/30/2019	3,185,414.64	3,096,268.74	(89,145.90)	3,105,000.00	AA+	Aaa	NR	0.70%	120
FHLMC Notes	10/26/2017	09/29/2020	821,139.00	812,084.63	(9,054.37)	825,000.00	AA+	Aaa	AAA	1.79%	638
Federal Home Loan Mortgage Corp (Callable)	04/25/2016	01/28/2019	4,993,250.00	4,995,850.00	2,600.00	5,000,000.00	AA+	Aaa	AAA	1.20%	28

SANDAG
Detail of Portfolio Balances (by Investment Type)
as of December 31, 2018

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 Farm Credit Bank	08/31/2015	01/30/2019	4,004,520.00	3,997,040.00	(7,480.00)	4,000,000.00	AA+	Aaa	AAA	1.29%	30
Federal National Mortgage Association (Callable)	10/20/2015	02/25/2019	4,024,800.00	3,993,000.00	(31,800.00)	4,000,000.00	AA+	Aaa	AAA	1.11%	56
Federal National Mortgage Association	12/13/2018	02/26/2019	4,986,100.00	4,988,860.00	2,760.00	5,000,000.00	AA+	Aaa	AAA	2.38%	57
Federal Home Loan Bank	04/22/2016	03/08/2019	5,057,500.00	4,991,215.00	(66,285.00)	5,000,000.00	AA+	Aaa	-	1.09%	67
Federal Home Loan Mortgage Corp	12/20/2018	03/27/2019	3,512,323.50	3,510,794.00	(1,529.50)	3,500,000.00	AA+	Aaa	AAA	2.40%	86
Federal Home Loan Mortgage Corp	05/25/2016	04/15/2019	6,994,820.00	6,973,904.00	(20,916.00)	7,000,000.00	AA+	Aaa	AAA	1.15%	105
Federal Farm Credit Bank (Callable)	05/09/2016	05/16/2019	5,500,000.00	5,471,950.00	(28,050.00)	5,500,000.00	AA+	Aaa	AAA	1.17%	136
Federal Home Loan Mortgage Corp	12/13/2018	08/01/2019	1,605,970.80	1,606,518.36	547.56	1,620,000.00	AA+	Aaa	AAA	2.65%	213
Federal Home Loan Mortgage Corp	12/13/2018	08/01/2019	495,610.00	495,839.00	229.00	500,000.00	AA+	Aaa	AAA	2.67%	213
Federal Home Loan Mortgage Corp	12/13/2018	08/01/2019	2,855,404.80	2,856,032.64	627.84	2,880,000.00	AA+	Aaa	AAA	2.63%	213
Federal National Mortgage Association	11/29/2018	08/28/2019	4,164,751.37	4,172,063.65	7,312.28	4,217,000.00	AA+	Aaa	AAA	2.69%	240
Int'L Finance Corp	12/14/2018	09/16/2019	4,964,750.00	4,966,450.00	1,700.00	5,000,000.00	AAA	Aaa	-	2.72%	259
Federal Home Loan Mortgage Corp	12/14/2018	10/02/2019	4,943,250.00	4,948,335.00	5,085.00	5,000,000.00	AA+	Aaa	AAA	2.71%	275
Federal Farm Credit Bank	11/29/2018	10/21/2019	6,131,118.00	6,139,612.00	8,494.00	6,200,000.00	AA+	Aaa	-	2.71%	294
Federal Home Loan Mortgage Corp (Callable)	04/22/2016	10/28/2019	5,000,000.00	4,942,450.00	(57,550.00)	5,000,000.00	AA+	Aaa	AAA	1.25%	301
Federal Home Loan Bank	10/22/2018	11/15/2019	4,533,852.00	4,550,200.40	16,348.40	4,600,000.00	AA+	Aaa	-	2.76%	319
Federal Home Loan Bank	12/13/2018	11/15/2019	4,938,062.10	4,945,870.00	7,807.90	5,000,000.00	AA+	Aaa	-	2.76%	319
Federal Home Loan Mortgage Corp	10/22/2018	01/17/2020	4,921,800.00	4,943,915.00	22,115.00	5,000,000.00	AA+	Aaa	AAA	2.80%	382
Federal National Mortgage Association	11/26/2018	02/28/2020	5,511,408.00	5,536,260.80	24,852.80	5,600,000.00	AA+	Aaa	AAA	2.79%	424
Federal Home Loan Bank	10/29/2018	03/13/2020	4,956,225.00	4,975,065.00	18,840.00	5,000,000.00	AA+	Aaa	-	2.78%	438
Federal National Mortgage Association (Callable)	10/03/2016	03/30/2020	5,097,450.00	5,021,664.00	(75,786.00)	5,100,000.00	AA+	Aaa	AAA	1.26%	455
Federal Home Loan Mortgage Corp (Callable)	10/03/2016	07/06/2020	5,498,625.00	5,403,200.00	(95,425.00)	5,500,000.00	AA+	Aaa	AAA	1.38%	553
United States Treasury Note/Bond	06/11/2015	01/31/2019	4,974,218.75	4,995,705.00	21,486.25	5,000,000.00	AA+	Aaa	AAA	1.40%	31
United States Treasury Note/Bond	03/08/2017	06/15/2019	3,652,449.22	3,672,971.50	20,522.28	3,700,000.00	AA+	Aaa	AAA	1.45%	166
United States Treasury Note/Bond	12/13/2018	07/15/2019	4,946,679.69	4,952,150.00	5,470.31	5,000,000.00	AA+	Aaa	AAA	2.62%	196
United States Treasury Note/Bond	12/13/2018	08/15/2019	4,938,476.56	4,943,555.00	5,078.44	5,000,000.00	AA+	Aaa	AAA	2.63%	227
United States Treasury Note/Bond	10/13/2016	09/30/2019	4,998,437.50	4,940,820.00	(57,617.50)	5,000,000.00	AA+	Aaa	AAA	1.01%	273
United States Treasury Note/Bond	10/13/2016	12/31/2019	4,810,125.00	4,729,310.40	(80,814.60)	4,800,000.00	AA+	Aaa	AAA	1.06%	365
Total U.S. Agencies			\$ 244,925,286.15	\$ 243,426,561.58	\$ (1,498,724.57)	\$ 245,593,732.52				1.72%	287

SANDAG
Detail of Portfolio Balances (by Investment Type)
as of December 31, 2018

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
Corporate Medium Term Notes:											
American Express Credit (Callable) Note	09/01/2017	03/03/2020	\$ 3,024,630.00	\$ 2,967,747.00	\$ (56,883.00)	\$ 3,000,000.00	A-	A2	A	1.86%	428
American Honda Finance Corp Notes	02/18/2016	02/22/2019	1,144,771.00	1,142,898.93	(1,872.07)	1,145,000.00	A+	A2	NR	1.71%	53
Branch Banking & Trust (Callable) Notes	10/23/2017	02/01/2021	999,540.00	978,956.00	(20,584.00)	1,000,000.00	A-	A2	A+	2.17%	763
Berkshire Hathaway Inc Notes	03/08/2016	03/15/2019	839,361.60	838,145.28	(1,216.32)	840,000.00	AA	Aa2	A+u	1.73%	74
Berkshire Hathaway Inc Corporate Notes	08/08/2016	08/15/2019	959,068.80	949,922.88	(9,145.92)	960,000.00	AA	Aa2	A+u	1.33%	227
Caterpillar Finl Service Note	09/05/2017	09/04/2020	1,463,769.40	1,436,469.13	(27,300.27)	1,465,000.00	A	A3	A	1.88%	613
Chevron Corp Notes	02/28/2017	02/28/2019	1,470,000.00	1,467,127.62	(2,872.38)	1,470,000.00	AA	Aa2	NR	1.69%	59
John Deere Capital Corp Note	01/05/2016	01/08/2019	949,943.00	949,873.65	(69.35)	950,000.00	A	A2	A	1.95%	8
John Deere Capital Corp Notes	01/03/2018	01/08/2021	419,781.60	414,242.22	(5,539.38)	420,000.00	A	A2	A	2.37%	739
General Electric Co Corporate Note	09/25/2017	05/04/2020	3,829,770.00	3,559,986.50	(269,783.50)	3,500,000.00	BBB+	Baa1	AAA	1.83%	490
Home Depot Inc Corp Notes	05/24/2017	06/05/2020	1,044,393.90	1,030,047.10	(14,346.80)	1,045,000.00	A	A2	A	1.82%	522
Honeywell International Corp Notes	10/23/2017	10/30/2019	544,574.90	539,659.55	(4,915.35)	545,000.00	A	A2	AAA	1.84%	303
IBM Credit Corp Note	09/05/2017	09/06/2019	1,678,723.20	1,663,680.48	(15,042.72)	1,680,000.00	A	A1	NR	1.66%	249
JP Morgan Chase & Co Corp Notes	01/03/2017	01/28/2019	1,354,338.00	1,339,338.04	(14,999.96)	1,340,000.00	A-	A2	NR	1.82%	28
State Street Corp Notes	09/01/2017	08/18/2020	3,063,060.00	2,974,812.00	(88,248.00)	3,000,000.00	A	A1	AAA	1.81%	596
Toyota Motor Credit Corp Notes	02/16/2016	02/19/2019	699,916.00	698,702.90	(1,213.10)	700,000.00	AA-	Aa3	AAA	1.70%	50
Toyota Motor Credit Corp	04/11/2017	04/17/2020	2,039,061.60	2,014,663.20	(24,398.40)	2,040,000.00	AA-	Aa3	F1+	1.97%	473
Apple Inc Bonds	02/02/2017	02/07/2020	3,503,282.55	3,474,566.09	(28,716.46)	3,505,000.00	AA+	Aa1	AA-	1.92%	403
Wells Fargo & Co Corp Bonds	02/01/2017	01/30/2020	3,626,203.30	3,595,469.38	(30,733.92)	3,635,000.00	A-	A2	A+u	2.23%	395
Exxon Mobil Corp (Callable)	08/04/2016	03/15/2019	8,142,400.00	7,985,264.00	(157,136.00)	8,000,000.00	AA+	Aaa	-	1.12%	74
Bank Of America Corp	11/29/2018	04/01/2019	3,995,600.00	3,995,958.00	358.00	4,000,000.00	A-	A3	A+	2.95%	91
Caterpillar Financial Services	08/31/2016	05/18/2019	2,243,091.20	2,226,703.36	(16,387.84)	2,240,000.00	A	A3	A	1.30%	138
Pfizer Inc	06/20/2016	06/03/2019	4,012,200.00	3,976,600.00	(35,600.00)	4,000,000.00	AA	A1	A+	1.34%	154
Pfizer Inc	06/20/2016	06/03/2019	2,006,100.00	1,988,300.00	(17,800.00)	2,000,000.00	AA	A1	A+	1.34%	154
Toyota Motor Credit	01/12/2017	07/18/2019	6,039,300.00	5,967,720.00	(71,580.00)	6,000,000.00	AA-	Aa3	A+	1.86%	199
IBM Credit Llc	12/13/2018	09/06/2019	4,950,750.00	4,951,430.00	680.00	5,000,000.00	A	A1	A	3.02%	249
Pepsico Inc	08/08/2017	10/04/2019	3,881,748.00	3,853,383.30	(28,364.70)	3,900,000.00	A+	A1	A	1.57%	277
JP Morgan Chase & Co	11/29/2018	10/22/2019	3,971,480.00	3,966,448.00	(5,032.00)	4,000,000.00	A-	A2	AA-	3.03%	295
PPG Industries Inc (Callable)	12/04/2018	11/15/2019	2,577,146.00	2,583,011.60	5,865.60	2,600,000.00	A-	A3	A-	3.25%	319
Wells Fargo Bank	09/05/2017	12/06/2019	4,033,000.00	3,963,728.00	(69,272.00)	4,000,000.00	A+	Aa2	AA-	1.77%	340
Wells Fargo Bank	12/04/2018	12/06/2019	2,671,839.00	2,675,516.40	3,677.40	2,700,000.00	A+	Aa2	AA-	3.22%	340
Wells Fargo Bank	12/14/2018	12/06/2019	4,953,600.00	4,954,660.00	1,060.00	5,000,000.00	A+	Aa2	AA-	3.13%	340
American Express Credit Corp (Callable)	09/11/2017	03/03/2020	2,822,876.00	2,769,897.20	(52,978.80)	2,800,000.00	A-	A2	A	1.86%	428
American Honda Finance Corp	11/09/2018	03/13/2020	2,366,640.00	2,375,232.00	8,592.00	2,400,000.00	A+	A2	-	3.23%	438
Total Corporate Medium Notes			\$ 91,321,959.05	\$ 90,270,159.81	\$ (1,051,799.24)	\$ 90,880,000.00				2.08%	287

SANDAG
Detail of Portfolio Balances (by Investment Type)
as of December 31, 2018

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
Commercial Paper:											
Bank Of Montreal Chicago Comm Paper	10/15/2018	04/15/2019	\$ 838,767.06	\$ 843,033.40	\$ 4,266.34	\$ 850,000.00	A-1	P-1	AAA	2.65%	105
Credit Agricole Cib NY Comm Paper	10/15/2018	04/15/2019	838,784.25	843,033.40	4,249.15	850,000.00	A-1	P-1	NR	2.65%	105
Jp Morgan Securities LLC Comm Paper	10/15/2018	04/01/2019	839,567.67	843,855.35	4,287.68	850,000.00	A-1	P-1	AAA	2.66%	91
Mufg Bank Ltd/NY Comm Paper	10/15/2018	04/15/2019	838,827.22	843,021.50	4,194.28	850,000.00	A-1	P-1	AAA	2.64%	105
Natixis NY Branch Comm Paper	12/12/2018	02/01/2019	846,989.58	848,101.95	1,112.37	850,000.00	A-1	P-1	AAA	2.56%	32
Skandinav Enskilda Banken NY CD	08/03/2017	08/02/2019	3,898,479.00	3,878,210.70	(20,268.30)	3,900,000.00	A-1	P-1	AAA	1.85%	214
Total Commercial Paper			\$ 8,101,414.78	\$ 8,099,256.30	\$ (2,158.48)	\$ 8,150,000.00				2.26%	148
Supra-National Agency Bond/Note											
Inter-American Development Bank	10/02/2017	11/09/2020	\$ 3,638,415.12	\$ 3,571,354.54	\$ (67,060.58)	\$ 3,605,000.00	AAA	Aaa	A+	1.81%	679
Intl Bank Of Reconstruction& Dev Notes	09/27/2017	10/07/2019	1,844,909.00	1,822,841.29	(22,067.71)	1,835,000.00	AAA	Aaa	AAA	1.60%	280
Intl Bank Of Reconstruction And Dev Note	09/12/2017	09/12/2020	3,666,180.00	3,607,659.30	(58,520.70)	3,675,000.00	AAA	Aaa	AAAu	1.64%	621
International Finance Corporation Note	01/18/2018	01/25/2021	1,540,457.70	1,534,860.17	(5,597.53)	1,545,000.00	AAA	Aaa	AAAu	2.35%	756
Int'L Bank For Recon And Development (Callable)	11/29/2018	04/26/2019	4,973,500.00	4,978,750.00	5,250.00	5,000,000.00	AAA	Aaa	AAA	2.55%	116
Int'L Bank For Recon And Development	04/07/2017	04/21/2020	5,025,900.00	4,954,665.00	(71,235.00)	5,000,000.00	AAA	Aaa	AAA	1.70%	477
Total Supra-National Agency Bond/Notes			\$ 20,689,361.82	\$ 20,470,130.30	\$ (219,231.52)	\$ 20,660,000.00				1.95%	453
Certificates of Deposits:											
Bank Of Nova Scotia Houston CD	04/05/2017	04/05/2019	\$ 4,440,000.00	\$ 4,428,820.08	\$ (11,179.92)	\$ 4,440,000.00	A-1	P-1	NR	1.91%	95
Bank Of Montreal Chicago Cert Deposit	02/08/2017	02/07/2019	5,000,000.00	4,997,970.00	(2,030.00)	5,000,000.00	A-1	P-1	NR	1.90%	38
Mufg Bank Ltd/Ny Cert Deposit	09/25/2017	09/25/2019	1,950,000.00	1,936,394.85	(13,605.15)	1,950,000.00	A-1	P-1	NR	2.07%	268
Credit Suisse New York Cert Deposit	02/07/2018	02/07/2020	1,920,000.00	1,916,714.88	(3,285.12)	1,920,000.00	A	A1	NR	2.67%	403
Nordea Bank AB NY CD	02/20/2018	02/20/2020	2,875,000.00	2,873,252.00	(1,748.00)	2,875,000.00	AA-	Aa3	AAA	2.72%	416
Svenska Handelsbanken NY CD	01/10/2017	01/10/2019	5,000,000.00	4,999,250.00	(750.00)	5,000,000.00	A-1+	P-1	AAA	1.91%	10
Swedbank (New York) Cert Deposit	11/16/2017	11/16/2020	2,905,000.00	2,849,915.39	(55,084.61)	2,905,000.00	AA-	Aa2	AAA	2.30%	686
Westpac Banking Corp NY CD	08/03/2017	08/03/2020	3,500,000.00	3,452,526.00	(47,474.00)	3,500,000.00	AA-	Aa3	A+u	2.05%	581
Total Certificates of Deposits			\$ 27,590,000.00	\$ 27,454,843.20	\$ (135,156.80)	\$ 27,590,000.00				2.12%	259
Asset-Backed Security:											
Ally Abs	03/21/2017	08/15/2021	\$ 699,433.01	\$ 694,212.17	\$ (5,220.84)	\$ 699,515.48	NR	Aaa	AAA	1.79%	958
Ally Abs	01/24/2017	06/15/2021	592,301.21	588,256.63	(4,044.58)	592,352.99	NR	Aaa	AAA	1.70%	897
Allya	11/14/2017	03/15/2022	1,504,883.21	1,490,016.52	(14,866.69)	1,505,000.00	AAA	Aaa	NR	1.99%	1,170
Harot	11/22/2017	11/21/2021	1,084,847.12	1,074,262.08	(10,585.04)	1,085,000.00	NR	Aaa	Au	2.06%	1,056
Honda Abs	03/21/2017	07/21/2021	377,899.29	374,672.56	(3,226.73)	377,921.78	NR	Aaa	AAA	1.72%	933
Hyundai Abs	09/14/2016	04/15/2021	858,911.07	850,696.89	(8,214.18)	859,026.70	AAA	Aaa	A	1.30%	836
Hyundai Abs	03/22/2016	09/15/2020	262,198.33	261,262.55	(935.78)	262,249.21	AAA	Aaa	NR	1.57%	624

SANDAG
Detail of Portfolio Balances (by Investment Type)
as of December 31, 2018

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
Hyundai Abs	03/22/2017	08/15/2021	429,965.21	425,755.21	(4,210.00)	430,000.00	AAA	NR	NR	1.76%	958
Hyundai Abs	08/09/2017	01/15/2022	1,254,782.51	1,238,232.32	(16,550.19)	1,255,000.00	AAA	Aaa	AAA	1.78%	1,111
John Deere Abs	02/22/2017	04/15/2021	466,704.93	463,436.27	(3,268.66)	466,771.40	NR	Aaa	AAA	1.79%	836
Nissan Abs	04/18/2016	01/15/2021	260,115.48	258,076.25	(2,039.23)	260,155.83	NR	Aaa	AAA	1.33%	746
Toyota Abs	02/23/2016	03/15/2020	291,672.73	290,775.17	(897.56)	291,689.27	AAA	Aaa	AA+u	1.25%	440
Toyota Abs	08/01/2016	08/15/2020	275,310.21	273,510.76	(1,799.45)	275,317.59	AAA	Aaa	NR	1.14%	593
Taot 2	01/23/2018	05/16/2022	999,988.50	990,385.00	(9,603.50)	1,000,000.00	AAA	Aaa	NR	2.35%	1,232
Taot	11/07/2017	01/15/2022	1,229,886.59	1,212,862.90	(17,023.69)	1,230,000.00	AAA	Aaa	AAA	2.26%	1,111
Toyota Abs	03/07/2017	02/15/2021	229,223.04	227,616.50	(1,606.54)	229,250.02	AAA	Aaa	NR	1.74%	777
Total Asset-Backed Security			\$ 10,818,122.44	\$ 10,714,029.78	\$ (104,092.66)	\$ 10,819,250.27				1.85%	998
Certificates of Participation:											
North County Transit District Certificates of Participation	12/06/2018	03/06/2019	\$ 24,300,000.00	\$ 24,300,000.00	\$ -	\$ 24,300,000.00	NR	A1		1.78%	65
Total Certificates of Participation			\$ 24,300,000.00	\$ 24,300,000.00	\$ -	\$ 24,300,000.00				1.78%	65
Total investments			\$ 427,746,144.24	\$ 424,734,980.97	\$ (3,011,163.27)	N/A				1.85%	296
Total Portfolio:			\$ 963,985,570.93	\$ 960,550,731.92	\$ (3,434,839.01)	N/A				2.08%	188

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: 2												
PROGRAM & RECIPIENT	TransNet Allocations					Fund Disbursements						
	Sales Tax Allocations			Other Income ¹	Total Allocation	Program Disbursements ²			Debt Service ³			Total Disbursements
	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	\$867,631	\$1,590,824	\$26,741,509	\$153,092	\$26,894,601	\$(900,000)	\$(1,300,000)	\$(26,551,634)	\$0	\$0	\$0	\$(26,551,634)
ITOC	\$99,755	\$199,509	\$2,325,360	\$28,429	\$2,353,789	\$(80,590)	\$(80,590)	\$(2,020,329)	\$0	\$0	\$0	\$(2,020,329)
Bicycle/Pedestrian/Neighborhood Safety	\$1,735,262	\$3,181,649	\$53,483,018	\$3,716,926	\$57,199,944	\$(4,331,355)	\$(6,670,871)	\$(72,104,916)	\$(251,062)	\$(517,231)	\$(2,477,887)	\$(74,582,803)
Major Corridor Capital Projects	\$31,942,970	\$58,561,974	\$984,808,394	\$(90,687,497)	\$894,120,897	\$(73,270,331)	\$5,737,565	\$(2,468,014,293)	\$(25,681,722)	\$(51,262,586)	\$(836,418,374)	\$(3,304,432,667)
Major Corridor Project EMP	\$3,698,660	\$6,780,860	\$114,030,446	\$44,105,544	\$158,135,990	\$(991,482)	\$(1,088,689)	\$(281,729,588)	\$(4,331,466)	\$(8,637,289)	\$(157,747,898)	\$(439,477,486)
Local Project EMP	\$1,513,088	\$2,773,988	\$46,648,819	\$633,910	\$47,282,729	\$(295)	\$(1,955)	\$(8,449,850)	\$0	\$0	\$0	\$(8,449,850)
Smart Growth Incentive Program	\$1,765,269	\$3,236,320	\$54,423,622	\$1,659,845	\$56,083,467	\$(180,343)	\$(182,280)	\$(26,513,882)	\$0	\$0	\$0	\$(26,513,882)
Local Streets and Roads												
City of Carlsbad	\$892,509	\$1,636,907	\$26,568,794	\$8,615,392	\$35,184,186	\$(990,173)	\$(1,631,148)	\$(18,245,176)	\$0	\$0	\$0	\$(18,245,176)
City of Chula Vista	\$1,753,119	\$3,213,282	\$53,126,664	\$4,468,273	\$57,594,937	\$(512,718)	\$(733,380)	\$(46,348,315)	\$0	\$0	\$0	\$(46,348,315)
City of Coronado	\$180,694	\$333,080	\$5,586,890	\$867,304	\$6,454,194	\$(33)	\$(220)	\$(4,803,477)	\$0	\$0	\$0	\$(4,803,477)
City of Del Mar	\$57,414	\$107,270	\$1,978,292	\$168,379	\$2,146,671	\$(9)	\$(59)	\$(4,811,113)	\$(48,796)	\$(97,763)	\$(1,541,259)	\$(6,352,372)
City of El Cajon	\$692,806	\$1,271,114	\$22,292,237	\$2,376,810	\$24,669,047	\$(355,134)	\$(355,887)	\$(20,466,064)	\$0	\$0	\$0	\$(20,466,064)
City of Encinitas	\$490,070	\$899,761	\$15,609,224	\$3,689,278	\$19,298,502	\$(174,260)	\$(174,789)	\$(14,334,622)	\$0	\$0	\$0	\$(14,334,622)
City of Escondido	\$1,070,556	\$1,963,034	\$32,951,207	\$5,242,780	\$38,193,987	\$(1,500,209)	\$(1,806,380)	\$(25,802,987)	\$0	\$0	\$0	\$(25,802,987)
City of Imperial Beach	\$200,111	\$368,646	\$6,657,578	\$562,965	\$7,220,543	\$(660,823)	\$(661,030)	\$(7,152,156)	\$0	\$0	\$0	\$(7,152,156)
City of La Mesa	\$445,050	\$817,300	\$14,466,707	\$3,308,114	\$17,774,821	\$(485,086)	\$(485,564)	\$(15,621,037)	\$0	\$0	\$(2,550,468)	\$(18,171,505)
City of Lemon Grove	\$203,957	\$375,692	\$6,669,593	\$612,191	\$7,281,784	\$(1,281,061)	\$(1,310,534)	\$(6,924,457)	\$0	\$0	\$0	\$(6,924,457)
City of National City	\$416,777	\$765,514	\$13,030,537	\$1,221,554	\$14,252,091	\$(335,080)	\$(590,527)	\$(14,238,753)	\$(94,684)	\$(189,836)	\$(7,759,632)	\$(21,998,385)
City of Oceanside	\$1,276,066	\$2,339,467	\$42,844,239	\$8,600,410	\$51,444,649	\$(2,966,731)	\$(6,956,275)	\$(52,627,829)	\$(72,319)	\$(144,329)	\$(195,088)	\$(52,822,917)
City of Poway	\$425,788	\$782,018	\$14,162,706	\$1,168,083	\$15,330,789	\$(160,081)	\$(160,539)	\$(14,288,777)	\$0	\$0	\$0	\$(14,288,777)
City of San Diego	\$9,641,687	\$17,662,733	\$298,843,018	\$26,051,636	\$324,894,654	\$(15,126,902)	\$(16,158,391)	\$(290,549,522)	\$0	\$0	\$0	\$(290,549,522)
City of San Marcos	\$651,670	\$1,195,763	\$19,643,769	\$3,229,026	\$22,872,795	\$(126)	\$(834)	\$(24,601,215)	\$(235,092)	\$(469,684)	\$(5,159,537)	\$(29,760,752)
City of Santee	\$415,161	\$762,553	\$13,507,955	\$1,108,515	\$14,616,470	\$(172,080)	\$(204,526)	\$(21,890,764)	\$(239,375)	\$(478,222)	\$(10,460,639)	\$(32,351,403)
City of Solana Beach	\$121,376	\$224,427	\$4,149,112	\$467,044	\$4,616,156	\$(21)	\$(69,542)	\$(7,682,545)	\$(80,859)	\$(161,520)	\$(1,873,307)	\$(9,555,852)

PROGRAM & RECIPIENT	TransNet Allocations					Fund Disbursements						
	Sales Tax Allocations			Other Income ¹	Total Allocation	Program Disbursements ²			Debt Service ³			Total Disbursements
	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	\$691,530	\$1,268,777	\$21,247,613	\$3,631,010	\$24,878,623	\$(345,897)	\$(371,011)	\$(22,274,374)	\$0	\$0	\$0	\$(22,274,374)
San Diego County	\$4,835,249	\$8,858,804	\$140,819,770	\$14,270,800	\$155,090,570	\$(1,300,950)	\$(1,306,293)	\$(129,720,186)	\$(254,467)	\$(503,513)	\$(19,639,428)	\$(149,359,614)
Total Local Streets and Roads	\$24,461,590	\$44,846,142	\$754,155,905	\$89,659,564	\$843,815,469	\$(26,367,374)	\$(32,976,929)	\$(742,383,369)	\$(1,025,592)	\$(2,044,867)	\$(49,179,358)	\$(791,562,727)
Transit Services												
MTS	\$9,542,320	\$17,494,211	\$293,708,286	\$400,835	\$294,109,121	\$(8,156,894)	\$(13,739,191)	\$(289,752,496)	\$0	\$0	\$0	\$(289,752,496)
NCTD	\$3,876,880	\$7,107,597	\$120,008,424	\$181,732	\$120,190,156	\$(3,600,757)	\$(6,655,009)	\$(117,325,879)	\$(22,692)	\$(97,230)	\$(1,425,960)	\$(118,751,839)
Senior Grant Program	\$450,774	\$826,417	\$13,897,461	\$128,951	\$14,026,412	\$(356,813)	\$(357,307)	\$(13,279,598)	\$0	\$0	\$0	\$(13,279,598)
Total Transit Services	\$13,869,974	\$25,428,225	\$427,614,171	\$711,518	\$428,325,689	\$(12,114,464)	\$(20,751,507)	\$(420,357,973)	\$(22,692)	\$(97,230)	\$(1,425,960)	\$(421,783,933)
New Major Corridor Transit Operations	\$6,808,896	\$12,482,947	\$209,919,684	\$7,740,006	\$217,659,690	\$(1,329)	\$(194,613)	\$(60,402,870)	\$0	\$0	\$0	\$(60,402,870)
TOTAL TRANSNET EXTENSION	\$86,763,095	\$159,082,438	\$2,674,150,928	\$57,721,337	\$2,731,872,265	\$(118,237,563)	\$(57,509,869)	\$(4,108,528,704)	\$(31,312,534)	\$(62,559,203)	\$(1,047,249,477)	\$(5,155,778,181)

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	\$0	\$(2,500,000)
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	\$(1,417,000)	\$(164,087,000)

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	\$0	\$0	\$0
City of Oceanside	\$(1,064,000)	\$(1,417,000)	\$89,000	\$(2,392,000)
Major Corridor Capital Projects	\$0	\$0	\$0	\$0
Major Corridor Project EMP	\$0	\$0	\$0	\$0
CP Outstanding	\$(26,614,000)			\$(26,692,000)
CP AVAILABLE FOR ISSUANCE	\$73,386,000			\$73,308,000

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)	\$(1,611,951)	\$13,832,035	\$(43,372,762)
Major Corridor Project EMP	\$57,204,797	\$1,611,951	\$(13,832,035)	\$43,372,762
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
<i>Total 2008 Bond Disbursement</i>	\$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
<i>Total 2010 A Bond Disbursement</i>	\$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
<i>Total 2010 B Bond Disbursement</i>	\$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
<i>Total 2012 A Bond</i>	\$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
<i>Total 2014 A Bond Disbursement</i>	\$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	\$11,979,376	\$20,284,948	\$23,855,116
Major Corridor Capital Projects	\$287,718,715	\$11,123,609	\$34,697,501	\$322,416,216
Major Corridor Project EMP	\$45,372,690	\$57,972	\$8,690,183	\$54,062,873
<i>Total 2016 A Bond Disbursement</i>	\$336,661,573	\$23,160,957	\$63,672,632	\$400,334,205

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	\$124,724,867	\$176,882,820	\$477,350,077
<i>Total 2018 A Bond Disbursement</i>	\$300,467,257	\$124,724,867	\$176,882,820	\$477,350,077

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. Program Disbursements 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 interest payments, including debt payments beginning in March 2008 upon issuance of the 2008 ABCD Sales Tax Revenue Bonds, and other debt service costs net of interest earnings. 4. 2008 Bond Proceeds have been fully disbursed, 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 2012 Bonds on June 14, 2012, thereby reducing the 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, the 2014 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 \$31.6 million.

Quarterly Progress Report on Major Transportation Projects – Through December 2018

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 sources¹.

Action: Information

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

Key Considerations

There currently are 55 major SANDAG and/or Caltrans projects underway in the San Diego region. As of December 2018, 11 projects were in the Environmental phase; 28 projects were in the Design phase; and 16 projects were in Construction, with 3 scheduled to be open to traffic/users by the end of FY 2019 (Attachment 1).

Fiscal Impact:

The major projects summarized in this report represent an investment of approximately \$4.4 billion in the San Diego regional transportation system.

Schedule/Scope Impact:

As of December 2018, 11 projects were in the Environmental Phase, 28 projects were in the Design phase, and 16 projects were in Construction, with 3 projects scheduled to be open to traffic/users by the end of FY 2019.

Major Project/Program Highlights

- On November 2, 2018, a groundbreaking ceremony was held to begin the construction of the I-5 High Occupancy Vehicle Lanes Project (Project No. 41) from Manchester Avenue to Palomar Airport Road. This project is expected to be open to traffic by late 2021.
- On January 26, 2019, an opening ceremony was held for the South Bay Bus *Rapid* Transit Project (Project No. 2). This route will run along a 26-mile route between Otay Mesa Transit Center and Downtown San Diego.
- Design of the I-5/Genesee Auxiliary Lane Project (Project No. 49) is complete and the construction contract is expected to be advertised by March 2019, with an anticipated open to traffic date in summer 2021.
- Design for the SR 905/125/11 Southbound Connectors project (Project No. 53) is now complete and the project was advertised in January 2019. The construction portion of this project will be done under the SR 11 and Otay Mesa Port of Entry project (Project No. 52) which is expected to begin in spring 2019.

The Transportation Demand Management Program known as iCommute continues to see success by providing approximately 691 vanpools with more than 5,200 participants. Participants in the Regional Vanpool Program reduced more than 33.4 million vehicle miles, more than 1.6 million gallons of gasoline, and more than 31.6 million pounds of carbon dioxide emissions this quarter (Attachment 2).

¹ The projects in this report are a subset of projects shown in the FY 2019 Program Budget. It 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:

- Due to extended review by the California Highway Patrol, the implementation of the Bus on Shoulders Demonstration Project from I-805 to SR 94 (Project No. 3) has been delayed to September 2019.
- Due to extended review times and some re-designs, several projects in the Active Transportation Program have been delayed between two to six months.

Next Steps

During the next quarter (January – March), three projects are expected to complete the Environmental phase, and three projects are expected to complete their Design phase.

Hasan Ikhata, 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

Attachment 1

Project Information			Current Status			Total Project Budget & Cost			
Project No.		Description/Limits	Phase	FY2019 Budget Phase Completion Date	Updated Phase Completion Date	Est. Open to Public Date	FY2019 Budget (\$1,000's)	Updated Approved Budget (\$1,000's)	Est. Cost at Completion (\$1,000's)
1	T	Downtown Multiuse and Bus Stopover Facility	Design	Jan-19	Jun-19	TBD	\$45,975	\$45,975	TBD
2	T	South Bay <i>Rapid</i> Otay Mesa to Downtown Bus Rapid Transit Guideway	Open to Users	Mar-19	Jan-19	2019	\$119,772	\$121,772	\$121,772
3	T	I-805/SR 94 Bus on Shoulder Demonstration	Construction	Jan-19	Sep-19	2019	\$30,900	\$30,900	\$30,900
4	T	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
<i>North Coast Corridor/LOSSAN</i>									
5		Rose Canyon 3 Bridge Replacements	Draft Environmental	Sep-19	Sep-19	TBD	\$77	\$77	\$14,545
6		San Onofre 3 Bridge Replacements	Draft Environmental	Sep-19	Sep-19	TBD	\$62	\$62	\$13,641
7		San Onofre to Pulgas Double Track, Phase 2	Design	Dec-19	Dec-19	2022	\$30,040	\$30,040	\$30,040
8	T	Poinsettia Station Improvements	Construction	Nov-19	Dec-19	2019	\$33,748	\$33,748	\$33,748
9	T	San Elijo Lagoon Double Tracking	Construction	Oct-19	Oct-19	2019	\$76,849	\$79,049	\$79,049
10	T	Eastbrook to Shell Double Tracking	Design	Jun-20	Jun-20	TBD	\$10,920	\$10,920	TBD
11	T	Carlsbad Village Double Tracking	Final Environmental	Nov-18	Feb-19	TBD	\$3,754	\$3,580	\$3,580
12	T	Elvira to Morena Double Tracking	Construction	Jul-20	Jul-20	2020	\$191,625	\$189,125	\$189,125
13	T	Sorrento-Miramar Curve Realignment & 2nd Track - Phase II	Design	Jan-21	Jan-21	TBD	\$29,440	\$29,440	TBD
14	T	San Dieguito Lagoon Double Track and Platform	Design	Jun-20	Jun-20	TBD	\$16,445	\$16,445	TBD

Transit, continued

Project Information			Current Status			Total Project Budget & Cost			
Project No.		Description/Limits	Phase	FY2019 Budget Phase Completion Date	Updated Phase Completion Date	Est. Open to Public Date	FY2019 Budget (\$1,000's)	Updated Approved Budget (\$1,000's)	Est. Cost at Completion (\$1,000's)
15	<i>T</i>	San Diego River Bridge Rail Improvements	Construction	Sep-19	Sep-19	2019	\$93,866	\$93,866	\$93,866
16	<i>T</i>	Batiquitos Lagoon Double Track	Design	Sep-20	Sep-20	2022	\$14,853	\$14,853	\$85,019
17	<i>T</i>	Chesterfield Drive Crossing Improvements	Construction	Oct-19	Oct-19	2019	\$6,509	\$6,809	\$6,809

-T indicates project is funded with TransNet funds

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

Active Transportation

Project Information		Current Status				Total Project Budget & Cost		
Project No.	Description/Limits	Phase	FY2019 Budget Phase Completion Date	Updated Phase Completion Date	Est. Open to Public Date	FY2019 Budget (\$1,000's)	Updated Approved Budget (\$1,000's)	Est. Cost at Completion (\$1,000's)
18	T Inland Rail Trail - Phases 2 & 3 N. Melrose Drive to County Line	Construction	Jul-21	Mar-22	2022	\$44,245	\$45,545	\$56,500
19	T Central Avenue Bikeway Adams Ave to Landis Street	Design	Aug-19	Mar-20	TBD	\$994	\$1,000	TBD
20	T Border to Bayshore Bikeway Along Palm Ave	Final Environmental	Apr-19	Apr-19	2021	\$12,216	\$12,216	\$12,216
21	T Pershing Drive Bikeway Landis Street to C Street	Design	Jul-19	TBD	TBD	\$12,314	\$5,403	TBD
22	T Downtown to Imperial Avenue Bikeway Along Imperial Ave. - 21st St to 47th St.	Final Environmental	Sep-18	Feb-19	2021	\$13,488	\$13,488	\$13,488
<i>San Diego River Trail</i>								
23	T Stadium Segment Fenton Parkway to Rancho Mission Road	Design	Aug-18	TBD	2019	\$3,026	\$3,026	\$3,026
24	T Carlton Oaks Segment West Hills Parkway to Carlton Hills Boulevard	Final Environmental	Jul-19	Jul-19	TBD	\$1,582	\$1,582	TBD
<i>Coastal Rail Trail</i>								
25	T Rose Creek South of SR 52 to Mission Bay	Construction	Feb-20	Apr-20	2020	\$23,792	\$23,792	\$23,792
26	T Encinitas Chesterfield Drive to Santa Fe Drive	Construction	Jan-19	Apr-19	2019	\$10,108	\$10,108	\$10,108
<i>Bayshore Bikeway</i>								
27	T Segment 8B Main St. to Palomar	Design	May-19	May-19	2020	\$3,193	\$1,893	TBD
28	T Barrio Logan Park Boulevard to 32nd Street	Final Environmental	Mar-18	Feb-19	2021	\$17,964	\$17,964	\$17,964

Active Transportation, continued

Project Information		Current Status				Total Project Budget & Cost		
Project No.	Description/Limits	Phase	FY2019 Budget Phase Completion Date	Updated Phase Completion Date	Est. Open to Public Date	FY2019 Budget (\$1,000's)	Updated Approved Budget (\$1,000's)	Est. Cost at Completion (\$1,000's)
<i>North Park/Mid-City Bikeways</i>								
29	T Robinson Bikeway Park Boulevard to Alabama Street	Design	Apr-20	Apr-20	2021	\$5,946	\$5,946	\$5,946
30	T Landis Bikeway Alabama Street to Chamoune Avenue	Design	Oct-18	Feb-19	2020	\$7,250	\$1,414	TBD
31	T Howard Bikeway Park Boulevard to Estrella Avenue	Design	Mar-20	TBD	TBD	\$1,301	\$1,301	TBD
32	T Monroe Bikeway Meade Avenue, along 44th Street/Monroe Avenue to Collwood Boulevard	Final Environmental	Jul-18	TBD	TBD	\$526	\$526	TBD
33	T University Bikeway Winona Avenue to 70th Street	Design	Feb-20	Oct-20	2021	\$7,576	\$8,708	\$17,269
34	T Georgia-Meade Bikeway North Park, Normal Heights, and Kensington along Meade Avenue	Design	Oct-18	Feb-19	2020	\$11,282	\$24,029	\$24,029
35	T Orange Bikeway Winona Avenue to 70th Street	Final Environmental	Feb-19	Jul-19	TBD	\$435	\$435	TBD
<i>Uptown Bikeways</i>								
36	T Fourth and Fifth Avenue Bikeways B Street and Washington Street	Design	Jan-19	Mar-19	2020	\$21,559	\$21,559	\$21,559
37	T Eastern Hillcrest Bikeways University Avenue at SR 163	Design	Jan-20	TBD	TBD	\$3,776	\$4,844	\$4,844
38	T Washington Street and Mission Valley Bikeways Ibis Street and Bachman Place from San Diego River Trail to Third Avenue/Walnut Street	Design	May-20	TBD	TBD	\$1,864	\$1,864	TBD
39	T Mission Hills and Old Town Bikeways Along University Avenue, San Diego Avenue and Congress Street	Design	May-20	TBD	TBD	\$358	\$358	TBD
40	T Park Boulevard Bikeway Robinson Avenue to Village Place	Final Environmental	Jan-19	Feb-19	TBD	\$688	\$688	TBD

-T indicates project is funded with TransNet funds

Express/HOV Lanes and Direct Access Ramp (DAR)

Project Information		Current Status				Total Project Budget & Cost			
Project No.	Description/Limits	Phase	FY2019 Budget Phase Completion Date	Updated Phase Completion Date	Est. Open to Public Date	FY2019 Budget (\$1,000's)	Updated Approved Budget (\$1,000's)	Est. Cost at Completion (\$1,000's)	

I-5/North Coast Corridor

41	T I-5 High Occupancy Vehicle (HOV) Manchester Avenue to Palomar Airport Road 2 HOV Lanes/Noise Barriers	Construction	Dec-21	Dec-21	2021	\$381,651	\$381,651	\$381,651
42	T I-5 San Elijo Bridge Replacement Lomas Santa Fe Drive to Birmingham Drive 2 HOV Lanes/Noise Barriers	Construction	Jul-21	Jul-21	2021	\$355,510	\$355,510	\$355,510
43	T I-5 HOV Carlsbad Palomar Airport Road to north of SR 78 2 HOV Lanes/Noise Barriers	Design	Apr-21	Apr-20	2023	\$127,261	\$127,261	\$127,261
44	T I-5/Voigt Drive Improvements La Jolla Village Drive and Genessee Avenue	Advertise	Oct-18	Mar-19	2021	\$28,980	\$29,380	\$29,380
45	T I-5/Gilman Drive Bridge Gilman Drive to Medical Center Drive	Open to Users	Jan-19	Feb-19	2019	\$20,607	\$24,607	\$24,607

State Route 94

46	T SR 94 Express Lanes I-5 to I-805 2 HOV Lanes & Connectors at SR 94/I-805	Draft Environmental	Nov-21	Nov-21	TBD	\$22,600	\$22,600	TBD
----	--	------------------------	--------	--------	-----	----------	----------	-----

I-805 North

47	T I-805 North Auxiliary Lanes Along I-805 from SR 52 to Nobel Drive	Design	Jul-20	Jul-20	TBD	\$4,242	\$4,242	TBD
----	--	--------	--------	--------	-----	---------	---------	-----

State Route 78

48	T 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

Highway

Project Information		Current Status				Total Project Budget & Cost		
Project No.	Description/Limits	Phase	FY2019 Budget Phase Completion Date	Updated Phase Completion Date	Est. Open to Public Date	FY2019 Budget (\$1,000's)	Updated Approved Budget (\$1,000's)	Est. Cost at Completion (\$1,000's)
<i>I-5/North Coast Corridor</i>								
49	I-5/Genesee Aux Lane Genesee Avenue and La Jolla Village Drive	Advertise	Jan-19	Mar-19	2021	\$7,049	\$7,049	\$7,049
50	<i>T</i> I-5/ SR 56 Interchange West-North and South-East Interchanges	Design	Jul-20	Nov-21	TBD	\$17,957	\$17,957	TBD
<i>Port of Entry/Border Connections</i>								
51	<i>T</i> SR 11 4-Lane Freeway and East Otay Mesa Border Crossing Freeway Access to New Border Crossing	Construction	Aug-22	Aug-22	2022	\$172,936	\$173,346	\$536,372
52	SR 11 and Otay Mesa Port of Entry Segment 2A Construction	Begin Construction	Feb-19	May-19	2021	\$60,453	\$121,900	\$121,900
53	SR 905/125/11 Connectors (Southbound) Southbound SR 125 to Eastbound SR 905 Southbound SR 125 to Eastbound SR 11	Design Complete	Feb-19	Jan-19	2021	\$68,947	\$7,500	\$7,500
54	SR 125/905 Southbound to Westbound Connector	Design	Aug-19	Nov-19	2022	\$36,257	\$36,257	\$36,257
<i>State Route 94</i>								
55	<i>T</i> SR 94/SR 125 South to East Connector Southbound SR125 to Eastbound SR94	Design	Dec-22	May-23	TBD	\$16,240	\$16,240	TBD

-T indicates project is funded with TransNet funds

Transportation Demand Management Quarterly Progress Report Period Ending September 30, 2018

iCommute Program

iCommute is the Transportation Demand Management 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, 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 first quarter ended with 693 vanpools and over 5,200 Regional Vanpool Program participants. Participation in the Regional Vanpool Program decreased by six vans since the end of the last fiscal year, largely due to loss of passengers related to changing work schedules and difficulties with passenger recruitment. Participants in the Regional Vanpool Program reduced over 34.3 million vehicle miles, more than 1.65 million gallons of gasoline, and over 32.5 million pounds of carbon dioxide emissions this quarter.

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, 106 employers actively participated in the iCommute Employer Services Program, 12 of which were new.

Try Transit is a program that provides eligible employees with a 30-day transit pass to try the bus, train, or Trolley. During this first quarter, 12 commuters at 1 employer site registered to the Try Transit Program for the first time.

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 September, there were 559 commuters enrolled in the Regional Bike Parking Program, 84 of which are new.

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 first quarter of FY 2019, 1,613 new participants enrolled in the GRH Program, 30 percent greater than program membership in the first quarter of FY 2018. The increase in membership largely is due to the addition of Uber as an eligible GRH transportation service provider.

TransNet Program Update

Overview

SANDAG regularly reviews the capacity of the *TransNet* Major Corridors Program by updating its Plan of Finance to determine the financial feasibility of completing all remaining *TransNet* Major Corridors projects by 2048.

Key Considerations

As of January 2019, 35 percent of *TransNet* Major Corridors projects have been completed, 28 percent of the projects are in progress, and 37 percent have not yet been started.

The first *TransNet* Extension Ordinance Ten Year review, completed in December 2017, recommended that SANDAG “continually reevaluate the portfolio of projects remaining to be completed to ensure the *TransNet* Extension Ordinance listing of major highway and transit projects is the best mix compared to *TransNet* goals and whether additions, deletions, or other changes need to be made.”

Analysis completed as part of the Regional Plan development shows that it is possible to meet the mobility needs of the region without certain Major Corridor capital improvements. In addition, the introduction of new and emerging technologies as well as potential operational alternatives provide the opportunity for new mobility solutions that originally were not envisioned in the *TransNet* Ordinance.

This is particularly relevant as current analysis indicates that approximately \$21.4 billion is reasonably expected to be available for the *TransNet* Major Corridors program through 2048—which is not enough to complete all of the *TransNet* projects by the 2048 horizon year.

Cost estimates for all remaining Major Corridors projects were updated in 2018 as part of the development of the Regional Plan. These updated estimates show that the cost to complete all remaining projects is about \$26.7 billion, which is an increase of about 16 percent from the October 2017 Plan of Finance. As a result, SANDAG estimates that approximately \$9.8 billion from new or expanded sources would be needed to complete all remaining *TransNet* Major Corridors projects by 2048. This means that for every *TransNet* dollar, SANDAG would need to bring in about \$4.20 in match funding.

As a point of reference, the average leveraging ratio for the first 30 years of *TransNet* was 1:3, and the leveraging ratio estimated in October 2017 was 1:3.4. Applying those ratios today would mean that about \$4.8 to \$7.2 billion would be needed in matching funds to complete all of the *TransNet* Major Corridors projects by 2048.

Action: Information

Staff will provide an update on the financial capacity of the *TransNet* Major Corridors Program.

Fiscal Impact:

Approximately \$21.4 billion is reasonably expected to be available to finish *TransNet* Major Corridors projects through 2048.

Schedule/Scope Impact:

As of January 2019, 35 percent of the *TransNet* Major Corridors projects have been completed, 28 percent of the projects are in progress, and 37 percent of the projects have not yet been started.

Next Steps

As part of the Regional Plan development process, the Board of Directors will have the opportunity to consider which *TransNet* projects will be included for delivery before 2048. Based on this determination, analysis will be completed to provide updated information on the capacity available to complete the remainder of the *TransNet* Program.

Hasan Ikhata, Executive Director

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

Attachment: 1. Discussion Memo
 2. Project Cost Estimate Details

Discussion Memo

Background

As of January 2019, 35 percent of *TransNet* Major Corridors projects have been completed, 28 percent of projects are in progress, and 37 percent have not yet been started. The analysis outlined below reflects the estimated cost of the remaining (under construction and not yet started) Major Corridors projects in the *TransNet* Program.

As part of the Regional Plan development process, the Board of Directors may determine that certain *TransNet* projects are no longer needed or can be modified by incorporating newer technology and innovative solutions not previously envisioned. Based on this determination, a new Plan of Finance will be completed to provide updated information on the capacity available to complete the remainder of the *TransNet* Program.

Costs and Revenues

Cost estimates updated in 2018 as part of the Regional Plan development process show that the cost to complete all remaining projects is about \$26.7 billion. This is an increase of about 16 percent from the October 2017 Plan of Finance, which had a project cost estimate of \$23.1 billion. Although the Plan of Finance anticipates long-term average inflation over time, this increase also is caused by a continued strong economy and competition from other areas due to expanded construction programs. As a result, there is a widening gap between the growth rates in project costs and revenue streams. Costs are growing faster than anticipated, while revenues are tracking more or less with previous estimates. This is similar to what was experienced during the 2005-2007 time period, when costs were growing at double-digit year-over-year inflation rates, just before the Great Recession caused a reset to both costs and revenues.

Based on historic matching levels, it was reasonable to anticipate the previous 1:3.4 leveraging ratio (identified in the October 2017 Plan of Finance) to complete all remaining *TransNet* Major Corridors projects.

Faced with these latest cost increases, it now is more likely that existing fund sources, including *TransNet*, state and federal formula funds, and other competitive or discretionary funds, will not be enough to finish all *TransNet* Major Corridors projects by 2048.

Analysis

Description	2017-2018 POF (2018-2048) (YOE \$B)	2018-2019 POF (2019-2048) (YOE \$B)
COSTS		
Capital Costs Remaining*	\$23.1	\$26.7
Anticipated Debt Service	\$4.8	\$4.5
TOTAL COSTS	\$27.9	\$31.2
REVENUES		
1. <i>TransNet</i> funds for Major Corridors through 2048	\$6.2	\$6.0
2. Programmed grants, state, federal and bond proceeds in the RTIP	\$3.6	\$3.1

Description	2017-2018 POF (2018-2048) (YOE \$B)	2018-2019 POF (2019-2048) (YOE \$B)
3. Additional Funds from existing formula programs, including RSTP, CMAQ, STIP, LPP	\$4.7	\$6.3
4. Additional potential funds from existing sources, including SB1, INFRA, and others	\$5.4	\$6.0
5. Additional future revenues needed to pay for all costs	\$8.0	\$9.8
TOTAL REVENUES**	\$27.9	\$31.2
<i>TransNet</i> vs. Other Funds Ratio	1:3.4	1:4.2

* Cost estimates were updated in 2018 and include one less project than the 2017-2018 Plan of Finance.

** Totals may not add up exactly due to rounding

[Note that *TransNet* is lower due to one fewer year remaining since the 2017-2018 Plan of Finance]

More certain  Less certain

The short-term outlook of likely gridlock at the federal level, fatigue at the state level following the Senate Bill 1 (Beall, 2018) gas tax increase, lack of new local sources, and the continued threat to existing revenue-raising mechanisms through fuel taxes from electric and hybrid vehicles results in likely lower revenues for the foreseeable future. In the longer term, these adverse trends may be mitigated by the possibility of new local revenue sources, revenues raised through vehicle-miles-travelled mechanisms, fees on Transportation Network Companies like Uber and Lyft and parking, and additional tolling and pricing. Although it is reasonable to assume these revenue streams will materialize, their level of certainty is lower and thus not currently used as a factor in determining future match funding availability.

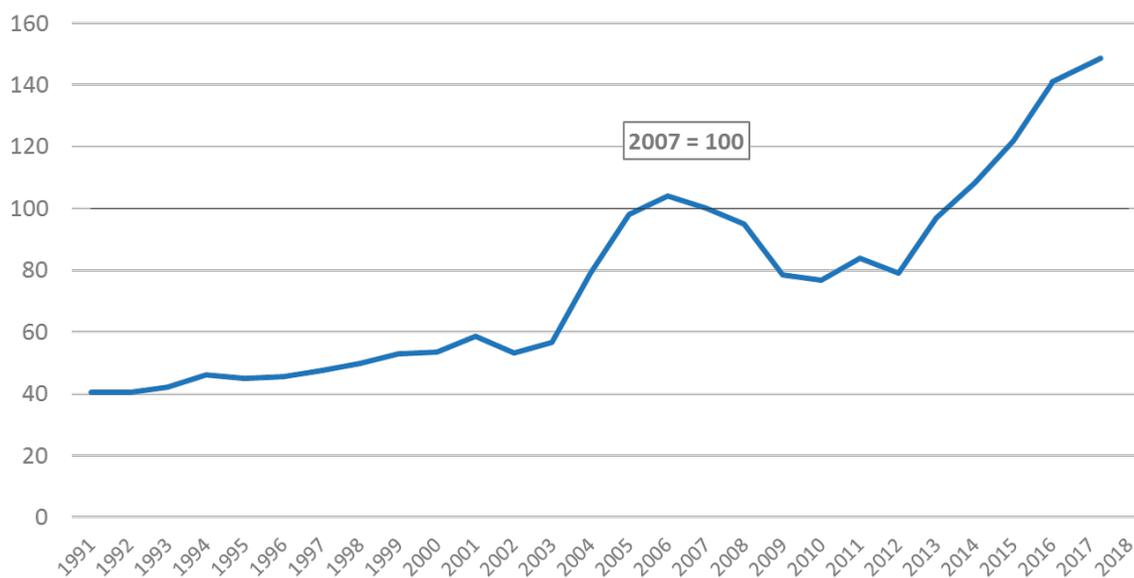
Project Cost Estimate Details

As part of the Regional Plan development process, the cost of the *TransNet* Major Corridors program has been updated to 2018 cost estimates. The following summary discusses the reasons behind the cost increases.

Managed Lanes and Highways

Current market volatility has led to substantial upward pressure on construction prices and has created substantial cost increases affecting the overall capital project development program. As a result, the cost of Managed Lanes and Highway projects has increased between 20 and 30 percent based on preliminary estimates. Figure 1 provides context on the volatility of construction costs and shows the annual changes in the Caltrans Construction Cost Index for highways over the past several years. This index tracks costs across the State of California for projects very similar to those in the *TransNet* Major Corridors program and is consistent with other cost indices that are showing upward trends as well.

Figure 1: Construction Cost Index



Source: Caltrans Office of the Engineer, Highway Construction Cost Index

Generally speaking, Managed Lanes and highway projects fall in various phases of planning and development based on their projected timeframe for completion. Projects in outer phase years (e.g., 2050) will have less information and less time invested to develop their estimates compared to projects in earlier phases (e.g., 2025). Both the project year and the information available help decide what cost estimate methodology is used. Since those projects in the later years of the program typically have very little project-specific information available, these projects are estimated using a dollar-per-mile approach. Projects in earlier years and further along in their development will have a more detailed approach. The state highway project estimates were updated to a January 2018 baseline. As shown in Figure 1, using the Caltrans Construction Index as an indicator, costs of key elements such as structural concrete, excavation, reinforcing steel and asphalt have increased more than 40 percent in the last four years, which has affected the highway project estimates. Some of the factors driving this escalation include external market forces such as a rebounding

market from the Great Recession, increasing commodity prices, and limited construction resources combined with increasing public works funding.

Transit

To guide the cost estimate update process for transit, staff utilized actual project bids and project costs for several major SANDAG capital projects to update the unit costs previously developed in 2010. Known planning/engineering, labor rates, construction and materials costs from both light rail and *Rapid* transit projects were used as a basis to update the transit project costs. Using the federal project cost template for major capital projects under the Federal Transit Administration's New Starts and Small Starts programs, staff updated the "Standard Cost Categories" templates to provide updated localized context to the project estimation process for the San Diego region. An additional 25-35 percent was added to all transit projects to reflect standard practices for cost estimation from the Federal Transit Administration.

San Diego Forward: The Regional Plan – Proposed Action Plan

Overview

Throughout 2018, SANDAG heard from thousands of people—through a Board workshop, a series of open houses and subregional community conversations, community-based organization outreach events, surveys, and social media—about projects, programs, and policies to include in San Diego Forward: The 2019-2050 Regional Plan. In particular, SANDAG prepared three distinct network concepts for discussion that generated significant and specific input from the Board of Directors and public.

Key Considerations

Using the input received, staff developed a multimodal transportation network that would provide key connections to jobs and other destinations, support housing growth and environmental preservation, address safety and congestion relief, and meet climate targets. Modeling results for this draft network show that, while it comes close, the network does not meet the new and ambitious 19 percent greenhouse gas emissions reduction target for 2035 that was set by the California Air Resources Board (CARB) in 2018. This challenge presents an opportunity to pause work on the 2019 Regional Plan and develop a bigger and bolder transportation vision for the San Diego region that is efficient, equitable, and environmentally sustainable. This report outlines the proposed action plan to develop a Regional Plan that builds on the public input received so far and reflects this new vision for the future.

Proposed Action Plan

The proposed action plan calls for the creation of a fast, safe transportation system with true alternatives in the San Diego region that are as good or if not better than the car (Attachment 1). **The new vision would strive to go beyond state climate targets and support local jurisdictions' achievement of local Climate Action Plan goals.** Cutting edge technologies, social equity, sustainability, supporting land use, and economic opportunities would be considered to create a transformative Regional Plan through an inclusive process that engages stakeholders and the public.

It is anticipated that a conceptual framework of projects and policies will be released by the end of 2019. It will be based on preferred outcomes defined by the Board and informed by public input. This would provide the region, within the next year, a clear picture of what the next Regional Plan could include.

After the concept is defined, SANDAG would focus on modeling the proposed network to ensure it meets state requirements and achieves the desired outcomes. The models SANDAG currently is using to develop the Regional Plan would be reconfigured and recalibrated to accommodate different methods of travel and travel behavior. This effort would require additional staff, new data, and consultant resources and is expected to

Action: **Approve**

The Board of Directors is asked to approve the proposed action plan to develop the Regional Plan.

Fiscal Impact:

The proposed action plan will require additional resources to complete the outreach, planning, modeling, legislative, and legal work needed to successfully carry it out. In FY 2019, it is anticipated that funds would be repurposed from the 2019 Regional Plan to support the proposed action plan. The FY 2020 Program Budget would include additional funding for consulting services and staffing for Board consideration to support continued implementation of the action plan.

Schedule/Scope Impact:

Under the proposed action plan, it is anticipated that a conceptual framework of projects and policies will be released by the end of 2019.

take until fall 2020. Once those results are available, the Board would be asked to consider approval of a preferred scenario (the final mix of projects, programs, and policies to be included in the Regional Plan) so that work on the Environmental Impact Report (EIR) could begin. Development of the Regional Plan EIR typically takes about a year to complete. As such, it is estimated that it would take until November 2021 to fully complete the next Regional Plan.

Statutory Requirements

Federal and state laws require that SANDAG complete a Regional Plan every four years. Under this timeline, the next Regional Plan is required to be adopted in October 2019. In [September 2018](#), the Board approved extending completion of the 2019 Regional Plan by up to six months to allow for meaningful discussion regarding transportation projects, programs and policies. Under federal law, SANDAG has a 12-month grace period to adopt the 2019 Regional Plan and maintain air quality conformity. The federal grace period expires on December 2, 2020.

Risks and Mitigation

There are risks to extending completion of the Regional Plan to November 2021, as outlined in Attachment 2. To mitigate those risks and protect the vital funding that SANDAG has worked so hard to secure, the following mitigation measures are proposed. Work on these efforts would begin immediately and be carried out concurrently with Regional Plan tasks.

- a) Immediately begin preparing a Regional Transportation Plan (RTP) update that complies with federal requirements and submit it to the federal agencies in spring 2020 (within the federal grace period) to obtain an air quality conformity finding from the U.S. Department of Transportation. This would be developed as a separate, but parallel planning exercise with the new transportation vision, and would largely rely upon the existing 2015 Regional Plan. Initial dialogue with staff from the Federal Highway Administration, the Federal Transit Administration, and the U.S. Environmental Protection Agency indicates that there is a viable path to pursue a stand-alone federal update of the RTP.
- b) Pursue state legislation that would allow the current 2015 Regional Plan and its EIR to remain valid after October 9, 2019, and keep the sixth cycle Regional Housing Needs Assessment (RHNA) process on its current schedule. This would allow jurisdictions to still have an 18-month period to update their housing elements with the new RHNA allocations. The legislation also would seek a one-time exemption from California Environmental Quality Act (CEQA) for the federal RTP update that would be adopted in spring 2020.

Resources

The proposed action plan will require additional resources to complete the outreach, planning, modeling, legislative, and legal work needed to successfully carry it out. In FY 2019, it is anticipated that funds would be repurposed from the 2019 Regional Plan to support the proposed action plan. The FY 2020 Program Budget would include additional funding for consulting services and staffing for Board consideration to support continued implementation of the action plan.

Next Steps

Pending approval by the Board of Directors, the proposed action plan would be implemented immediately, and any needed budgetary actions would be brought forward for approval.

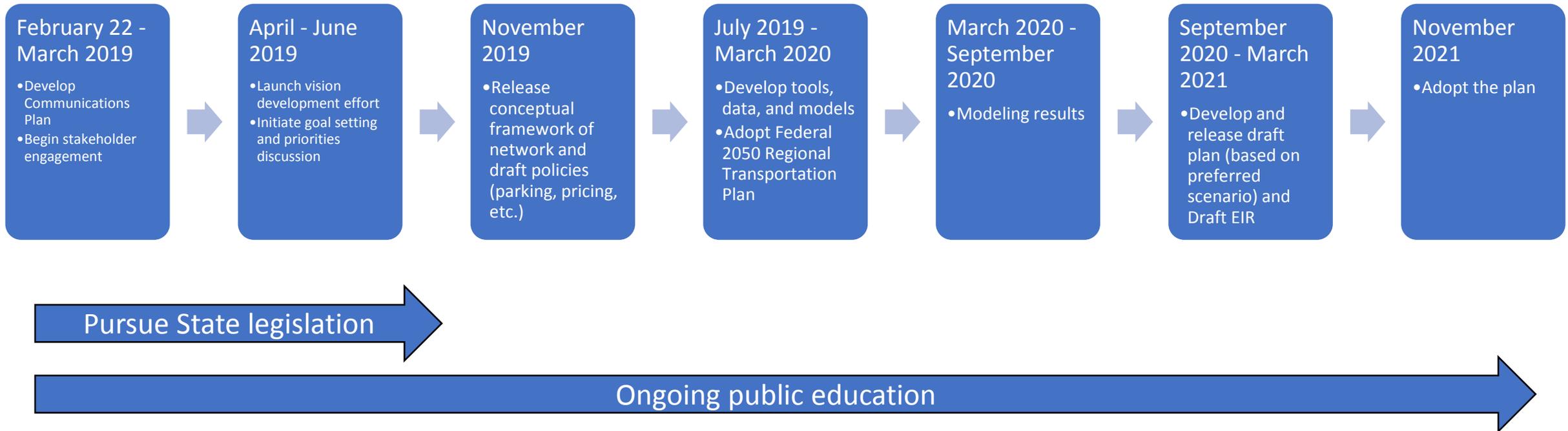
Hasan Ikhata, Executive Director

Key Staff Contact: Charles "Muggs" Stoll, (619) 699-6945, muggs.stoll@sandag.org

- Attachments:
1. Regional Plan: Proposed Action Plan and Overview of Key Milestones
 2. Categories of Legal Risks and Proposed Mitigation

Regional Plan

Proposed Action Plan and Overview of Key Milestones



Categories of Legal Risks and Proposed Mitigation

Risk Category	Risks	Proposed Mitigation	Risks That Will Not Be Fully Mitigated
<p>Federal Regional Plan Requirements and Air Conformity Determination Due December 1, 2019</p>	<p>The following projects/actions could not be approved or proceed for Caltrans, SANDAG, or member agencies during the period between December 1, 2019 and adoption of new federal RTP documents:</p> <ul style="list-style-type: none"> • Federal funding or NEPA approval of non-exempt projects (non-transit capital projects that add capacity to the existing system) <i>that are not in</i> the Regional Transportation Improvement Program (RTIP) and Regional Plan at time conformity period expires on December 2, 2019 • Regional Plan or RTIP amendments 	<p>Approve an update to the RTIP just prior to entering grace period, beginning December 2, 2019</p> <p>Adopt new Regional Plan that meets all federal requirements prior to end of grace period on December 2, 2020</p> <p>Submit new air quality conformity documentation for federal agency approval in spring 2020, which is prior to end of federal grace period</p>	<p>Significant changes to capacity-increasing projects or other non-exempt projects, currently under review may not be eligible for amendment into the RTIP during the grace period or beyond. Other agencies, including Caltrans and transit agencies, cities and the County may have their projects delayed. Additionally, SB 1 requirements as they relate to other state statutes may cause local/regional projects to not be eligible to compete for SB 1 funding in the next call for projects (likely late 2019 or early 2020)</p> <p>Some projects currently included in the 2015 Regional Plan may be modified or removed in the federal Regional Plan update due to increased project costs</p>
<p>State Regional Plan Requirements Due by October 2019</p>	<p>Lawsuit against SANDAG seeking to enforce state’s Regional Plan four-year adoption requirement</p> <p>Caltrans, SANDAG, and member agencies unable to make findings that projects are consistent with adopted Regional Plan</p>	<p>Legislation authorizing 2015 Regional Plan to continue to be considered the “adopted” RTP for purposes of planning and consistency findings until new Regional Plan is adopted</p>	<p>Legislation may not pass</p> <p>Approvals/funding for projects requiring a Regional Plan consistency may be delayed for SANDAG, Caltrans, and member agencies if those projects were not included in the 2015 Regional Plan. SB 1 requirements as they relate to other state statutes may cause local/regional projects to not be eligible to compete for SB 1 funding in the next call for projects (likely late 2019 or early 2020)</p>
<p>CEQA</p>	<p>Lawsuit against SANDAG seeking to enforce requirement for an Environmental Impact Report when adopting the federal RTP update</p>	<p>Legislation authorizing a one-time CEQA exemption for federal RTP update</p>	<p>Legislation may not pass</p> <p>New projects cannot be added to the Regional Plan until fall 2021</p>

Categories of Legal Risks and Proposed Mitigation

Risk Category	Risks	Proposed Mitigation	Risks That Will Not Be Fully Mitigated
Regional Housing Needs Assessment	<p>Lawsuit against SANDAG seeking to enforce requirement that RHNA be consistent with an approved SCS (update to SCS due in October 2019)</p> <p>Local governments would be unable to use an updated RHNA to update Housing Elements and meet eight-year deadline, putting local governments at risk for loss of funding and litigation</p>	<p>Legislation to address potential need to realign RHNA allocation process in future cycles with a modified RTP/SCS adoption cycle</p>	<p>Legislation may not pass</p>
Notice of Preparation for 2019 Regional Plan Issued in November 2016	<p>Notice of Preparation may need to be supplemented or amended</p>	<p>Use as an opportunity to obtain public input for next Regional Plan</p>	<p>New scoping meeting and comment period may be required</p>

Proposed 2019 Legislative Program

Overview

Each year, the Executive Committee recommends a Legislative Program to the Board of Directors. Consistent with past programs, the proposed 2019 Legislative Program provides a framework to advance policies and legislative initiatives in support of the agency's mission, strategic goals, and long-term vision.

Key Considerations

Attachment 1 outlines the proposed state and federal legislative and policy priorities for 2019, with a focus on funding, the Regional Plan, Airport Connectivity, Technology, Housing/Affordable Housing, and Climate and Energy.

On November 18, 2018, the Public Safety Committee reviewed the public safety-related legislative goals and recommended that the Executive Committee include these goals in the 2019 Legislative Program.

Next Steps

Pending approval by the Board of Directors, the SANDAG Office of Government Relations will work in close collaboration with the SANDAG Executive Team, policymakers, and regional stakeholders to analyze, monitor, and respond to the objectives outlined in the 2019 Legislative Program.

Hasan Ikhata, Executive Director

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

Attachment: 1. Proposed 2019 Legislative Program

Action Requested: **Approve**

The Executive Committee recommends that the Board of Directors approve the proposed 2019 Legislative Program.

Fiscal Impact:

SANDAG government relations activities are funded through Overall Work Program Element No. 7300400 in the FY 2019 Program Budget.

Schedule/Scope Impact:

The 2019 Legislative Program will guide SANDAG legislative and policy activities at the state and federal levels.

2019 SANDAG LEGISLATIVE PROGRAM



OBJECTIVE

The SANDAG Legislative Program provides a framework to advance policies and legislative initiatives in support of the agency's mission, strategic goals, and long-term vision.

The SANDAG Office of Government Relations works in close collaboration with the SANDAG Executive Team, policymakers, and regional stakeholders to analyze, monitor, and respond to state and federal legislation and policy related to the objectives outlined in the Legislative Program. In addition, SANDAG works to support the legislative programs of partner agencies when consistent with agency policy.

2019 LEGISLATIVE AND POLICY PRIORITIES

The following state and federal priorities for 2019 encompass broad, policy-oriented objectives that will help to advance SANDAG goals by securing necessary legislative authority, program funding, and regulatory actions at the state and federal levels.

Funding

Sustainable sources of funding at the state and federal levels are needed to support ongoing implementation of the Regional Plan. SANDAG will continue to seek formula and discretionary awards to advance the delivery of major regional projects,

as well as support efforts that expand access to technical tools and resources for the region, and oppose efforts to redirect transportation funding to other purposes.

Regional Plan

SANDAG is committed to creating a long-range blueprint for the San Diego region that supports a sustainable and healthy region, vibrant economy, and outstanding quality of life for all. SANDAG will pursue policy and/or legislative changes needed to support the development and implementation of this effort.

Airport Connectivity

SANDAG is leading the development of a comprehensive transportation infrastructure plan to connect public transit directly to the San Diego International Airport. SANDAG will work with regional stakeholders to identify potential funding and legislative authorities needed to advance this project throughout the next year.

Technology

The San Diego region is a leader in piloting and deploying innovative transportation solutions and infrastructure that leverage technology to improve the

transportation system. SANDAG will seek policies and infrastructure investments to continue this effort, including new ways of conducting business in partnership with the private sector.

Housing / Affordable Housing

A lack of housing production in the San Diego region has led to higher rents and housing costs - affecting residents, the business community, and quality of life. SANDAG will partner with its member agencies and other stakeholders to support legislative efforts that help incentivize housing development near existing and planned transportation investments through redevelopment, transit-oriented development, and the Regional Housing Needs Assessment process.

Climate and Energy

SANDAG has a long history of working closely with local jurisdictions and stakeholders to reduce greenhouse gas emissions and achieve other environmental goals through sustainable transportation projects, programs, and services. SANDAG will partner with stakeholders to maximize transportation electrification investments to help advance the region's mobility and sustainability goals.





NO.	SPONSOR	JURISDICTION
1A	Work with federal, state, and local stakeholders to inform the next Federal Surface Transportation Authorization, including appropriate funding levels, goods movement and border programs, transit investment and reforms, process improvements (including streamlined environmental processes), active transportation, and tribal transportation planning. (2007, 2012)	Federal/State
2A	Pursue resources and funding mechanisms consistent with financial strategies adopted in the Regional Plan, including but not limited to increasing revenues for transportation, cap-and-trade revenues, gas tax or equivalent revenue sources, bond measures, public/private partnerships, smart growth, and higher pass-through maintenance/preservation funding. (2012)	Federal/State/Local
3A	Expand access to resources and technical tools that will enable SANDAG to implement San Diego Forward: The Regional Plan, including value pricing, Managed Lanes, High Occupancy Toll Lanes, the alleviation of current constraints on transponder technology, transit priority treatments, Transportation Demand Management, and other efforts that promote efficient use of highways and local roads. (2003, 2009, 2015)	Federal/State
4A	Pursue efforts that address border transportation infrastructure needs consistent with the Regional Plan and California-Baja California Border Master Plan. (2012)	Federal/State/Local
5A	Pursue policy and/or legislative changes to streamline the California Environmental Quality Act (CEQA) for public transit improvements, active transportation projects, and other transportation projects located within existing rights-of-way. (2013, 2015)	State
6A	Pursue policy and/or legislative changes to improve the planning and implementation of the Regional Plan. (2013)	Federal/State
7A	Pursue public transit funding and continued support for intercity rail. (2008, 2013, 2015, 2017)	Federal/State
8A	Support efforts to advance connected and autonomous vehicle technology to enhance transportation safety, sustainable and efficient mobility, a healthier environment, and economic growth and job creation. (2018)	Federal/State/Local
9A	Support efforts to advance clean energy and clean transportation policies, programs, and legislation for the region that are consistent with the Regional Energy Strategy and Regional Plan. (2002, 2015)	Federal/State/Local
10A	Support incentives to jurisdictions that provide opportunities for more housing, including affordable and transit-oriented developments, supports regional fair-share allocation of housing funds, and provides additional affordable housing funding with greater local/regional control. (2002)	Federal/State



NO.	SUPPORT	JURISDICTION
1B	Policies and/or legislation implementing climate action and adaptation plans and programs, including cap-and-trade that are consistent with the Regional Plan. (2007, 2015)	Federal/State/Local
2B	Efforts to pursue resources to improve regional public safety voice and data communications and interoperability, including connectivity with state and federal systems. (2005)	Federal/State/Local
3B	Efforts to pursue funding at both the state and federal levels to improve public safety and security in the San Diego region through Automated Regional Justice Information System operations and enhancements, regional transportation system improvements, and activities related to regional emergency preparedness, prevention, and response to catastrophic events. (2003, 2005, 2011)	Federal/State/Local
4B	Fiscal reform initiatives that enable regions to develop their own fiscal strategies and oppose unfunded mandates on local governments. (2002)	Federal/State/Local
5B	Lower the current two-thirds voter requirement for special purpose taxes, such as transportation and quality of life improvements, to a simple majority vote. (2002)	State
6B	Efforts assisting in the implementation of key environmental issues, including habitat conservation, planning, beach restoration and replenishment, and water quality-related issues. (2002)	State/Local
7B	Efforts to expand available methods of transportation project delivery, including design-build, design sequencing, construction manager/general contractor, and other alternative methods that expedite connectivity with state and federal systems. (2005)	State
8B	Efforts to support funding opportunities and legislation that promote the implementation of effective and collaborative strategies and programs that maintain public safety and promote quality of life and public health, including initiatives that address substance abuse and graffiti abatement and reduce youth and gang violence.	Federal/State/Local
9B	Pursue policy and/or legislative changes to enable the use of freeway shoulders as transit lanes on major corridors in the San Diego region. (2006)	State
10B	Legislation and/or policies that promote governmental efficiencies and cost savings. (2009, 2015)	Federal/State
11B	Transit boards' legislative programs where consistent with SANDAG Policy. (2002)	Federal/State
12B	Other organizations' legislative programs where consistent with SANDAG Policy, i.e., California Association of Councils of Governments, American Public Transportation Association, National Association of Regional Councils, California Transit Association, Self-Help Counties Coalition, League of California Cities, California State Association of Counties, Caltrans, International Association of Chiefs of Police, National Sheriffs' Association, California Police Chiefs Association, California State Sheriffs' Association, and National Association of Counties. (2003, 2005)	Federal/State



NO.	MONITOR	JURISDICTION
1C	Efforts to pursue legislative and/or administrative reform of the Regional Housing Needs Assessment process and state housing element law.	
2C	Proposals that limit the use of eminent domain for public infrastructure projects. (2005)	Federal/State
3C	Legislation affecting solid waste, water supply, and storm water, support of funding opportunities to assist in these areas. (2003)	State/Local
4C	Legislation relating to personnel matters, i.e., workers' compensation, Public Employee Retirement System benefits, and other labor related issues. (2003)	Federal/State/Local
5C	Legislation requiring local agencies to implement new administrative compliance measures. (2005)	Federal/State
6C	Legislative efforts related to offshore oil drilling in the coastal waters within the San Diego region. (2018)	Federal/State

ⁱ Dates in parenthesis indicate the year in which the goal was added to the SANDAG Legislative Program. Subsequent dates indicate substantive revisions.

DRAFT

TransNet Environmental Mitigation Program: Annual Status Report and Implementation Actions

Overview

The *TransNet* Extension Ordinance and Expenditure Plan, approved by voters in 2004, includes the Environmental Mitigation Program, which provides funding to mitigate habitat impacts from regional and local transportation projects and provides funding for regional land management and biological monitoring.

On February 22, 2008, the Board of Directors authorized a Memorandum of Agreement with Caltrans, U.S. Fish and Wildlife Service, and the California Department of Fish and Wildlife to establish a process to implement the goals of the *TransNet* Environmental Mitigation Program over a ten-year period.

Key Considerations

Since its inception in 2008, the *TransNet* Environmental Mitigation Program has played a vital role in habitat conservation, scientific research, and land management across San Diego County. To date, 40 sites have been preserved, totaling 8,780 acres of land. Attachment 1 provides key achievements of the *TransNet* Environmental Mitigation Program, with a focus on work completed in FY 2018 that includes:

- **Habitat Conservation** – In June 2018, SANDAG completed the acquisition of 111 acres of undeveloped land for preservation in Carmel Valley.
- **Scientific Research** – Ongoing research on golden eagles is being used to understand how eagles are using the regional open space preserve system.
- **Environmental Stewardship** – In 2018, a grant-funded project documented juvenile southwestern pond turtles (a state species of concern) at Sycuan Peak Ecological Reserve for the first time, due in part to the removal of invasive species, which feed on the juvenile turtles.
- **Regional Coordination** – Established in 2008, the San Diego Management and Monitoring Program continues to coordinate science-based biological management and monitoring of lands in San Diego County, has collectively partnered with over 115 organizations, and has been involved with more than 68 restoration projects covering 12,600 acres of land.

Next Steps

Item 19B is a proposed new Memorandum of Agreement outlining the implementation of the *TransNet* Environmental Mitigation Program for the next ten years.

Hasan Ikhata, Executive Director

Key Staff Contacts: Kim Smith, (619) 699-6949, kim.smith@sandag.org
Keith Greer, (619) 699-7390, keith.greer@sandag.org

Attachment: 1. *TransNet* Environmental Mitigation Program 2018 Status Report

Action: Information

Staff will present an annual update on key achievements of the *TransNet* Environmental Mitigation Program, with a focus on work completed in FY 2018.

Fiscal Impact:

The *TransNet* Extension Ordinance commits \$850 million for implementation of the *TransNet* Environmental Mitigation Program.

Schedule/Scope Impact:

As of January 2019, the *TransNet* Environmental Mitigation Program has helped acquire 8,780 acres of valuable open space and provided 117 grants to local organizations and jurisdictions for land management efforts.

TransNet

Environmental Mitigation Program



Conservation. Research. Stewardship.



Conservation. Research. Stewardship.

Habitat Conservation

The open space conserved by the EMP helps to expand existing parks and preserves and create continuous wildlife corridors that benefit a variety of animal species, including the coastal California gnatcatcher, Ridgway's rail, Hermes copper butterfly, Least Bell's vireo, arroyo toad, mountain lion, burrowing owl, coastal cactus wren, and plants such as the Otay Mesa mint. The land acquisitions are located in strategic areas countywide, helping to close gaps between conserved areas.

In its early years, the EMP focused on acquisition of uplands. Focus has shifted to the acquisition and restoration of wetlands, including coastal lagoons identified under the North Coast Corridor Public Works Plan. Additional efforts will aim to identify and restore freshwater wetlands.



Before



After

Historical agricultural fill was removed, invasive species controlled, and riparian and coastal sage scrub planted on the 31.4 acre Deer Canyon Wetland site to provide habitat for the federally endangered Least Bell's vireo and coastal California gnatcatcher.



In June of 2018, SANDAG completed the acquisition of 111 acres of undeveloped land for preservation, with 12 acres of this restored as wetland for mitigation for regional transportation projects. The acquisition of Deer Canyon East is the last inholding needed to complete the City of San Diego's Del Mar Mesa Preserve.

Overview

Since its inception in 2008, the *TransNet* Environmental Mitigation Program (EMP) has played a vital role in habitat conservation, scientific research, and land management across San Diego County.

Through the *TransNet* EMP, the San Diego Association of Governments (SANDAG) purchases, conserves, and restores native habitat to offset potential impacts from the development of transportation projects. *TransNet*, a regional half-cent sales tax for transportation approved by San Diego County voters, sets

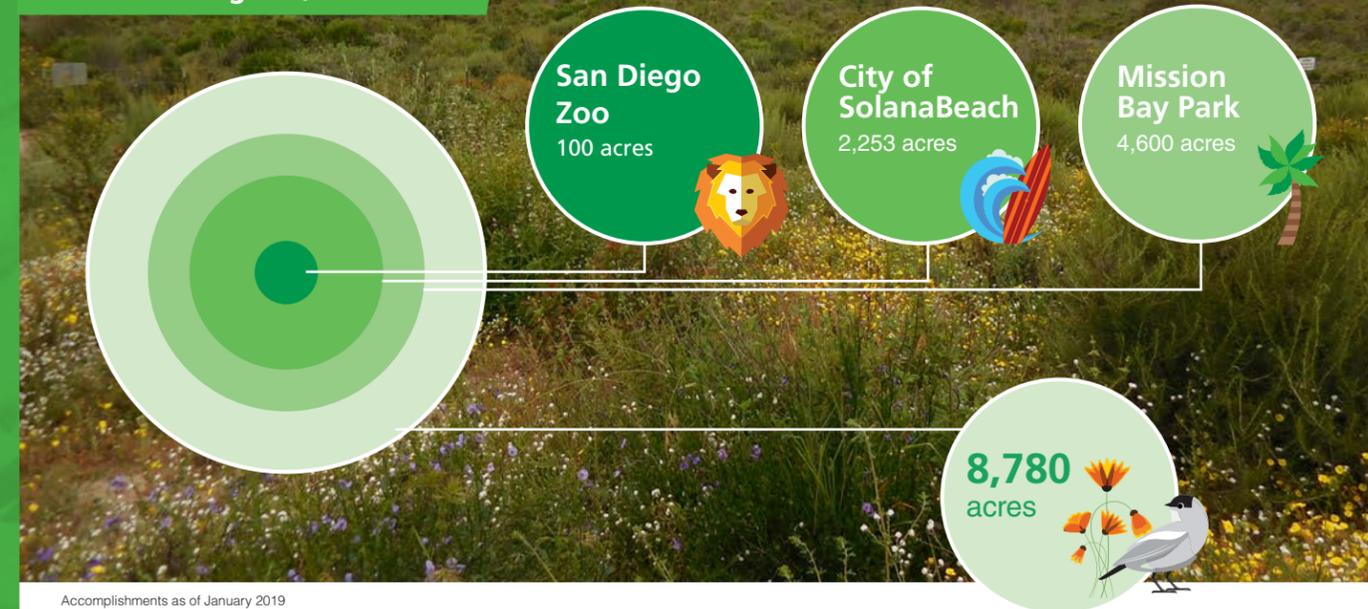
aside \$850 million to fund the EMP. The *TransNet* Independent Taxpayer Oversight Committee closely monitors program expenditures to ensure public accountability.

As of January 2019, the EMP has helped acquire 8,780 acres of valuable open space in partnership with other government agencies and conservation groups. The program also has provided 117 grants to local organizations and jurisdictions for land management efforts, such as native habitat restoration and invasive species removal.

Accomplishments



How big is 8,780 acres?



Accomplishments as of January 2019

Preserved by *TransNet* EMP and partners

To see pictures and locations of all the land acquisitions, check out the *TransNet* interactive story map on [KeepSanDiegoMoving.com](https://www.KeepSanDiegoMoving.com).

Videos of conservation projects also are available on the same website.

An eight-episode mini web series on California Mountain Lions is also available on Youtube. <https://youtu.be/MGEdiCLPOGs>

Scientific Research



Photo courtesy of Alexandra Houston

EMP funds are making it possible for scientists to conduct a host of cutting-edge field studies in the San Diego region. These studies include regional monitoring of coastal California gnatcatchers across the U.S. range, including a separate study to determine how well gnatcatchers are recovering from the 2003, 2007, and 2014 wildfires in San Diego County. These studies have identified characteristics of habitat used by gnatcatchers to guide coastal sage scrub restoration by land managers.



Photo courtesy of Alexandra Houston

A five-year study is being completed to determine how habitat quality, drought, predation, insect food supply, and other factors are affecting cactus wren reproduction and population size. This study along with genetic testing will help to reverse the decline of coastal cactus wren.



Photo courtesy of Chris Brown

Development of a region-wide monitoring strategy for the arroyo toad will help coordinate future regional surveys and priority objectives for land managers.



Telemetry research on golden eagles is being used to develop habitat selection models related to land use and terrain.



Environmental Stewardship

EMP grants support land management activities, coordination, and collaboration across the region. Activities funded by the grants include but are not limited to invasive plant removal, trail restoration, protective fencing, habitat restoration, and monitoring of animals and plants.



In 2018, photos of basking juvenile southwestern pond turtles were documented at Sycuan Peak Ecological Reserve. The U.S. Geological Survey has been removing invasive species at this location to promote the continued existence of these species with EMP funding.



Invasive plants, which adversely affect the nesting sites for the California least tern and other rare plant species such as Nuttall's lotus, were removed by volunteers from the sand dunes at Mission Bay funded by an EMP grant to the San Diego Audubon.



The annual monitoring of over 30 rare plant species continues with workshops held to train land managers and land owners on rare plant monitoring protocols. These surveys are used to create a monitoring baseline to track future changes for these species and prioritize management needs.

Regional Coordination

As part of the EMP, a working group of land managers and conservationists meet regularly to discuss regional environmental issues, share insights and findings with each other, and collaborate on strategic planning for species and habitat management.

In addition, the EMP established the San Diego Management and Monitoring Program (SDMMP) in 2008 to coordinate science-based biological management and monitoring of lands in San Diego County that have been protected through various conservation planning and mitigation efforts. The SDMMP works collaboratively with over 115 partner organizations, many of which own conserved lands, to create more efficient strategies for managing and monitoring plants and animals. These partners include local, state and federal government agencies, non-profit organizations, and research and education organizations.



115 partner organizations, including 14 research and education, 32 government and wildlife agencies, and 69 NGOs.



Over 1,800 documents are available on the SDMMP website, including the Management & Monitoring Strategic Plan.



132 projects submitted to the website from 16 collaborators. SDMMP has been involved with over 68 restoration projects covering 12,600+ acres.



Over 500 geographic datasets gathered and formatted for stakeholder use. Over 1,000 rare plant surveys stored in a uniform database.



Held over 27 trainings and workshops for land managers, researchers, and policy makers, as well as over 80 monthly Management and Monitoring Coordination Meetings.



TransNet

Environmental Mitigation Program

Conservation. Research. Stewardship.



TransNet Environmental Mitigation Program: New Memorandum of Agreement

Overview

In March 2008, the Board of Directors entered a Memorandum of Agreement (MOA) with Caltrans, the U.S. Fish and Wildlife Service, and the California Department of Fish and Wildlife for the implementation of the *TransNet* Environmental Mitigation Program. The MOA was amended in August 2013 to clarify the economic benefit provisions of the Environmental Mitigation Program.

To help guide future work, SANDAG has been working with its partner agencies to develop a new MOA; the previous version expired in February 2018.

Key Considerations

The 2008 MOA was used as a starting point to initiate discussion regarding the new MOA. Included in Attachment 1 are the proposed changes to clarify points that arose over the first ten years, which are shown in red text.

The proposed MOA would support implementation of the *TransNet* Environmental Mitigation Program for the next ten years and clarifies the flow of funds for transportation mitigation, as well as regional land management and biological monitoring.

In particular, it would:

- Extend the MOA for another ten years (through FY 2029).
- Continue funding for the Habitat Conservation Fund, including the San Diego Management and Monitoring Program at the same level (\$4 million annually) for the next ten years.
- Capture all the Board actions approved during the first ten years into the MOA as attachments.
- Update the timing and release of funding related to a provision of the *TransNet* Environmental Mitigation Program referred to as Economic Benefit.

Establishment of a new MOA fulfills a recommendation made by the Independent Taxpayer Oversight Committee in the *TransNet* Triennial Performance Audit Report released in June 2018.

The Regional Planning Committee recommended approval of the MOA at its February 1, 2019, meeting, with the modifications as shown in Attachment 1. Modifications were recommended by the signatories to the MOA, with support from the members of the Environmental Mitigation Program Working Group and SANDAG staff. The Independent Taxpayer Oversight Committee and the Transportation Committee also recommended approval at their meetings on February 13 and 15, 2019.

Action: Approve

The Regional Planning and Transportation Committees recommend that the Board of Directors approve the proposed *TransNet* Environmental Mitigation Program Memorandum of Agreement (MOA) and authorize the Executive Director to sign the MOA on behalf of the agency, in substantially the same form as shown in Attachment 1.

Fiscal Impact:

The *TransNet* Environmental Mitigation Program provides \$4 million annually in *TransNet* funding for regional land management and monitoring.

Schedule/Scope Impact:

The proposed *TransNet* Environmental Mitigation Program Memorandum of Agreement would be effective through FY 2029.

Next Steps

Execution of the new MOA would allow continuation of the *TransNet* Environmental Mitigation for regional land management and biological monitoring for the next ten years.

Hasan Ikhata, Executive Director

Key Staff Contacts: Kim Smith, (619) 699-6949, kim.smith@sandag.org
Keith Greer, (619) 699-7390, keith.greer@sandag.org

Attachment: 1. Draft Memorandum of Agreement

**Memorandum of Agreement (MOA XXXX)
among the San Diego Association of Governments (SANDAG), the
California Department of Fish and Wildlife (CDFW), the California Department of
Transportation (Caltrans), and the United States Fish & Wildlife Service (USFWS)
(collectively "the signatories") Regarding the Mitigation for Transportation
Projects Under the *TransNet* Extension Ordinance
Environmental Mitigation Program**

WHEREAS, the San Diego Association of Governments (SANDAG), as the designated Regional Transportation Planning Agency, is required to prepare a Regional Transportation Plan (RTP) for the San Diego region pursuant to Section 65080 of the Government Code;

WHEREAS, in October 2015, the SANDAG Board of Directors adopted San Diego Forward: The Regional Plan (2015 Regional Plan) as the regional RTP;

WHEREAS, the RTP includes a list of transportation network improvements and other transportation policies and programs that are intended to improve the mobility of people and goods throughout the region which are further clarified in the Regional Transportation Improvement Program (RTIP), which covers five fiscal years and was most recently adopted in 2016;

WHEREAS, the *TransNet* Extension Ordinance and Expenditure Plan (*TransNet* Extension Ordinance) Commission Ordinance 04-01 was adopted by the SANDAG Board on May 28, 2004, to provide for continuation of the half-cent transportation sales tax for 40 years to relieve traffic congestion, improve safety, and match state/federal funds;

WHEREAS, the *TransNet* Extension Ordinance was approved by the voters on November 2, 2004;

WHEREAS, the *TransNet* Extension Ordinance included the establishment and implementation of an Environmental Mitigation Program (EMP), including 11 principles that further defined the major elements of the EMP;

WHEREAS, in January 2005, the SANDAG Board approved a set of projects for accelerated implementation referred to as the *TransNet* Early Action Program (EAP);

WHEREAS, mitigation, which means for purposes of this Memorandum of Agreement (MOA), the early acquisition, creation, restoration, enhancement, and/or management of high-quality habitat, is more cost-effective and more biologically beneficial than the mitigation of habitat based on a project-by-project approach to mitigation;

WHEREAS, the *TransNet* EMP is intended, in part, to provide for early large-scale acquisition and management of important habitat areas and to create a reliable funding approach for required mitigation for future transportation improvements, thereby enabling the purchase of habitat that may become scarcer in the future, reducing future costs, and accelerating project delivery;

WHEREAS, proactive mitigation of transportation projects would provide an opportunity to implement the *TransNet* EMP by providing opportunities for early large-scale conservation, permit streamlining, and certain cost savings;

WHEREAS, the need for biological monitoring and management of the habitat preserve areas is critical to maintain habitats and ecosystem processes for the persistence and resilience of native flora and fauna;

WHEREAS, the signatories to this MOA agree that SANDAG will continue to include updates to funding for the biological mitigation of transportation projects to implement the currently adopted RTP, and additional funding for regional management and monitoring to implement the Regional Management Strategic Plan¹;

WHEREAS, the *TransNet* Extension Ordinance contains the provision that the EMP could yield an economic benefit of \$200 million (estimated in 2002 dollars) through the benefits of incorporating specified regional and local transportation projects into applicable habitat conservation plans, thereby allowing mitigation requirements for covered species to be fixed, and allowing mitigation requirements to be met through purchase of land in advance of need in larger blocks at a lower cost;

WHEREAS, on March 19, 2008, SANDAG, the California Department of Transportation (Caltrans), the United States Fish and Wildlife Service (USFWS), and the California Department of Fish and Wildlife (CDFW) entered into a MOA regarding the mitigation for transportation projects under the *TransNet* Extension Ordinance EMP;

WHEREAS, on September 26, 2008, the SANDAG Board approved the attached process and criteria for SANDAG staff to utilize in evaluating and acquiring mitigation lands under the *TransNet* EMP, included as part of the Construction and Mitigation Strategy (CMS) shown in Attachment A;

WHEREAS, in October 2011, the Governor of California signed Senate Bill 468, which states that *"SANDAG shall commit to dedicate a portion of the *TransNet* Regional Habitat Conservation Fund for regional habitat acquisition, management, and monitoring activities necessary to implement habitat conservation plans based on the estimated economic benefits derived from permitting and approval efficiencies on the north coast corridor project as a result of the procedures of this section, with that funding to be released by SANDAG in phases based upon the proportion of project work that has been issued permits, consistency reviews, or other applicable approvals, and in accordance with any other criteria as deemed appropriate by SANDAG taking into account the purpose and intent of *TransNet*";*

WHEREAS, in August 2013, the signatories amended the MOA originally signed in March 2008, to clarify the process and phasing of the release of economic benefit funding utilizing the existing process identified in the original MOA and subsequent SANDAG Board actions;

WHEREAS, the signatories have determined that entering into this MOA does not constitute a project as that term is used in the California Environmental Quality Act (CEQA), California Public Resource Code section 21000, et seq., that entering into this MOA does not constitute a major federal action significantly affecting the human environment as those terms are used in the National Environmental Policy Act (NEPA), 42 U.S.C. section 4321, et seq., and that CEQA and NEPA compliance are conditions precedent to any signatory being committed to carry out any obligations set forth in this MOA for which such compliance is required;

¹ The Regional Management Strategic Plan is a comprehensive plan to promote the management and monitoring of at-risk native species and their habitat in the San Diego region.

NOW THEREFORE, BE IT RESOLVED that the signatories agree as follows:

1. The signatories agree to continue to implement the CMS (Attachment A, and incorporated by reference as if fully restated here) as the method for identifying priority habitat acquisition, creation, and restoration opportunities that will be designed to fully mitigate the range of anticipated wildlife habitat, natural communities, fisheries, and sensitive species² impacts resulting from projects in the currently adopted RTP, as well as for local transportation projects that are funded through *TransNet*. The CMS aligns the estimated impacts of these transportation project(s) to mitigation opportunities, which are intended to be the basis for determining subsequent agreements identified under Section 7 below, and the parties agree that such agreements may provide regulatory assurances under the authority and jurisdiction of the signatory agencies.
2. SANDAG agrees to continue to include in future budget updates, a cash flow for mitigation of *TransNet* regional and local transportation projects totaling no less than \$440 million (nominal dollars) through the expiration of this MOA pursuant to a SANDAG-approved budget that can be amended through an annual process.

Funding can be used for: (1) acquisition; (2) restoration and enhancement; and (3) monitoring and management, as required to meet each transportation project's full mitigation needs. Funds not utilized in any given year could be rolled over into the next fiscal year. Borrowing to the degree necessary to meet this objective would be implemented consistent with the adopted Plan of Finance (POF), with debt service to be paid from annual EMP revenues. Up to \$82 million in interest-free fund transfers from transportation categories could be provided as a loan to finance the early acquisitions. Additionally, \$30 million in debt-service assistance as identified in the *TransNet* Extension Ordinance also could be provided. Interest-free fund transfers from transportation project categories could be allowed in such a way that transportation projects are not delayed. Such transferred funds would be returned for use on transportation projects by the end of the *TransNet* Extension in 2048.

3. SANDAG has allocated \$4 million a year, starting at the beginning of FY 2008 and will continue to allocate this amount annually until the end of FY 2029 to be used for regional management and monitoring. The source of the funds allocated for regional management and monitoring are attributed to the Regional Conservation Fund as described in *TransNet* Extension EMP Principle 4.
4. SANDAG will continue to provide an annual report analyzing the status and progress of the MOA in implementing the goals of the *TransNet* EMP for presentation to the SANDAG Board.

² Sensitive species are generally those that have been covered, or are anticipated to be covered, by approved or in progress Natural Communities Conservation Program (NCCP)/Habitat Conservation Program (HCP) planning efforts.

5. The signatories agree to evaluate and SANDAG would modify, if necessary, the POF no later than ten years after execution of this MOA to accommodate any insufficiencies identified in the tri-annual Independent Taxpayer Oversight Committee performance audit, SANDAG Audit Committee recommendations, and/or ten-year TransNet comprehensive review to address potential variations in funding, changes to the adopted RTP, and changes to the CMS.
6. EMP funds will be made available according to the schedule described in the POF. The release for advance mitigation will be contingent upon executed agreements intended to establish the mitigation of *TransNet*-funded regional and local transportation projects as identified in Attachment B (which is incorporated by reference as if fully restated here). The agreements may take various forms and address a range of actions from project-specific to more programmatic-level approaches towards mitigation and conservation actions. Types of agreements could include, but are not limited to:
 - a. Advanced Permittee Responsible Mitigation Agreements (e.g Interstate 5 North Coast Corridor Agreement)
 - b. Letter of Concurrence and Commitments (e.g., Sage Hill agreement)
 - c. Wetland Mitigation Banking Agreement (e.g., Rancho Jamul)
 - d. Advanced Conservation Banking Agreement (e.g., Hidden Valley Memorandum of Understanding [MOU])
 - e. Programmatic Consultation (e.g., Rail Corridor from Orange County to Oceanside)
 - f. Early Federal Endangered Species Act Section 7 Consultation
 - g. Project(s) Specific Agreement(s)
 - h. Natural Community Conservation Plan/Habitat Conservation Plan NCCP/HCP
 - i. Regional General Permits (e.g., Contra Costa County)
 - j. Regional Conservation Investment Strategy
7. The focus of the initial mitigation efforts under this CMS will be on those projects identified in the latest adopted RTP and approved by the SANDAG Board. The focus will be on projects identified as EAP projects followed by other regional projects included in the RTP. Mitigation opportunities for the remaining transportation projects will be initiated if the signatories of this MOA agree that an environmental mitigation opportunity has arisen to satisfy a non-EAP project consistent with Section 2 above.

8. SANDAG will work with the local jurisdictions to identify the mitigation needs for local transportation projects identified in the most currently adopted RTIP and utilize existing lands acquired for local streets and roads or assist the jurisdictions with acquisition, restoration and management to meet their mitigation needs. Existing credits are currently memorialized in the Conservation Credit Agreement dated November 25, 2014. Mitigation lands for local streets and roads projects will occur in the permitted subarea plan or with written approval of the United States Fish and Wildlife Service and the California Department of Fish and Wildlife (Wildlife Agencies) within the associated subregional NCCP plan area, with written approval of the Wildlife agencies.
9. Economic Benefit will be released in accordance with the implementation policies identified in Attachment C of this MOA or a similar mutually agreed upon methodology developed over the life of the MOA, after repayment of the debt financing has been fulfilled on existing bonds issued to promote advance mitigation during the first ten years of the program.
10. The mitigation requirements for each project(s) will be addressed on a case-by-case basis and incorporated into a specific agreement pursuant to Section 6 above to be executed by the signatories. The signatories hereto intend that if a project(s) conforms to the scope, general alignment, and biological effects analysis described in an executed agreement pursuant to Section 6 above, no additional compensatory mitigation to satisfy the Federal Endangered Species Act (ESA), the California Endangered Species Act (CESA), the California NCCP, or Fish and Game Code section 1600 et seq., are anticipated; however, final determination of project impacts and necessary mitigation will be determined through applicable statutory permitting processes. The parties agree to follow the CMS process for identification and acquisition of mitigation property as described in Attachment A of the MOA.
11. Each project will be reviewed by the Wildlife Agencies through applicable statutory and regulatory processes. In addition, the Wildlife Agencies will determine each project's consistency with executed agreements. The Wildlife Agencies will contact, in writing, the signatories within 60 days of receipt of the SANDAG request for concurrence regarding conformance with the executed agreements. If the project does not conform, the Wildlife Agencies will identify necessary actions required for consistency with the approved agreement(s). For projects that conform to the approved agreements, the Wildlife Agencies will expedite issuance of the permits, as staffing resources allow. Notwithstanding this section or any other provision of this MOA, nothing in this MOA is intended or will be interpreted to pre-determine the outcome of any applicable statutory and regulatory processes under ESA, NEPA, CEQA, NCCP, or other applicable federal or state laws.
12. Principals of federal or state "Safe Harbor" agreements pursuant to 50 CFR §§ 17.22(c) and at 17.32(c), or Section 2089 of California Fish and Game Code, may be included, as appropriate, and as determined by the relevant parties, in any agreement that improves resources in advance of project impacts for resources that may be affected by the transportation project (e.g., coastal lagoon restoration).

13. Local jurisdictions with approved NCCP/HCPs and incidental take authorizations/exemptions that include local transportation projects as covered activities, have received regulatory assurances regarding mitigation for such projects, as provided for in the federal No Surprises Rule (e.g., cities of Chula Vista, San Diego, La Mesa, Poway, Carlsbad, and the County of San Diego). Other jurisdictions may obtain such assurances for covered transportation projects upon approval by the Wildlife Agencies of their NCCPs/HCPs and issuance of corresponding incidental take authorizations.
14. Mitigation for projects identified in Attachment B may be substituted for other *TransNet* projects as identified in the most recently adopted RTP. Substituted projects must have impacts equal to or less than the original project and the exchange must be approved by the Wildlife Agencies. The amount of use of mitigation credits would be addressed by subsequent agreements as identified in Section 6 above.
15. The Wildlife Agencies will actively cooperate with SANDAG and Caltrans during the permitting process for *TransNet* projects impacting wetlands, and waters of the United States, which are regulated by the U.S. Army Corps of Engineers, EPA, Regional Water Quality Control Board, and/or CDFW through wetland banking agreements, master streambed alteration agreements, regional general permits, or mechanisms, as appropriate. The signatories support wetland creation, where appropriate and feasible, and restoration projects for use as advance mitigation and, as appropriate will mutually assist with identifying and/or obtaining funding for planning and permitting of the creation and restoration projects.
16. USFWS will support and, if appropriate, present the federal Consistency Determination for federal projects to the California Coastal Commission for coastal wetland restoration agreement(s) provided USFWS determines the projects meet the Consistency Determination requirements under federal and state law.
17. SANDAG, acting as the San Diego County Regional Transportation Commission, is accountable for all *TransNet* expenditures pursuant to the *TransNet* Extension Ordinance. As such, SANDAG is responsible for the expenditure of funds for advanced mitigation through the execution of the agreements described in Section 6, above. It is the intent of SANDAG to continue to utilize the capabilities and expertise of Caltrans staff, a SANDAG-contracted independent third-party, or itself to acquire real property and to develop and implement restoration plans. The Wildlife Agencies will cooperate in identifying opportunities and priorities consistent with the CMS.
18. The signatories agree in good faith to expend the technical, and staff resources necessary to implement the provisions of this MOA. However, nothing in this MOA shall be construed as obligating the signatories to expend funds, or for the future payment of money, in excess of appropriations authorized by law, nor does this MOA pre-determine the outcome of any future statutory or regulatory process under federal or state law or the execution of further agreements between the signatories. In addition, nothing in this MOA will be construed to establish a limit on the funds necessary to provide mitigation as required under the ESA and the CESA, or any other applicable law or regulation; all mitigation costs set forth in this MOA, including Attachments A and B, and the documents referred to herein are estimates only.

19. The signatories agree to review and modify this MOA, if necessary, after ten years from its execution by all signatories based upon its performance in providing advanced mitigation, enhanced project delivery, and overall availability of *TransNet* funding. Based upon the results of this review, all signatories retain the right to obtain mitigation of individual projects on a project-by-project basis pursuant to Section D and Principle 11 of the *TransNet* Extension Ordinance, the ESA, and the CESA.
20. Nothing in this MOA shall supersede those provisions adopted by the voters in November 2004 under the *TransNet* Extension Ordinance.
21. Any notice required or permitted under this MOA may be personally served on another party, by the party giving notice, or may be served by certified mail, return receipt requested, to the following addresses:

For SANDAG: 401 B Street, Suite 800 San Diego, CA 92101 Attention: Hasan Ikhata	For USFWS: 2177 Salk Avenue, Suite 250 Carlsbad, CA 92008 Attention: Field Supervisor
For CDFW: 3838 Ruffin Road San Diego, CA 92123 Attention: Ed Pert	For Caltrans: 4050 Taylor Street San Diego, CA 92110 Attention: Cory Binns
22. That unless it is amended by the parties in writing, this MOA shall terminate ten years after execution of this agreement, or on such earlier or later date as the parties may agree to in writing. This MOA shall continue in effect unless and until a party to the MOA gives 60 days written notice of its desire to withdraw from the MOA. If such notice is given, the MOA shall continue to be binding on those parties who have not formally withdrawn.
23. No Member of Congress shall be entitled to any share or part of this Agreement, or to any benefit that may arise from it.
24. This MOA shall be interpreted in accordance with the laws of the State of California and applicable federal laws.
25. All terms, conditions, and provisions hereof shall inure to and shall bind each of the parties hereto, and each of their respective successors, and assigns.
26. For purposes of this MOA, the relationship of the parties is that of independent entities and not as agents of each other or as joint venturers or partners. The parties shall maintain sole and exclusive control over their personnel, agents, consultants, and operations.
27. No alteration or variation of the terms of this MOA shall be valid unless made in writing and signed by the parties hereto, and no oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto.
28. Nothing in the provisions of this MOA is intended to create duties or obligations to or rights in third parties to this MOA, to accord to any third party a right to sue pursuant to this MOA, or to affect the legal liability of the parties to this MOA to third parties.

29. This MOA may be executed in any number of identical counterparts, each of which shall be deemed to be an original, and all of which together shall be deemed to be one and the same instrument when each party has signed one such counterpart.

IN WITNESS WHEREOF, the Parties hereto have executed this MOA effective on the day and year first above written.

SAN DIEGO ASSOCIATION OF GOVERNMENTS

APPROVED AS TO FORM

HASAN IKHRATA
Executive Director

Office of General Counsel

CALTRANS

CORY BINNS
District 11 Director

UNITED STATES FISH AND WILDLIFE SERVICE

Carlsbad Fish and Wildlife Service
Field Supervisor

**CALIFORNIA DEPARTMENT OF FISH
AND WILDLIFE**

ED PERT
Deputy Director

- Attachments: A. *TransNet* Conservation and Mitigation Strategy
B. Estimated Mitigation Need and Cost by Project
C. *TransNet* Economic Benefit Implementation Policy Points

TransNet Conservation and Mitigation Strategy

The goal of the *TransNet* Conservation and Mitigation Strategy (CMS) is to: (1) identify conservation opportunities for habitat acquisition, creation, and restoration that promotes regional habitat conservation planning; and (2) align these opportunities in such a way to fully mitigate the range of potential wildlife habitat, natural communities, fisheries, and sensitive species impacts resulting from transportation projects in the currently adopted Regional Transportation Plan (RTP) pursuant to Section 14 of the *TransNet* EMP Memorandum of Agreement (MOA).

A. Identification of Conservation Opportunities

The United States Fish and Wildlife Service and the California Department of Fish and Wildlife (Wildlife Agencies) will partner with SANDAG and Caltrans to identify conservation opportunities that promote the regional conservation of biodiversity, thereby implementing San Diego's regional habitat plans that have been adopted (or will be adopted) under the Natural Community Conservation Planning Act (NCCP), and as Habitat Conservation Plans (HCPs) under the Endangered Species Act. Implementation of these NCCPs/HCPs will collectively promote San Diego Forward: The Regional Plan's (2015 Regional Plan) policy objectives to, *"focus growth in areas that are already urbanized, allowing the region to set aside and restore more open space in our less developed areas,"* and *"protect and restore our region's urban canyons, coastlines, beaches and water resources,"* and also will provide certainty and streamlined regulatory permitting of future transportation projects.

The opportunities will consist of identification of land acquisitions, upland and wetland restoration and creation, and other specific actions that will contribute to the goal of *"maintain[ing] and enhance[ing] biological diversity in the region and conserving viable populations of endangered, threatened, and key sensitive species and their habitat, thereby preventing local extirpation and ultimate extinction (MSCP Biological Goals and Standards)."*

In assisting with the development of the conservation opportunities, the Wildlife Agencies will use the basic fundamental tenets of habitat reserve design based upon the recommendations of the NCCP scientific advisors¹, and specific objectives² based upon the current needs of the regional NCCPs/HCPs, as well as the opportunities to leverage *TransNet* funds with non-*TransNet* funding. While the fundamental tenets will not change over time, the objectives will be subject to periodic reassessments as the regional NCCP/HCP matures.

¹ Southern California coastal sage scrub NCCP Conservation Guidelines (1983). California Department of Fish and Wildlife (CDFW and California Resources Agency).

² Specific objectives could include, as examples, preservation of vernal pool and maritime succulent scrub habitat, restoration of quino checkerspot butterfly and burrowing owl habitat, and creation of coastal wetland habitat.

B. Alignment with Regional Transportation Plan Mitigation Needs

Based upon a review of the projects in the most currently adopted RTP and current Regional Transportation Improvement Program (RTIP), and the estimated impacts (Attachment B), as amended, the Wildlife Agencies will partner with SANDAG and Caltrans, and other federal and state regulatory agencies, to align mitigation needs of the RTP project(s) with the identified conservation opportunities, with an emphasis on transportation projects belonging to the Early Action Program (EAP) and then to other projects. The conservation opportunity will meet the mitigation needs of the project(s) and be formalized in an appropriate agreement as identified in the MOA prior to the release of funds for acquisition of such property. The Wildlife Agencies will not mandate a specific opportunity as the required mitigation, but instead will provide a range of options for SANDAG and Caltrans to consider based upon cost, timeliness, and respect for private property rights, other state and federal regulatory requirements, and other considerations.

Conceptually, conservation opportunities that achieve the mitigation for estimated RTP project(s) impacts can be grouped into coastal wetlands, jurisdictional freshwater wetlands, uplands, and species specific. Habitat acquisition, restoration, creation, and species-specific enhancement will all be considered, as appropriate.

It is expected that in order to implement this approach, some projects may require additional biological analysis to provide more specificity on the habitats and species that could be impacted and conservation opportunities as a follow-up to confirm the assumptions of executed agreements as described in the MOA.

C. *TransNet*

The following process and criteria were adopted by the SANDAG Board of Directors on August 1, 2008, to guide SANDAG and Caltrans staff with the identification and acquisition of mitigation property when implementing the *TransNet* Environmental Mitigation Program (EMP). They will be used to implement the identification and acquisition of land under the EMP.

1. Conservation and Mitigation Strategy

Compensatory mitigation for RTP³ projects will require the following general types of habitats: coastal wetlands, freshwater wetlands, and uplands. During the development of the *TransNet* EMP, a planning level estimate was made for the amount of acres to be acquired, restored, and managed for these habitat types and an estimated cost. In addition, depending on the number of regulatory permits and size of expenditures; various levels of assurances will be required. The following outlines the process and criteria for advanced mitigation; an illustrative flowchart is provided (see Section D.1). Those transportation projects included in the RTIP that have identified or are in the process of identifying environmental mitigation through various regulatory permitting processes are not subject to the process and criteria set out in this document, and therefore, will not be postponed.

³ Pursuant to the MOA, the RTP referenced in these guidelines is the 2015 Regional Plan. Projects may be substituted in future RTP updates following the provisions of Section 14 of the MOA.

2. Identification of Opportunities
 - a. SANDAG, Caltrans, USFWS, and CDFG will work on identifying opportunities that meet the mitigation needs of future RTP projects per the MOA.
 - b. The above agencies will be working with outside organizations (for example, local jurisdictions, nonprofits, private land owners, consultants) to identify opportunities and will develop a strategic alliance with the State Wildlife Conservation Board (WCB) and California State Coastal Conservancy (SCC) to leverage funding and achieve larger mutual goals while providing advanced mitigation for RTP Projects.
3. Strategy for Mitigation of Coastal Wetlands
 - a. SANDAG, Caltrans, USFWS, and CDFG have agreed that the mitigation solution for the projects in the coastal zone will require a unique approach. The agencies, along with partners from the California Coastal Commission, SCC, U.S. Army Corps of Engineers, and local stakeholders have developed an Advanced Permittee Responsible Mitigation Agreement that complements the Public Works Plan for projects in the coastal Interstate 5 (I-5) Corridor. This approach consists of a strategy that looks at the existing ecological health of the coastal wetlands in San Diego County, and the opportunities for “ecological lift” by creation/restoration, enhancement, and capital improvement activities that improve the ecological functioning of the wetland. These activities will be assigned mitigation credits equivalent to the ecological lift resulting from the action compared to existing conditions of the wetlands. This may include acquisitions for the creation of wetlands where possible.
 - b. Agreements will be entered into by SANDAG, Caltrans, and the regulatory agencies that comprise the Resource Enhancement Mitigation Program of the Public Works Plan/Transportation and Resource Enhancement Program for the I-5 North Coast Corridor to implement the Advanced [Permittee Responsible](#) Mitigation Agreement.
 - c. Acquisition of property could occur prior to the signing of a new agreement provided that all parties agree in writing that the site would become part of the coastal wetland mitigation strategy and agree to the value of mitigation credits.
4. Strategy for Mitigation of Non-Coastal Wetlands and Uplands
 - a. SANDAG and Caltrans will seek assurances through a wetland mitigation bank agreement, conservation agreement, or alternative agreements as determined to the satisfaction of SANDAG and Caltrans.
 - b. A letter of concurrence and commitment from USFWS and CDFG stating that a property is suitable for mitigation will be required prior to an appraisal of the property.

- c. It is the intent of SANDAG to have all assurances from the regulatory agencies in place prior to expenditures of any funds necessary for acquisition. SANDAG may rely upon a letter of concurrence and commitment from the Wildlife Agencies to secure the property in fee title, easement, option, or lease. Restoration, if necessary, would come after additional assurances (for example, mitigation bank agreement, approved restoration plans) from the regulatory agencies are in place.

D. Process and Criteria for Mitigation

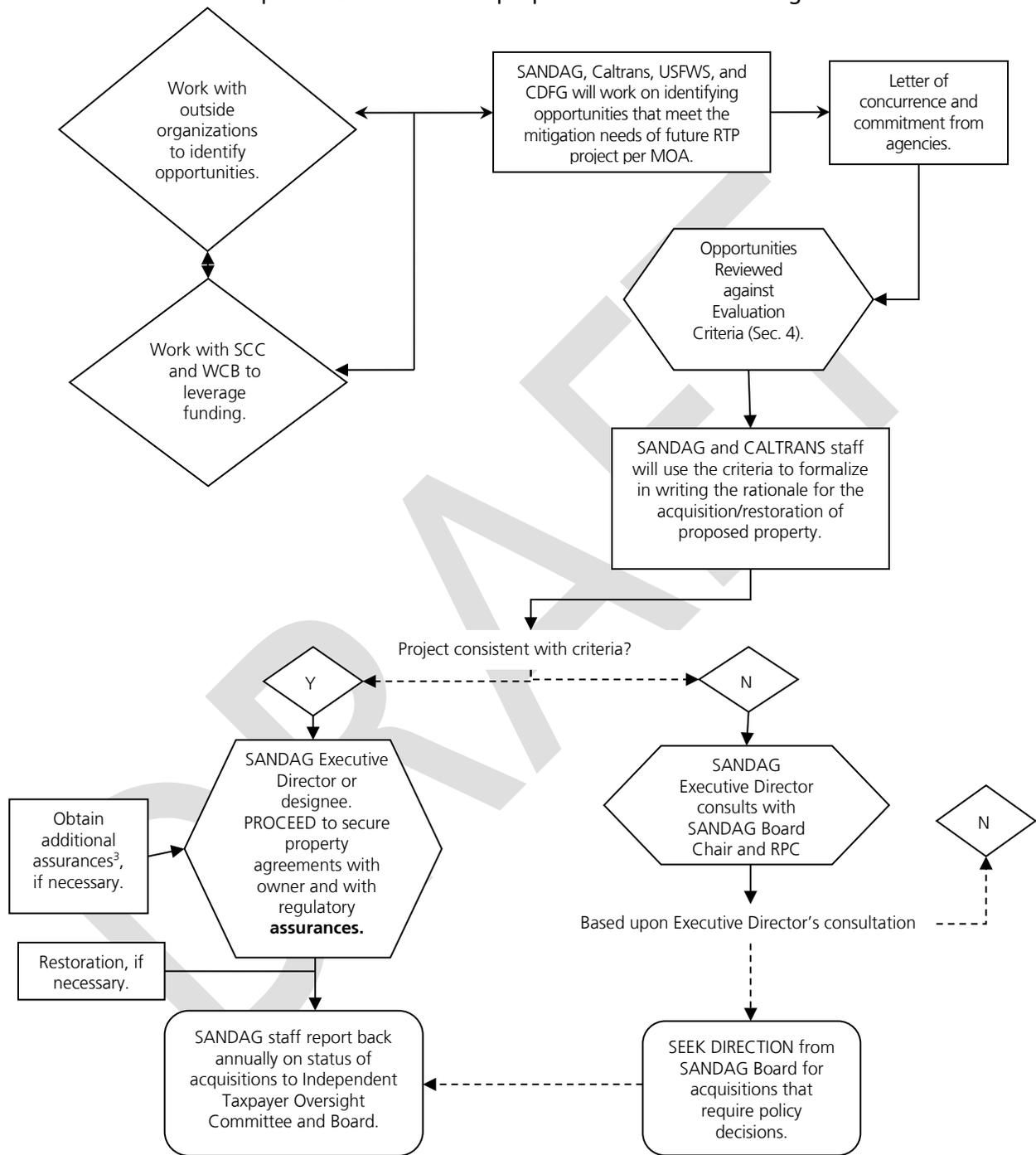
SANDAG and Caltrans staff will pursue mitigation opportunities consistent with the strategies above and secure opportunities as illustrated in Section 3. Section 4 describes the criteria that will guide SANDAG and Caltrans staff in the acquisition of conservation opportunities. SANDAG and Caltrans staff will formalize in writing how the proposed acquisition/restoration of the proposed property conforms to these criteria.

Pursuant to Section 7 of the MOA, “the focus of the initial mitigation efforts under this CMS will be on those projects identified in the latest adopted RTP and approved by the SANDAG Board. The focus will be on projects identified as EAP projects followed by other regional projects included in the RTP. Mitigation opportunities for the remaining transportation projects will be initiated if the signatories of this MOA agree that an environmental mitigation opportunity has arisen to satisfy a non-EAP project . . .”

DRAFT

1. Conceptual Implementation Flow Chart

To be used for acquisition/restoration of properties for advanced mitigation.



Additional assurances are described in Section 6 of the MOA and include but are not limited to advance mitigation agreements, mitigation banks, and programmatic consultations.

2. *TransNet* EMP Mitigation Evaluation Criteria

- a. RTP Mitigation: The property will satisfy one or more RTP projects as identified in the MOA with a focus on projects identified as EAP followed by other regional projects in the RTP. Mitigation opportunities to meet other RTP projects and local street and road projects will be considered under the terms of the MOA. The regulatory agencies will be required to provide assurance in the form of a letter of concurrence and commitment that the land is adequate for mitigation prior to appraisal of the property. Additional assurance such as conservation or mitigation bank agreements may be required prior to execution of a purchase agreement and/or the restoration of the property.
- b. Jurisdictional Land Use Plans: Use of the site as habitat mitigation/open space is consistent with the long-range land use and transportation policies of one or more local jurisdictions. If the use of the site as habitat mitigation/open space is not consistent, the jurisdiction(s) does not object to the site being purchased for mitigation.
- c. Willing Seller: Owner of the property is a willing seller with clear title to the property and any hazardous material identified in a Phase I environmental site assessment has been evaluated and addressed.
- d. Appraisal: The property must be appraised by a qualified licensed appraiser in accordance with established acquisition and appraisal standards and the first written offer will reflect the fair market value of the property.
- e. Promotes Natural Community Conservation Planning: The proposed mitigation will contribute to the success of the San Diego regional NCCP by acquiring and restoring unique habitat areas, key populations of endangered species, lands adjacent to existing conserved habitat lands, and/or promoting wildlife linkages with the goal of establishing mitigation ratios in subsequent agreements pursuant to the adopted habitat conservation plans.
- f. Owner/Manager: Perpetual ownership of the land has been identified, as well as a qualified land manager. The identified owner is a public agency or nonprofit willing to provide a conservation easement or deed restriction to SANDAG or Caltrans upon transfer of title that contains a reversionary clause back to SANDAG or Caltrans if the land is not being managed and monitored pursuant to a Resource Management Plan acceptable to the Wildlife Agencies. SANDAG, Caltrans, and the land manager have agreed upon the annual cost to manage the land and the method for funding the annual management costs.

- g. Cost: The cost of the mitigation is consistent with the estimates established under the *TransNet* Extension Ordinance as adjusted for inflation in the *TransNet* Plan of Finance. The Executive Director or designee shall have the authority to expend funds for mitigation up to 10 percent above the planning level estimates, subject to SANDAG Board Policy No. 017. Staff shall track and monitor any cost savings on a program-wide basis. The Executive Director shall have the authority to approve expenditures of funds for mitigation above 10 percent of the planning level estimates if there are enough cost savings accumulated on a program-wide basis to cover the expected costs as verified through an analysis prepared by staff and verified by the *TransNet* Program Manager. Expenditures for mitigation that exceed the planning level estimate or the appraised value of the property by 10 percent and above any accumulated programmatic cost savings would require approval by the SANDAG Board to proceed, subject to SANDAG Board Policy No. 017. SANDAG staff will track the expenditures and cost savings of the mitigation and provide an annual report to the Independent Taxpayer Oversight Committee and SANDAG Board with any recommendations for adjustments to ensure that the program-wide costs are consistent with the estimates established under the *TransNet* Extension Ordinance.

Estimated Mitigation Need and Cost by Project

RTP Project	From	To	Coastal Wetlands	Non-Coastal Wetlands	Uplands	Estimated Mitigation Costs (TPMF)	Estimated Economic Benefit (EB)
Major Regional Projects						\$2002	\$2002
I-5	SR 56	Vandegrift Boulevard	20	0	60	\$76,000,000	\$21,279,823
I-5/I-805	Port of Entry–Mexico		0	1	0	\$555,000	\$155,399
I-5/I-805	HOV Connectors		0	1	0	\$555,000	\$155,399
I-805	SR 905	SR 54	0	2	5	\$2,360,000	\$660,794
I-805	SR 54	I-8	0	1	2	\$1,055,000	\$295,398
I-805	Mission Valley Viaduct		0	2	0	\$1,110,000	\$310,797
SR 11	SR 905	Mexico	0	2	10	\$3,610,000	\$1,010,792
SR 52	I-805	I-15	0	0	2	\$500,000	\$139,999
SR 52	I-15	SR 125	0	1	5	\$1,805,000	\$505,396
SR 76	Melrose Drive	Mission Road	0	25	60	\$28,875,000	\$8,084,933
SR 76	Mission Road	I-15	0	45	110	\$52,475,000	\$14,692,878
Coastal Rail Doubletracking			20	0	20	\$66,000,000	\$18,479,846
Mid-Coast Light Rail			0	5	10	\$5,275,000	\$1,476,988
I-5/SR 56	Freeway Connectors		0	2	0	\$1,110,000	\$310,797
SR 54/SR 125	I-5	SR 94	0	2	5	\$2,360,000	\$660,794
SR 905	I-805	Mexico	0	6	80	\$23,330,000	\$6,532,346
I-5	SR 54	SR 163	0	1	0	\$555,000	\$155,399
I-5	I-805	SR 56	0	1	0	\$555,000	\$155,399
I-5	SR 905	SR 54	0	1	2	\$1,055,000	\$295,398
I-5	SR 163	I-8	0	1	0	\$555,000	\$155,399
I-5	I-8	I-805	0	1	5	\$1,805,000	\$505,396
I-5/I-8	Freeway Connectors		5	0	0	\$15,250,000	\$4,269,964
I-5/SR 78	Freeway Connectors		0	2	0	\$1,110,000	\$310,797
SR 94/SR 125	Freeway Connectors		0	1	0	\$555,000	\$155,399
Oceanside to Escondido Transit Enhancements			0	2	10	\$3,610,000	\$1,010,792
I-8	SR 125	Los Coches Road	0	1	10	\$3,055,000	\$855,393
I-15	SR 94	SR 163	0	5	10	\$5,275,000	\$1,476,988
I-15/SR 78	HOV Connectors		0	1	0	\$555,000	\$155,399
I-15/SR 94	HOV Connectors		0	1	2	\$1,055,000	\$295,398
I-805	I-8	I-5	0	2	10	\$3,610,000	\$1,010,792
I-805/SR 52	HOV Connectors		0	1	2	\$1,055,000	\$295,398
SR 52	I-5	I-805	0	1	2	\$1,055,000	\$295,398
SR 56	I-5	I-15	0	1	5	\$1,805,000	\$505,396
SR 67	Mapleview Street	Dye Road	0	5	150	\$40,275,000	\$11,276,906
SR 75/SR 282	Glorietta Boulevard	Alameda Boulevard	0	1	0	\$555,000	\$155,399
SR 78	I-5	I-15	0	2	5	\$2,360,000	\$660,794

RTP Project	From	To	Coastal Wetlands	Non-Coastal Wetlands	Uplands	Estimated Mitigation Costs (TPMF)	Estimated Economic Benefit (EB)	
SR 94	Avocado Boulevard	Steele Canyon Road	0	5	25	\$9,025,000	\$2,526,979	
SR 94	SR 125	Avocado Boulevard	0	1	0	\$555,000	\$155,399	
SR 94/SR 125	I-5	I-8	0	1	5	\$1,805,000	\$505,396	
SR 125	SR 905	San Miguel Road	0	1	1	\$805,000	\$225,398	
SR 125	San Miguel Road	SR 54	0	1	0	\$555,000	\$155,399	
Kearny Mesa Transitway			0	1	5	\$1,805,000	\$505,396	
Sorrento Mesa Transitway			0	5	45	\$14,025,000	\$3,926,967	
SPRINTER Extension to North County Fair			0	1	0	\$555,000	\$155,399	
Subtotal				45	142	663	\$381,810,000	\$106,905,909
Minor Regional Projects				0	23	136	\$46,765,000	\$13,094,091
Subtotal				45	165	799	\$428,575,000	\$120,000,000
Support Costs							\$21,425,000	\$0
Subtotal							\$450,000,000	\$120,000,000
Local Transportation Projects							\$200,000,000	\$40,000,000
Subtotal							\$650,000,000	\$160,000,000
Regional Management and Monitoring Funds Previously Authorized by MOA							N/A	\$40,000,000
Total							\$650,000,000	\$200,000,000

Notes:

These projects are from the 2030 Regional Transportation Plan approved March 2003, which was in effect at the time of the TransNet Ordinance. Projects may change pursuant to future RTP updates approved by the SANDAG Board. Following the adoption of each new RTP the attachment will be revised.

TPMF – Transportation Project Mitigation Fund

Acreages estimated using Generalized Vegetation mapping from SANDAG 1995 Regional Vegetation database.

Cost per acre based on recent mitigation ratios, acquisition, restoration, creation, and endowment costs.

Costs are in 2002 dollars.

TransNet Economic Benefit Implementation Policy Points

1. Economic Benefit consists of those funds that are generated by the mitigation of regional transportation projects and local streets and roads that occur in advance of permit needs that were estimated at \$200 million in 2002. [SANDAG tracks these funds in its Capital Improvement Project No. 1200300 Regional Habitat Conservation Fund.](#)
2. Economic Benefit would be generated upon a transportation project(s) or phase of a larger project obtaining final regulatory sign off on all federal, state, and local permits, or equivalent consistency reviews or approvals required to develop the transportation infrastructure.
3. Potential Economic Benefit will be reduced by the allocation already approved by the SANDAG Board of Directors (\$40 million) and any future allocations under this Memorandum of Agreement (MOA). [The remaining Economic Benefit will be evaluated for release at the termination of this MOA when debt service for borrowing for the first ten years of the Environmental Mitigation Program \(EMP\) has been completed.](#)
4. Economic Benefit for regional transportation projects will be derived by the proportionate amount of actual mitigation cost for the project divided by the total mitigation cost provided under the EMP for all projects and then multiplied by remaining economic benefit. Larger projects developed in phases would release their economic benefit in proportion to the economic benefit calculated for the entire project.
5. Economic Benefit accrued for local streets and minor regional projects would be determined by the total cost of mitigation divided by the total available local street funds then multiplied by the remaining economic benefit.
6. Allocated Economic Benefit funds would be converted to the year of expenditure dollars by the SANDAG Board based upon using growth in *TransNet* revenues.
7. Economic Benefit can be used for regional habitat acquisition, management, and/or monitoring necessary to implement the regional habitat conservation plans utilizing the established SANDAG processes.
8. SANDAG will utilize the evaluation criteria contained in the CMS, which is Attachment A to the MOA.
9. A committee comprised of representatives from SANDAG, Caltrans, United State Fish and Wildlife Service, California Department of Fish and Wildlife, and U.S. Geological Survey would evaluate all proposals resulting from a call for projects for land acquisitions and provide their recommendation to the SANDAG Board using evaluation criteria approved by the SANDAG Board and the eligibility findings identified in Policy Point No. 8, above.
10. The EMP Working Group would make a recommendation to the Regional Planning Committee for any allocations of economic benefit funds proposed for regional management and monitoring. Economic Benefit funding for management and monitoring would be allocated by the SANDAG Board as part of the annual allocations of funding.

11. Economic Benefit would be calculated after debt service for borrowing for the first ten years of the EMP has been completed, and then as part of the Plan of Finance approval by the SANDAG Board. Economic Benefit would be released in phases so as not to impact the infrastructure improvements previously approved by the Board for design and/or construction. Any bonding required to fund Economic Benefit would be consistent with the *TransNet* Implementation Guidelines adopted by the SANDAG Board on September 24, 2004, which indicates that borrowing would be limited to \$30 million and, to the degree needed, up to \$82 million in *"intra-program fund transfers from transportation categories."*

DRAFT